

TRAFFIC



PARKING

COMMISSION

AGENDA

REGULAR MEETING OF THE HEMET TRAFFIC AND PARKING COMMISSION

**City Council Chambers
450 East Latham Avenue, Hemet CA 92543**

November 15, 2016

9:00 AM

*If you wish to make a statement regarding any item on the agenda, please complete a Speaker Card and hand it to the clerk. When the Chairman calls for comments from the public on the item you wish to address, step forward to the lectern and state your name and address. **Only testimony given from the lectern will be heard by the Traffic and Parking Commission and included in the record.***

1. CALL TO ORDER:

Roll Call: Chairman Stephen Covington, Vice-Chair Farrah Fowler, Commissioners David Oltman, Donald Funkhouser and C.W. Cecchi

Flag Salute: Vice-Chair Farrah Fowler

2. APPROVAL OF MINUTES:

A. Minutes for the Traffic and Parking Commission of September 13th, 2016

3. PUBLIC COMMENTS:

*Anyone who wishes to address the Commission regarding items **not on the agenda** may do so at this time. Please line up at the lectern when the Chairman asks if there are any communications from the public. When you are recognized, please give your name and address. Please complete a Speaker Card and hand it to the Clerk so that we have an accurate recording of your name and address for the minutes.*

Action Items

Meeting Procedure for Action Items:

1. *Receive Staff Presentation*
2. *Commissioners report any Site Visit and ask questions of staff*
3. *Receive comments from the public.*
4. *Close the Action Item*
5. *Traffic and Parking Commission Discussion and Motion*

4. **Traffic Control for School Zones – Acacia Avenue at Palm Avenue**– The City received a written request from Troy Morgan regarding concerns of people speeding and the need to consider placing school area signs and speed limit reductions.

Information:

Requestor: Troy Morgan
Location: Acacia Avenue at Palm Avenue
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City Staff respectfully Recommends that the Traffic and Parking Commission approve the installation of School Area Signs, based on the facts that:

1. River Springs Charter School meets the definition of a “School” pursuant to the California Manual on Uniform Traffic Control Devices (CAMUTCD); and
2. River Springs Charter School is a recognized charter school with the California Department of Education.

5. **Traffic Control at Mustang Way at Rexford Drive** – The City received a request regarding speeding and accidents occurring at the intersection of Mustang Way and Rexford Drive from Nancy Schwartdjeger. Ms. Schwartdjeger requested a stop sign or traffic signal to help control speeds at this location.

Information:

Requestor: Nancy Schwartdjeger
Location: Mustang Way at Rexford Drive
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

6. **Speed Bumps – Hamilton Avenue between Devonshire Avenue and Latham Avenue** – The City received a written request regarding speeding and the request for speed bumps along Hamilton Avenue from Devonshire Avenue to Latham Avenue from Mark Bertrand.

Information:

Requestor: Mark Bertrand
Location: Hamilton Ave. between Devonshire Ave. and Latham Ave.
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

7. **Stop Signs – Sierra Dawn North** – Ed Reitz submitted a letter regarding the possibility of adding STOP signs at “T” intersections entering the park off of Menlo Avenue (at Ronda Street) and Oakland Avenue (at Elk Street).

Project Information:

Requestor Ed Reitz
Location: Menlo Ave. at Ronda St. and Oakland Ave. at Elk St.
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

8. **Speed Bump Petition – Thornton, Zirconia, Malachite, and Limonite** – The City received a written petition regarding speed bumps be installed at the subject streets. The petition was received at a City Council meeting on October 11, 2016.

Project Information:

Requestor Marie Ball
Location: Thornton Ave., Zirconia St., Malachite St., and Limonite, St.
Engineer: Steven Latino, Engineering Director/City Engineer

Recommended Action:

City staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

DEPARTMENT REPORTS

9. **ENGINEERING DIRECTOR REPORTS:** *Verbal reports from Engineering Director*
A. Kirby/Seven Hills at Stetson Left Turn Phasing
B. WRCOG LED Street Light Demonstration Project

10. TRAFFIC AND PARKING COMMISSIONER REPORTS: *Commissioner Reports on meetings attended, future agenda item requests, or other matters of Engineering interest.*

- A. Chairman Steve Covington
- B. Vice-Chair Farrah Fowler
- C. Commissioner Oltman
- D. Commissioner Funkhouser
- E. Commissioner C.W. Cecchi

11. Commissioner FUTURE AGENDA ITEMS/CONTINUED ITEMS.

12. ADJOURNMENT: To the **Meeting of the Hemet Traffic and Parking Commission** scheduled for **January 10th, 2017 at 9:00 AM** to be held at the City of Hemet Council Chambers located at 450 E. Latham Avenue, Hemet, California 92543.

NOTICE TO THE PUBLIC:

Any writings or documents provided to a majority of the Traffic and Parking Commission regarding any item on this agenda will be made available for public inspection at the Engineering Department counter of the Covell Building located at 510 E. Florida Avenue during normal business hours. Agendas for Traffic and Parking Commission meetings are posted at least 72 hours prior to the meeting. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact the Engineering Department office at (951) 765-2360. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to insure accessibility to the meeting. (28 CFR 35.102-35.104 ADA Title II).

AGENDA # 4



Staff Report

TO: Traffic and Parking Commission
FROM: Steven Latino, Engineering Director/City Engineer
DATE: November 15, 2016
RE: Traffic Control for School Zones – Acacia Avenue at Palm Avenue

BACKGROUND:

City staff received a written request from Troy Morgan, a concerned parent, regarding concerns of people speeding and the need to consider placing school area signs and speed limit reductions consistent with Traffic Control for School Areas. The school at this location is River Springs Charter School.

ANALYSIS:

In accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD), a “School” is defined as public or private educational institution recognized by the state education authority for one or more grades K through 12 or as otherwise defined by the State. The state education authority, the California Department of Education, recognizes River Springs Charter School as part of the Riverside County Office of Education. This satisfies the definition as stated in the CAMUTCD.

Rivers Springs Charter School is generally located at the northeast corner of Palm Avenue and Acacia Avenue. The school is set in the C-M zone, or commercial manufacturing, and is a permitted use in accordance with the City’s Municipal Code and zoning ordinances. A location map is attached as Attachment “A”.

