Agreement for Funding under SB821 Bicycle and Pedestrian Facilities Program (65th Street Bicycle Safety Enhancement Project – CIP Project No. 93023)

William Hemsley
Public Works Services

- 65th Street CIP Overview
- Timeline
- General Plan
- Bike Master Plan
- Complete Streets Safety Analysis (CSSA)
- Options Discussion

OVERVIEW

65th Street Bicycle Safety Enhancement Project (SB-821) Limits

Rehabilitation of street pavement and re-striping street to comply with City General Plan/Bike Master Plan on 65th St from Hamner Ave to Archibald Ave

TIMELINE

- 2008/2009 - 65th Street Restriped from 3 to 5 lanes
- October 2010 - City Incorporation
- June 2013 - City Council Adopted General Plan
- -Included 65th Street Project
- February 2016, City Council Adopted Bicycle Master Plan
- November 2017, Complete Streets Safety Analysis
- 2017/2018 SB 821 Grant Approval
- 2018/2019 City Budget Approval with 65th St. Project
- 2019/2020 City Budget Approval with 65th St. Project
- 2019/2020 – 65th St SB 821 Grant Funding Approval
- Nov., 2019 – Council Requested Additional Options

CITY OF EASTVALE

GENERAL PLAN
ADOPTED

JUNE 13, 2012

GENERAL PLAN Adopted June 13, 2013

CHAPTER 4:

CIRCULATION AND INFRASTRUCTURE

CITY OF EASTVALE

POLICY C-15: Following the principles of complete streets, maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travel way is included in the design from building façade to building façade.

POLICY C-20: Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted.

TABLE C-1: ROADWAY CLASSIFICATIONS AND MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES AT LEVELS OF SERVICE C THROUGH E[1]

Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*	Maximum Two-Way Traffic Volume (ADT)[(2)]		
			Service Level C	Service Level D	Service Level E
Local Road	2	56 feet	varies	varies	varies
Secondary Collector	2	74 – 100 feet	10,400	11,700	13,000
Major Collector	2	100 – 118 feet	14,400	16,200	18,000
Arterial	4	128–152 feet	28,700	32,300	35,900
Urban Arterial	4	128–152 feet	28,700	32,300	35,900
Urban Arterial	6	128–152 feet	43,100	48,500	53,900

Notes:

(1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.

(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.

(3) Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.

Bicycle Master Plan

CITY OF EASTVALE
EST. 2010
Community ✱ Pride ✱ Prosperity

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Draft Bike Facilities - City of Eastvale

65th Street Project

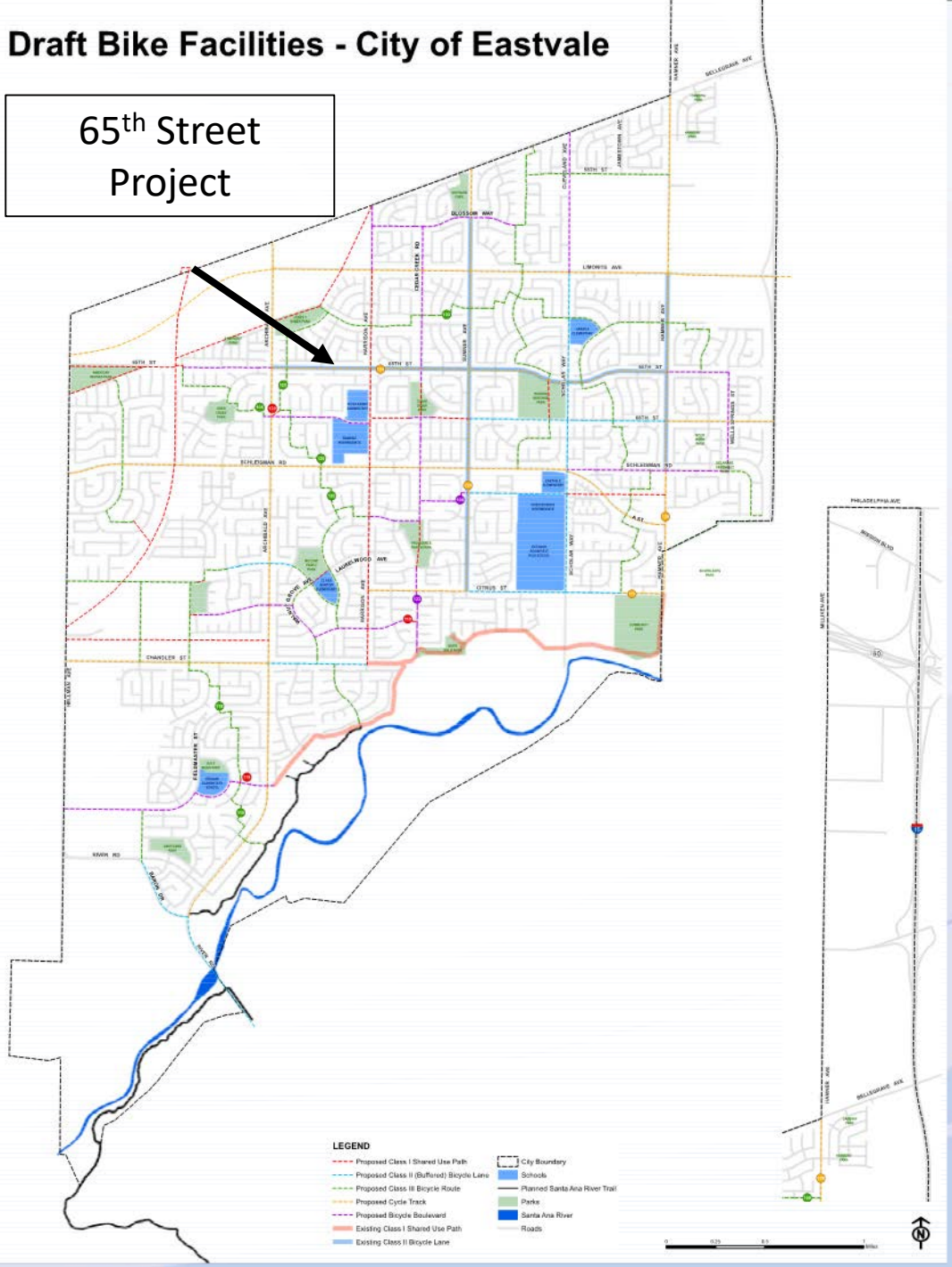