Palm Avenue and Acacia Avenues are designated as Collectors per the City’s General Plan. Acacia Avenue is currently posted with a 30 MPH speed limit (last surveyed in 2014, see Attachment “B”) in the vicinity of the school and Palm Avenue is posted with a 35 MPH speed limit (last surveyed in 2011, see Attachment “C”).

Lastly, in accordance, with the California Vehicle Code (CVC) section 22352(b)(2), the Prima Facie Speed Limit for a roadway segment contiguous to a school, posted with the appropriate “SCHOOL” warning sign shall be 25 MPH while children are going to or leaving the school either during school hours or during the noon recess period.

RECOMMENDED ACTION:

City Staff respectfully recommends that the Traffic and Parking Commission approve the installation of School Area Signs (see Attachment “D”), based on the facts that:

1. River Springs Charter School meets the definition of a “School” pursuant to the CAMUTCD; and
2. River Springs Charter School is a recognized charter school with the California Department of Education.

Respectfully submitted,



Steven Latino
Engineering Director/City Engineer

- Attachment(s):
- A. River Springs Charter School Location Map
 - B. Acacia Avenue E&T Summary Sheet
 - C. Palm Avenue E&T Summary Sheet
 - D. Standard Example of Signing for a School Zone (CAMUTCD Figure 7B-5)

Attachment A
River Springs Charter School Location Map



Attachment B
Acacia Avenue E&T Summary Sheet

City of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Acacia	Limits:	Lyon to Gilbert
Date:	June 3, 2014	Survey Location:	
Direction:	West - East	Posted Speed Limit:	35 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	37 MPH		
10 MPH Pace/Percent:	31-40	MPH/	85 %
85th % Rounded to nearest 5 MPH Increment:	35 MPH		
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalks _____	Pedestrians/Bicycles _____		
On-street Parking <u> x </u>	Frequent Intersections/Driveways <u> x </u>		
Unusual Roadway Geometrics _____	Design Speed _____		
Fronting Schools/Parks/Residential _____	Other _____		
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes <u> x </u> No _____			
E. Recommended Speed Limit 30 MPH			
In the professional opinion of the City Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By:			City of Hemet
	City Engineer		

Attachment C
Palm Avenue E&T Summary Sheet

City Of Hemet

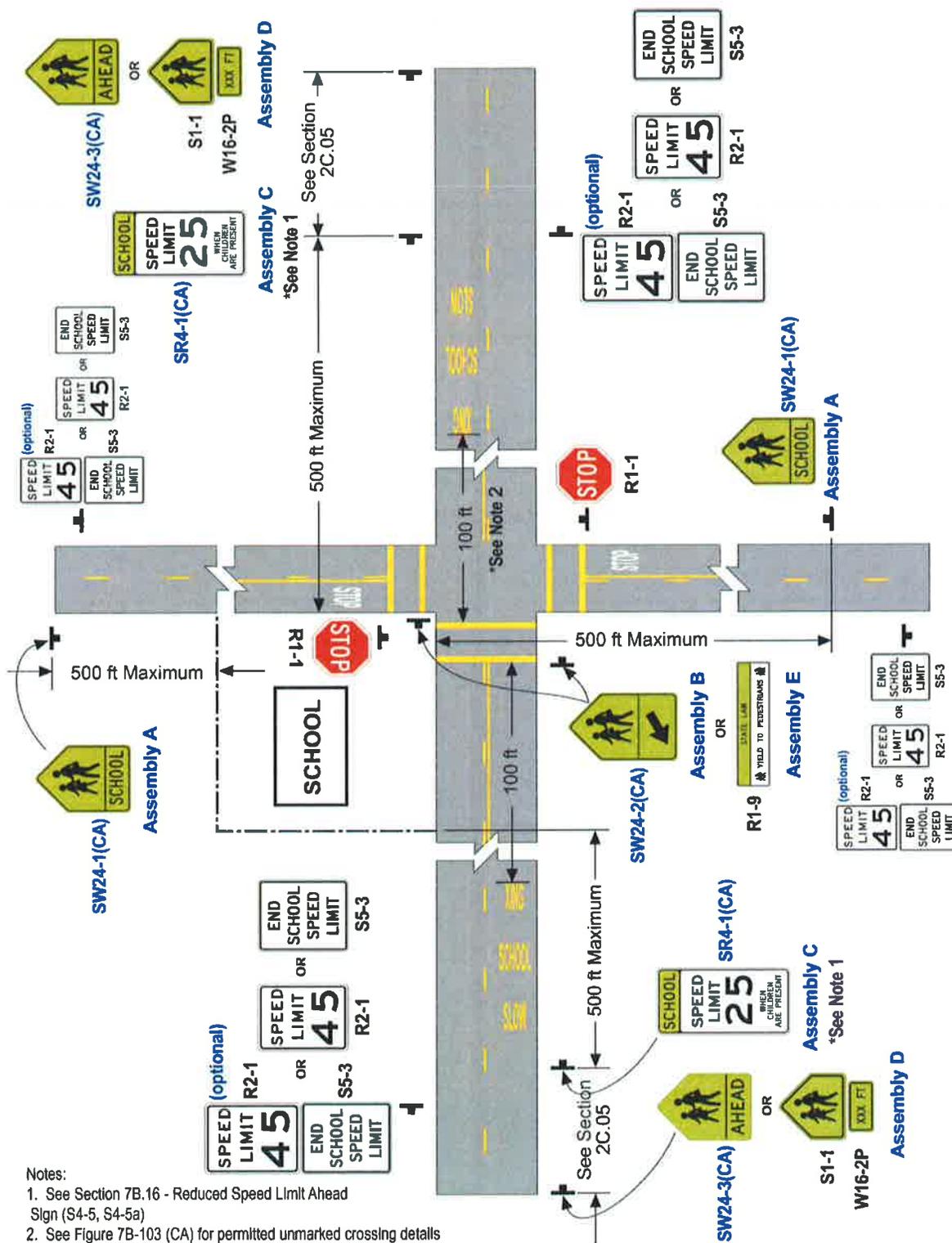
Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Palm	Limits:	Florida to Whittier
Date:	February 3, 2011	Survey Location:	
Direction:	North-South	Existing Speed Limit:	30 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	38 MPH		
10 MPH Pace/Percent:	29-38	MPII/	78 %
85th % Rounded to nearest 5 MPH Increment:			40 MPH
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalk _____	Pedestrians/Bicycles _____	x	
On-street Parking _____	Frequent Intersections/Driveways _____		XX
Unusual Roadway Geometrics _____	Design Speed _____		
Fronting Schools/Parks/Residential _____	x	Other _____	RR Crossing _____
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes	XX	No	_____
E. Recommended Speed Limit	35 MPH		
<p>In the professional opinion of the Principal Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.</p>			
Approved & Certified By:	 _____ Principal Engineer		City of Hemet