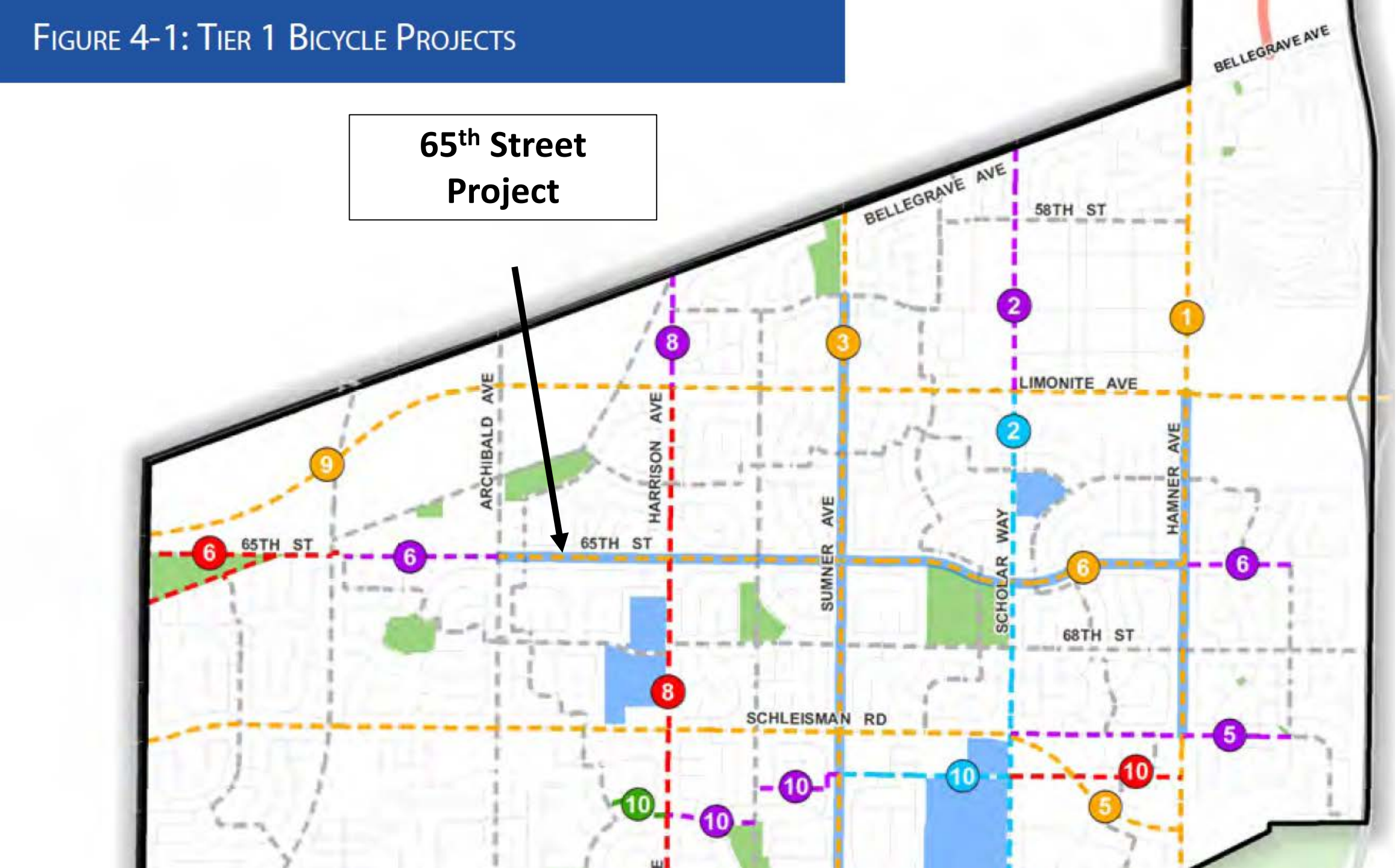
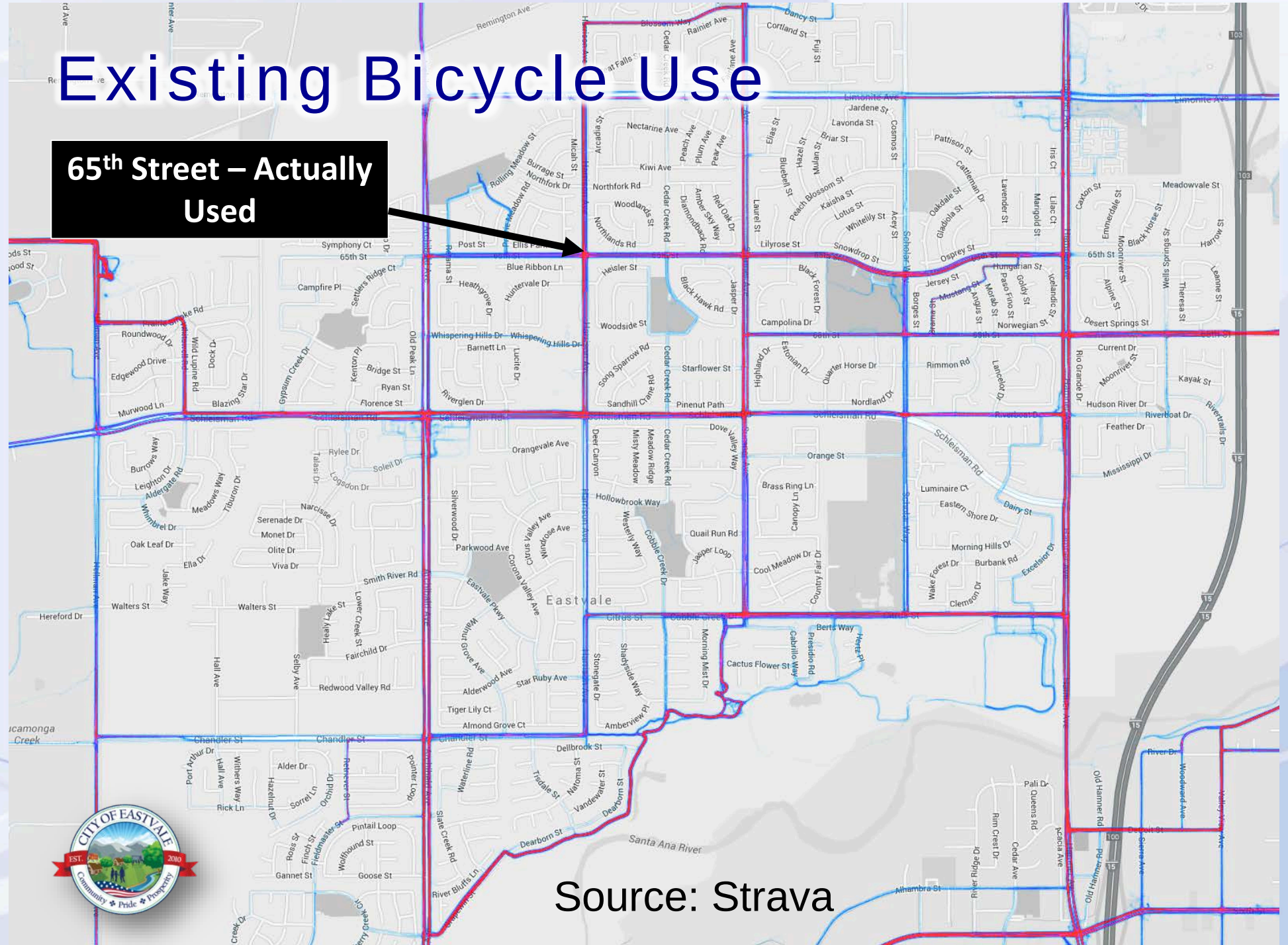