Attachment D
Standard Example of Signing for a School Zone (CAMUTCD Figure 7B-5)

Figure 7B-5(CA). Example of Signing for a School Zone with a School Speed Limit and a School Crossing



AGENDA # 5



Staff Report

TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: November 15, 2016

RE: Traffic Control at Mustang Way at Rexford Drive

BACKGROUND:

Ms. Nancy Schwartdjeger requested traffic control be explored in the vicinity of Mustang Way at Rexford Drive, noting that speeding and a high rate of accidents occurred at the subject intersection. A location map is attached at Attachment "A". The request was to consider either a stop sign or traffic signal to help control speeds at this location.

ANALYSIS:

Mustang Way is generally an east/west street, classified as a Secondary 4-U per the City's General Plan, starting at Sanderson Avenue and terminating at Warren Road. Mustang Way is posted at 35 MPH (last surveyed in 2011, see Attachment "B") between Sanderson Avenue and Cawston Avenue. Additionally, the appropriate school warning signs are posted in the vicinity of West Valley High School.

Rexford Drive is a local residential street that intersects Mustang Way along a curve. Rexford Drive generally runs northwest/southeast from its intersection with Mustang Way. The approach to Mustang Way is stop controlled which is normal for a residential street exiting a tract.

Traffic control devices such as STOP signs or Traffic Signals are not used to control speed, but to provide clear right of way at an intersection. Per the California Manual on Uniform Traffic Control Devices (CAMUTCD), there are warrants that must be satisfied in order to consider the installation of either a signal or a STOP sign. These warrants generally look at volumes over 8-hour, 4-hour and Peak Hour periods. Additionally, they consider Pedestrian Volume, School Crossings, and Crash Experience.

Previously, the City of Hemet conducted analysis of the intersection of Mustang Way the school entrance (approximately 906-feet east of Rexford Drive). This locations did not satisfy the 4-hour or 8-hour warrants and only satisfied the Peak Hour and School Crossing. and has been attached as Attachment "C". Based on the analysis, it is improbable that the intersection of Rexford Drive will satisfy a volume warrant due to Rexford Drives low volumes. It should be noted that that under Section 4C.01 of the CAMUTCD, "The satisfaction of a traffic signal warrant or warrants shall not itself require the installation of a traffic control signal."

Finally, staff reviewed the City's traffic collision database. From January 1, 2005 to December 31, 2016 ten collisions were noted at this location. In accordance with the CAMUTCD, a Traffic Signal or STOP sign is not warranted based on collision history, unless

during a 12-month period five correctable accidents have occurred. The most that have occurred at this location in any 12-month period are two. The collision history is attached as Attachment "D"

RECOMMENDED ACTION:

City Staff respectfully recommends that the Traffic and Parking Commission take no action on this item

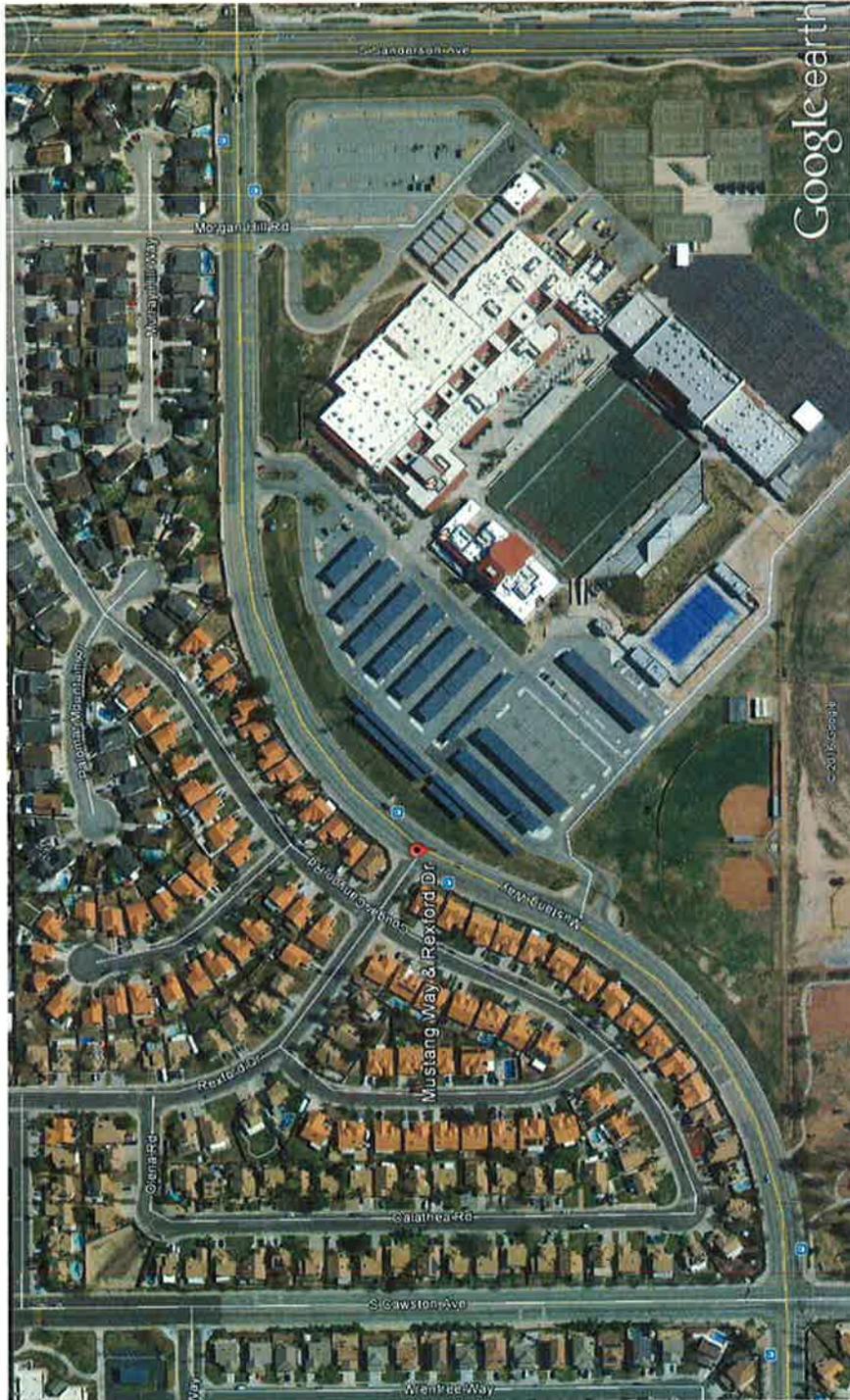
Respectfully submitted,



Steven Latino
Engineering Director/City Engineer

- Attachment(s):
- A. Mustang Way at Rexford Drive Location Map
 - B. Mustang Way E&T Summary Sheet
 - C. Warrant Analysis for Mustang Way at West Valley High School entrance.
 - D. Collision Summary Mustang Way at Rexford Drive (1/1/2005 to 12/31/2016)

Attachment A
Mustang Way at Rexford Drive Location Map



Attachment B
Mustang Way E&T Summary Sheet

City Of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Mustang	Limits:	Cawston-Sanderson
Date:	February 8, 2011	Survey Location:	
Direction:	East-West	Existing Speed Limit:	45 MPH
A. Prevailing Speed Data	85th Percentile Speed: 41 MPH 10 MPH Pace/Percent: 33-42 MPH/ 77 % 85th % Rounded to nearest 5 MPH Increment: 40 MPH		
B. Accident History	Number of Months Covered: Total Accidents: Accidents/Million Vehicle Miles: Expected Accident Rate:		
C. Conditions Not Readily Apparent (Mark with 'X')	Crosswalk _____ Pedestrians/Bicycles _____ x _____ On-street Parking _____ Frequent Intersections/Driveways _____ Unusual Roadway Geometrics _____ x _____ Design Speed _____ Fronting Schools/Parks/Residential _____ x _____ Other _____		
D. Further 5 MPH Reduction Justification	Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)? Yes <u>XX</u> No _____		
E. Recommended Speed Limit	35 MPH		
In the professional opinion of the Principal Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By:	 _____		City of Hemet
	Principal Engineer		

Attachment C
Warrant Analysis for
Mustang Way at West Valley High School entrance.

Counts Unlimited, Inc
951-268-6268

Signal Warrants - Summary

Major Street Approaches

Eastbound: Mustang Way
Number of Lanes: 2
Approach Speed: 35
Total Approach Volume: 1,813

Westbound: Mustang Way
Number of Lanes: 2
Approach Speed: 35
Total Approach Volume: 2,833

Minor Street Approaches

Northbound: West Valley Driveway
Number of Lanes: 1

Total Approach Volume: 1,041

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular VolumeNot Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous TrafficNot Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 1 A&B - Combination of WarrantsNot Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour DelaySatisfied	
Number of hours (7) volumes exceed minimum >= required (1). Delay data not evaluated.	
Warrant 3B - Peak Hour VolumesNot Satisfied	
Volumes do not exceed minimums for any hour.	
Warrant 4 - Pedestrian Volumes	Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
Warrant 5 - School Crossing	Satisfied
Number of gaps > 10.0 seconds (0) < the number of minutes in the crossing period (540).	
Warrant 6 - Coordinated Signal System	Not Satisfied
No adjacent coordinated signals are present	
Warrant 7 - Crash Experience	Not Satisfied
Number of accidents (0) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network	Not Satisfied
Major Route conditions not met. No volume requirement met.	

City Of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Rexford	Limits:	Dusty Hill to Mustang
Date:	December 5, 2006	Survey Location:	
Direction:	north - south	Existing Speed Limit:	25 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	26 MPH		
10 MPH Pace/Percent:	18-27	MPH/	85 %
85th % Rounded to lower 5 MPH Increment:	25 MPH		
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalks _____	Pedestrians/Bicycles _____	x _____	
On-street Parking _____	Frequent Intersections/Driveways _____	x _____	
Unusual Roadway Geometrics _____	x _____	Design Speed _____	_____
Fronting Schools/Parks/Residential _____	x _____	Other _____	_____
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes _____		No _____	
E. Recommended Speed Limit		25 MPH	
In the professional opinion of the Traffic Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By: _____			City of Hemet
Traffic Engineer			

Attachment D
Collision Summary Mustang Way at Rexford Drive (1/1/2005 to 12/31/2016)

**City of Hemet
Traffic Bureau**

From 1/1/2005 to 12/31/2016

Total Collisions: 10

Injury Collisions: 8

Fatal Collisions: 0

Collision Summary Report

11/4/16

MUSTANG WY & REXFORD DR

Page 1 of 2

07-900307	4/4/2007	17:54	Wednesday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Severe Injury	# Inj: 2	# Killed: 0
Party 1	Driver		South	Making Left Turn	Male	Age: 21			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Driver		West	Proceeding Straight	Male	Age: 31			
Veh Type:	Pickup Truck		Sobriety: HNBD	Assoc Factor: Violation	Lap/Shoulder Harness Used	Cell Phone Not In Use			
08-900494	6/14/2008	10:27	Saturday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Other Visible Injury	# Inj: 3	# Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 88			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Driver		West	Proceeding Straight	Female	Age: 20			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
09-900077	2/5/2009	17:25	Thursday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Dark - Street Light	Raining	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	22450A	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 26			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Driver		West	Proceeding Straight	Female	Age: 34			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
09-900425	6/30/2009	09:12	Tuesday	MUSTANG WY REXFORD DR	0'	Direction: North	Daylight	Cloudy	Pty at Fault:1
	Hit Object		Fixed Object	Unknown	23103A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		West		Male	Age: 17			
Veh Type:	Passenger Car		Sobriety:	Assoc Factor:					
09-900768	12/16/2009	07:58	Wednesday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Other Visible Injury	# Inj: 5	# Killed: 0
Party 1	Driver		South	Making Left Turn	Female	Age: 19			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2	Driver		West	Proceeding Straight	Female	Age: 27			
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			

MUSTANG WY & REXFORD DR

12-900004	1/3/2012	15:12	Tuesday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn		Female	Age: 33		
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight		Male	Age: 19		
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
12-11227	12/26/2012	16:14	Wednesday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21804A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn		Male	Age: 43		
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		West	Proceeding Straight		Male	Age: 38		
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
14-3513	4/30/2014	14:57	Wednesday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Unknown	21802	Hit & Run: No	Complaint of Pain	# Inj: 3	# Killed: 0
Party 1	Driver		South	Making Left Turn		Female	Age: 30		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight		Male	Age: 19		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
14-8252	10/6/2014	08:00	Monday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Making Left Turn		Male	Age: 37		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver		West	Proceeding Straight		Male	Age: 43		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
15-3806	5/3/2015	17:11	Sunday	MUSTANG WY REXFORD DR	0'	Direction: Not State	Daylight	Clear	Pty at Fault:2
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Proceeding Straight		Female	Age: 71		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2	Driver		South	Making Left Turn		Male	Age: 18		
Veh Type:			Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

Settings for Query:

Street: MUSTANG WY
 Cross Street: REXFORD DR
 Intersection Related: True
 Sorted By: Date and Time

AGENDA # 6



Staff Report

TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: November 15, 2016

RE: Speed Bumps – Hamilton Avenue between Devonshire Avenue and Latham Avenue

BACKGROUND:

The City received a written request regarding speeding from Mr. Mark Bertrand along Hamilton Avenue generally between Devonshire Avenue and Latham Avenue. Mr. Bertrand is requesting the installation of speed bumps at this location.

ANALYSIS:

Hamilton Avenue between Devonshire Avenue and Latham Avenue (see Attachment "A" for location map) is a 40-foot wide north-south local street. Based on the width of the roadway and the residential use along it, the speed limit is not posted because in accordance with the California Vehicle Code section 22352 for Prima Facie Speed Limits, the speed limit is 25 MPH. The distance between the intersections

The distance from Devonshire Avenue to Latham Avenue along Hamilton Avenue is approximately 660-feet. There are stop signs at Devonshire Avenue (for northbound traffic) and at Latham Avenue (for southbound traffic).

Staff reviewed the City's traffic collision database. From January 1, 2010 to current day (Attachment "B"), and noted that there were five reported collisions. Four of the collisions involved improper turning movements at the intersections while only one was midblock and was a single vehicle collision.

The City has historically not installed speed bumps to control traffic. Several reasons for this include: cost to install and maintain, added liability to the City, noise generated by vehicles traversing the speed bumps, and the impacts to emergency response vehicles.

RECOMMENDED ACTION:

City Staff respectfully recommends that the Traffic and Parking Commission take no action on this item

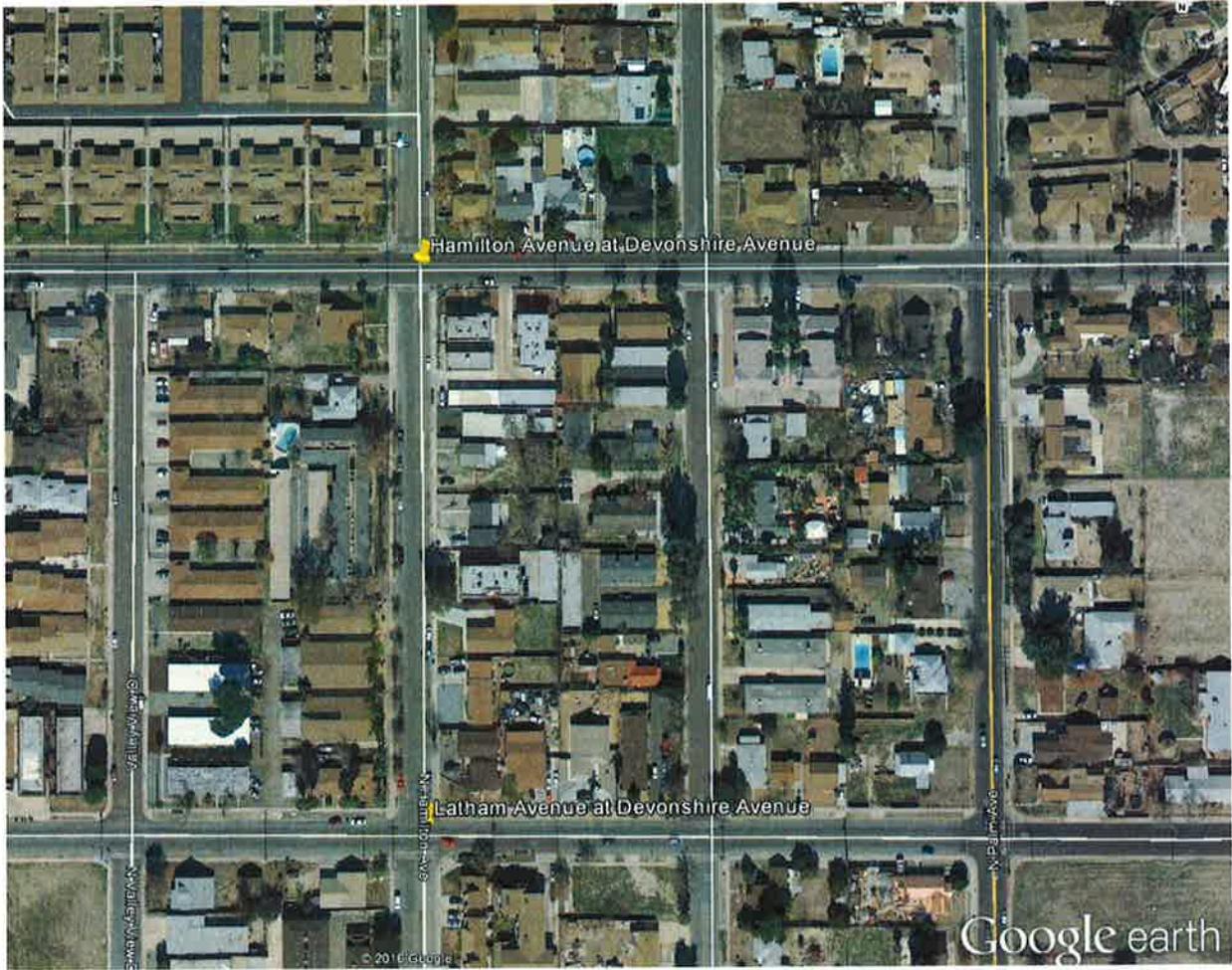
Respectfully submitted,



Steven Latino
Engineering Director/City Engineer

Attachment(s): A. Hamilton Avenue from Devonshire Avenue to Latham Avenue Location Map
B. Devonshire Avenue Collision Summary

Attachment A
Hamilton Avenue from Devonshire Avenue to Latham Avenue Location Map



Attachment B
Devonshire Avenue Collision Summary

**City of Hemet
Police Department**

Collision Summary Report

From 1/1/2010 to 11/8/2016

Total Collisions: 5

Injury Collisions: 3

Fatal Collisions: 0

11/8/16

HAMILTON AV from DEVONSHIRE AV to LATHAM AV

Page 1 of 2

10-900551	11/22/2010	07:16	Monday	DEVONSHIRE AV HAMILTON AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Auto R/W Violation	21802A	Male	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Lap/Shoulder Harness Used	Age: 31	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
Party 2	Driver	West	Proceeding Straight	Lap/Shoulder Harness Used	Age: 35	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
10-900567	12/9/2010	13:52	Thursday	LATHAM AV HAMILTON AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Auto R/W Violation	21802A	Female	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver	South	Making Left Turn	Lap/Shoulder Harness Used	Age: 74	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
Party 2	Driver	East	Proceeding Straight	Lap/Shoulder Harness Used	Age: 24	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
13-4956	6/7/2013	01:05	Friday	HAMILTON AV DEVONSHIRE AV	197'	Direction: South	Dark - Street Light	Clear	Pty at Fault:1
	Sideswipe	Fixed Object	Improper Turning	22107	Female	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	North	Proceeding Straight	Lap/Shoulder Harness Used	Age: 52	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
14-646	1/22/2014	18:45	Wednesday	DEVONSHIRE AV HAMILTON AV	0'	Direction:	Dark - Street Light	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Driving Under Influence	23152A	Male	Hit & Run: No	Property Damage Only	# Inj: 1	# Killed: 0
Party 1	Driver	North	Proceeding Straight	Lap/Shoulder Harness Used	Age: 76	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HBD Under Influnc	Assoc Factor: Violation						
Party 2	Driver	West	Proceeding Straight	Lap/Shoulder Harness Used	Age: 38	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						
14-8180	10/3/2014	20:23	Friday	DEVONSHIRE AV HAMILTON AV	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle	Traffic Signals and Signs	22450A	Female	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver	North	Making Left Turn	Lap/Shoulder Harness Used	Age: 29	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: Defective Vehicle						
Party 2	Driver	West	Proceeding Straight	Shoulder Harness Not Used	Age: 55	Cell Phone Not In Use			
Veh Type:	Passenger Car	Sobriety: HNBD	Assoc Factor: None Apparent						

HAMILTON AV from DEVONSHIRE AV to LATHAM AV

Segment Length: 0.13 miles (661')

Settings for Query:

Start Date: 1/1/2010, End Date: 04/30/2016 (on SWITRS Data)

Street: HAMILTON AV between DEVONSHIRE AV and LATHAM AV

Include Intersection Related: True

City: Hemet

Sorted By: Date and Time

AGENDA # 7



Staff Report

TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: November 15, 2016

RE: Stop Signs – Sierra Dawn North

BACKGROUND:

The City received a written request regarding the possibility of adding STOP signs at “T” intersections entering the park Sierra Dawn North park off of Menlo Avenue (at Ronda Street and Carlotta Drive) and Oakland Avenue (at Elk Street and Cabrillo Drive). Attachment “A” is a location map.

ANALYSIS:

Sierra Dawn North was formed via Tract Map No. 4371 in September 20, 1971. All of the streets in the park, which are local streets, were dedicated to the City for public street purposes. Sierra Dawn North is surrounded by Menlo Avenue, a Secondary 4U on the north; Oakland Avenue, a Collector 2U on the south; and Lyon Avenue, a Secondary 4U on the east. Menlo Avenue is posted with a 40 MPH speed limit, Oakland Avenue is posted with a 30 MPH speed limit, and Lyon Avenue is posted with a 40 MPH speed limit. All three roadway segments were last surveyed in 2014 and the Engineering and Traffic Summary sheets are attached as Attachment “B”.

Staff reviewed the City’s Collision Database for both the intersection of Ronda Street at Carlotta Drive and Elk Street at Cabrillo Drive. From January 1, 2010 to current date there are no noted collisions at these two intersections. It was also noted that in most cases, similar to these locations in the City, the “T” intersections on one-lot deep entry streets were not STOP controlled. In accordance with the California Vehicle Code (CVC) section 21800 (b):

“When two vehicles enter an intersection from different highways at the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on his or her immediate right, except that the driver of any vehicle on a terminating highway shall yield the right-of-way to any vehicle on the intersecting continuing highway.

(2) For the purposes of this section, “terminating highway” means a highway which intersects, but does not continue beyond the intersection, with another highway which does not continue beyond the intersection.”

Based on the analysis the intersections appear to be operating properly and do not require additional treatment.

RECOMMENDED ACTION:

City Staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Respectfully submitted,



Steven Latino
Engineering Director/City Engineer

Attachment(s): A. Sierra Dawn North Location Map
B. Menlo Avenue, Lyon Avenue and Oakland Avenue E&T Summaries

Attachment A
Sierra Dawn North Location Map



Attachment B
Menlo Avenue, Lyon Avenue and Oakland Avenue E&T Summaries

City of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Lyon Ave.	Limits:	Menlo to Devonshire
Date:	July 9, 2014	Survey Location:	
Direction:	North-South	Posted Speed Limit:	40 MPH

A. Prevailing Speed Data

85th Percentile Speed: **39 MPH**
10 MPH Pace/Percent: **32-41 MPH/ 80 %**
85th % Rounded to nearest 5 MPH Increment: **40 MPH**

B. Accident History

Number of Months Covered:
Total Accidents:
Accidents/Million Vehicle Miles:
Expected Accident Rate:

C. Conditions Not Readily Apparent (Mark with 'X')

Crosswalks _____ Pedestrians/Bicycles _____
On-street Parking _____ Frequent Intersections/Driveways _____
Unusual Roadway Geometrics _____ Design Speed _____
Fronting Schools/Parks/Residential _____ Other _____

D. Further 5 MPH Reduction Justification

Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?

Yes _____ No **X**

E. Recommended Speed Limit **40 MPH**

In the professional opinion of the City Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.

Approved & Certified By:



City Engineer

City of Hemet

City of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Oakland Ave.	Limits:	Lyon to State
Date:	July 10, 2014	Survey Location:	
Direction:	East-West	Posted Speed Limit:	30 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	35 MPH		
10 MPH Pace/Percent:	27-36	MPH/	78 %
85th % Rounded to nearest 5 MPH Increment:	35 MPH		
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalks _____	Pedestrians/Bicycles _____		
On-street Parking _____	Frequent Intersections/Driveways _____		X
Unusual Roadway Geometrics _____	Design Speed _____		
Fronting Schools/Parks/Residential _____	Other _____		
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes	X	No	_____
E. Recommended Speed Limit			
		30 MPH	
In the professional opinion of the City Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By:			City of Hemet
	City Engineer		

City of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 and CALTRANS Traffic Manual Section 8-03)

Street:	Menlo Ave.	Limits:	Lyon to Palm
Date:	July 9, 2014	Survey Location:	
Direction:	East-West	Posted Speed Limit:	40 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	42 MPH		
10 MPH Pace/Percent:	35-44	MPH/	80 %
85th % Rounded to nearest 5 MPH Increment:	40 MPH		
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalks _____	Pedestrians/Bicycles _____		
On-street Parking _____	Frequent Intersections/Driveways _____		X
Unusual Roadway Geometrics _____	Design Speed _____		
Fronting Schools/Parks/Residential _____	Other _____		
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes _____ No X			
E. Recommended Speed Limit			
40 MPH			
In the professional opinion of the City Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By: _____ City of Hemet			
City Engineer			

AGENDA # 8



Staff Report

TO: Traffic and Parking Commission

FROM: Steven Latino, Engineering Director/City Engineer

DATE: November 15, 2016

RE: Speed Bump Petition – Thornton, Zirconia, Malachite, and Limonite

BACKGROUND:

The city received a written petition to install speed bumps along the subject streets. The petition was received at a City Council meeting on October 11, 2016.

ANALYSIS:

The petition received included 36 separate signatures; however, upon review of the document some members signed more than once and some of the addresses did not exist. Upon final review there were 35 unique signatures from 24 residences. The area of concern showing the locations of the residences that signed is included in Attachment "A". The area in the red box encompasses the streets including the request. 4 of the residences who signed the petition do not live on the streets being requested.

Thornton Avenue is an east/west Collector 2U per the City's General Plan. The posted speed limit along Thornton Avenue is 35 MPH, and was recently surveyed and presented to Council in 2016. The E&T Summary Sheet is included as Attachment "B" for reference. Zirconia Street, Malachite Street and Limonite Streets are local streets. Per the California Vehicle Code, Section 22352 for Prima Facie Speeds, the speed limit on these streets is 25 MPH. Zirconia Street is a north/south street which intersects Thornton Avenue. Heading south from Thornton Avenue, Zirconia Street contains a standard knuckle to negotiate the 90-degree turn into Malachite Street which runs east/west and terminates at Lyon Avenue. Limonite Street is a north/south street that starts at Malachite Street (approximately 180-foot from centerline of Lyon Avenue to centerline of Limonite Street) and terminates in a standard cul-de-sac (approximately 375-foot north of centerline of Malachite Street).

Staff reviewed the City's traffic collision database for all streets from January 1, 2010 to current day. There are no noted collisions at these locations; however it was noted that there was a single collision on Granite Street just north of Thornton Avenue (Granite Street is the extension of Zirconia Street north of Thornton Avenue). The collision summary sheet is included as Attachment "C".

The City has historically not installed speed bumps to control traffic. Several reasons for this include: cost to install and maintain, added liability to the City, noise generated by vehicles traversing the speed bumps, and the impacts to emergency response vehicles.

RECOMMENDED ACTION:

City Staff respectfully recommends that the Traffic and Parking Commission take no action on this item.

Respectfully submitted,

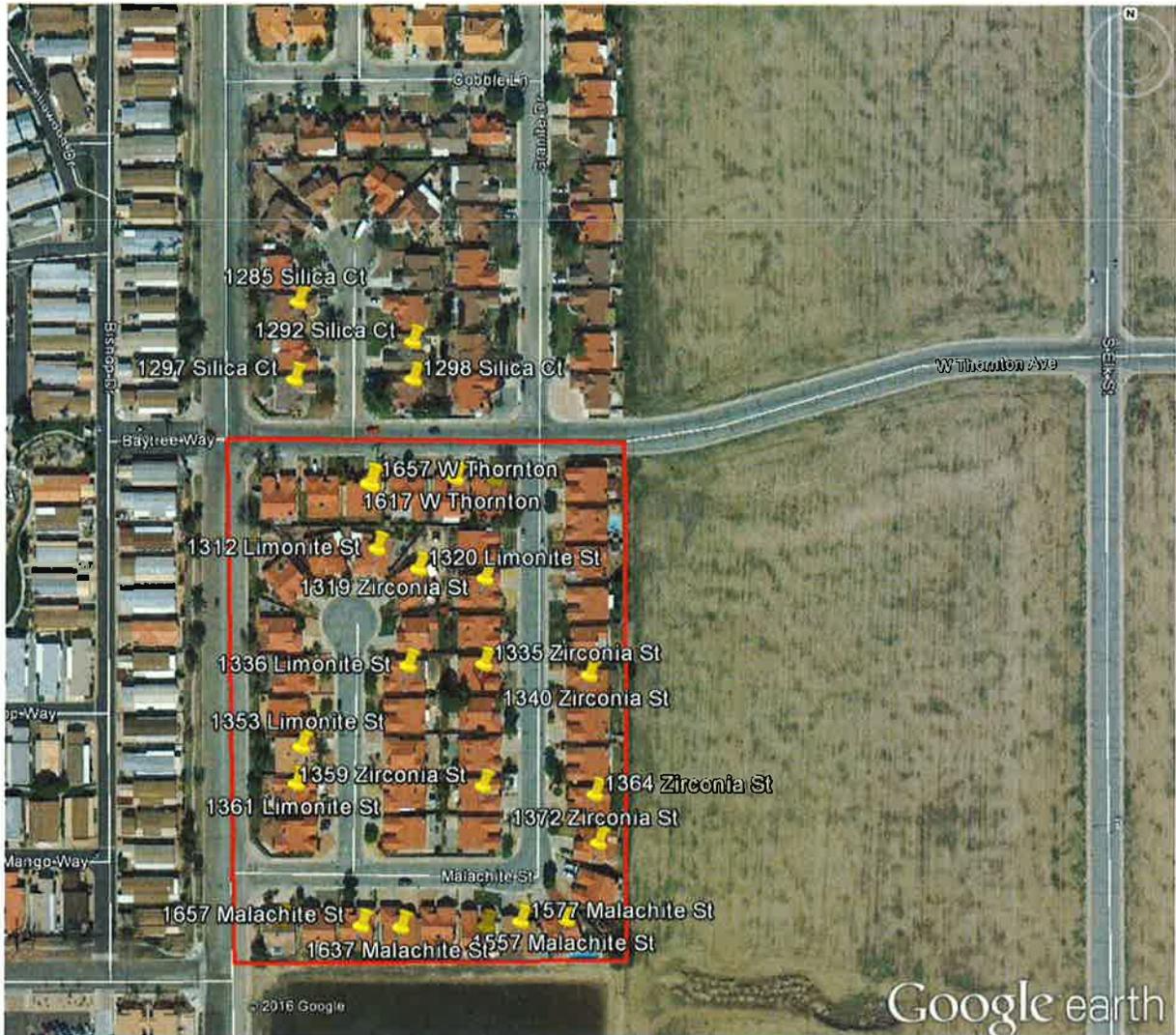


Steven Latino

Engineering Director/City Engineer

- Attachment(s):
- A. Thornton, Zirconia, Malachite, and Limonite Location Map Location Map
 - B. Thornton Avenue E&T Summary
 - C. Collision Summary Granit Street at Thornton Avenue

Attachment A
Thornton, Zirconia, Malachite, and Limonite Location Map



Attachment B
Thornton Avenue E&T Summary

City of Hemet

Engineering and Traffic Survey Summary Sheet

(Prepared in accordance with C.V.C. Sec. 627 & 22358.5 and 2014 Rev1 MUTCD Section 2B.13)

Street:	Thornton Ave	Limits:	Lyon Ave to Palm Ave
Date:	February 23, 2016	Survey Location:	
Direction:	East - West	Posted Speed Limit:	35 MPH
A. Prevailing Speed Data			
85th Percentile Speed:	42 MPH		
10 MPH Pace/Percent:	35-44	MPH/	60 %
85th % Rounded to nearest 5 MPH Increment:	40 MPH		
B. Accident History			
Number of Months Covered:			
Total Accidents:			
Accidents/Million Vehicle Miles:			
Expected Accident Rate:			
C. Conditions Not Readily Apparent (Mark with 'X')			
Crosswalks _____	Pedestrians/Bicycles _____		
On-street Parking _____	Frequent Intersections/Driveways _____		
Unusual Roadway Geometrics _____	Design Speed _____		
Fronting Schools/Parks/Residential _____	X	Other _____	
D. Further 5 MPH Reduction Justification			
Is Accident History (B) and/or Conditions Not Readily Apparent (C) justification for setting speed limit 5 MPH below 85% speed increment (A)?			
Yes X No _____			
E. Recommended Speed Limit		35 MPH	
In the professional opinion of the City Engineer, the recommended speed limit is fully justified when the speed survey and other factors are considered.			
Approved & Certified By:		City of Hemet	
	City Engineer		

Attachment C
Collision Summary Granit Street at Thornton Avenue

City of Hemet
Police Department

11/9/16

Collision Summary Report

Page 1 of 1

From 1/1/2010 to 11/9/2016

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

THORNTON AV & ZIRCONIA ST

12-900309 10/15/2012 03:03 Monday Granite Dr Thornton Av 29' Direction: North Dark - No Street Li Clear # Inj: 0 # Killed: 0
Party 1 Driver Head-On 10/15/2012 03:03 Monday Granite Dr Thornton Av 29' Direction: North Dark - No Street Li Clear # Inj: 0 # Killed: 0
Veh Type: Party 1 Driver Head-On 10/15/2012 03:03 Monday Granite Dr Thornton Av 29' Direction: North Dark - No Street Li Clear # Inj: 0 # Killed: 0
Fixed Object North Making Left Turn Unsafe Speed 22350 Hit & Run: No Age: 20 Property Damage Only # Inj: 0 # Killed: 0
Sobriety: Impairment Not Kno Assoc Factor: None Apparent Unknown Male Cell Phone Not In Use

Settings for Query:

Start Date: 1/1/2010, End Date: 04/30/2016 (on SWITRS Data)

Street: THORNTON AV

Cross Street: ZIRCONIA ST

Intersection Related: True

City: Hemet

Sorted By: Date and Time