Figure 4-1: Tier 1 Bicycle Projects



Existing Bicycle Use

65th Street – Actually Used



Source: Strava

Bicycle Master Plan, Adopted February 2016

TABLE 4-1: TIER 1 BICYCLE PROJECTS

Rank	Length (Miles)	Facility Type	Street/Path Segment	From (N/W)	To (S/E)
6	3.78	Multi-Use Path (Class I)	Class I	Hellman Ave	Coyote Trail Ln
		Bike Blvd	65th St	Coyote Trail Ln	Archibald Ave
		Protected Bike Lane (Class IV)		Archibald	Hamner
		Bike Blvd		Hamner Ave	Wellsprings

ITSBerkeley TECH TRANSFER | PS1724

CITY OF EASTVALE
COMPLETE STREETS SAFETY ASSESSMENT

Assessment Team:
Engineering: Crystal Killian, P.E.
Enforcement: Sgt. John Turner (Ret)

September 2017

Table 2-1: Eastvale OTS Rankings Ped and Bike 2011-2014

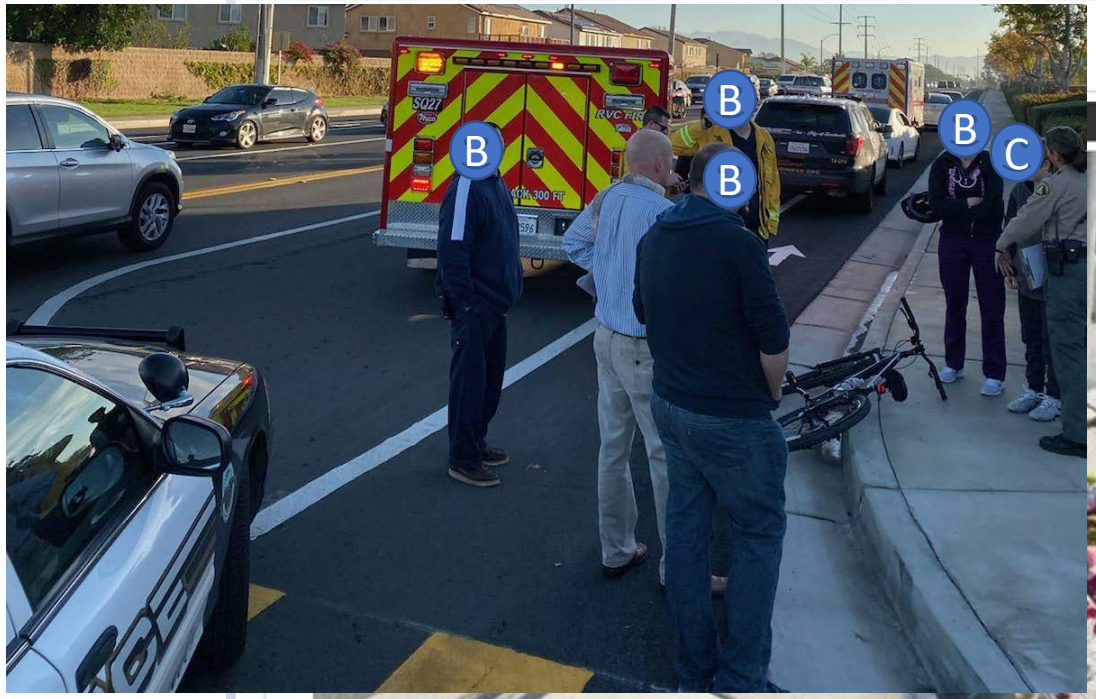
Type Of Collision	2011	2012	2013	2014
Pedestrians	100/102	n/a	n/a	100/102
Pedestrians < 15	85/102	n/a	n/a	62/105
Pedestrians 65+	67/102	n/a	n/a	95/105
Bicyclists	94/102	n/a	n/a	60/105
Bicyclists < 15	51/102	n/a	n/a	9/105

Large drop from overall near schools

Big Reason Eastvale Won Grant

Ranked 9th Worst of 105 Cities

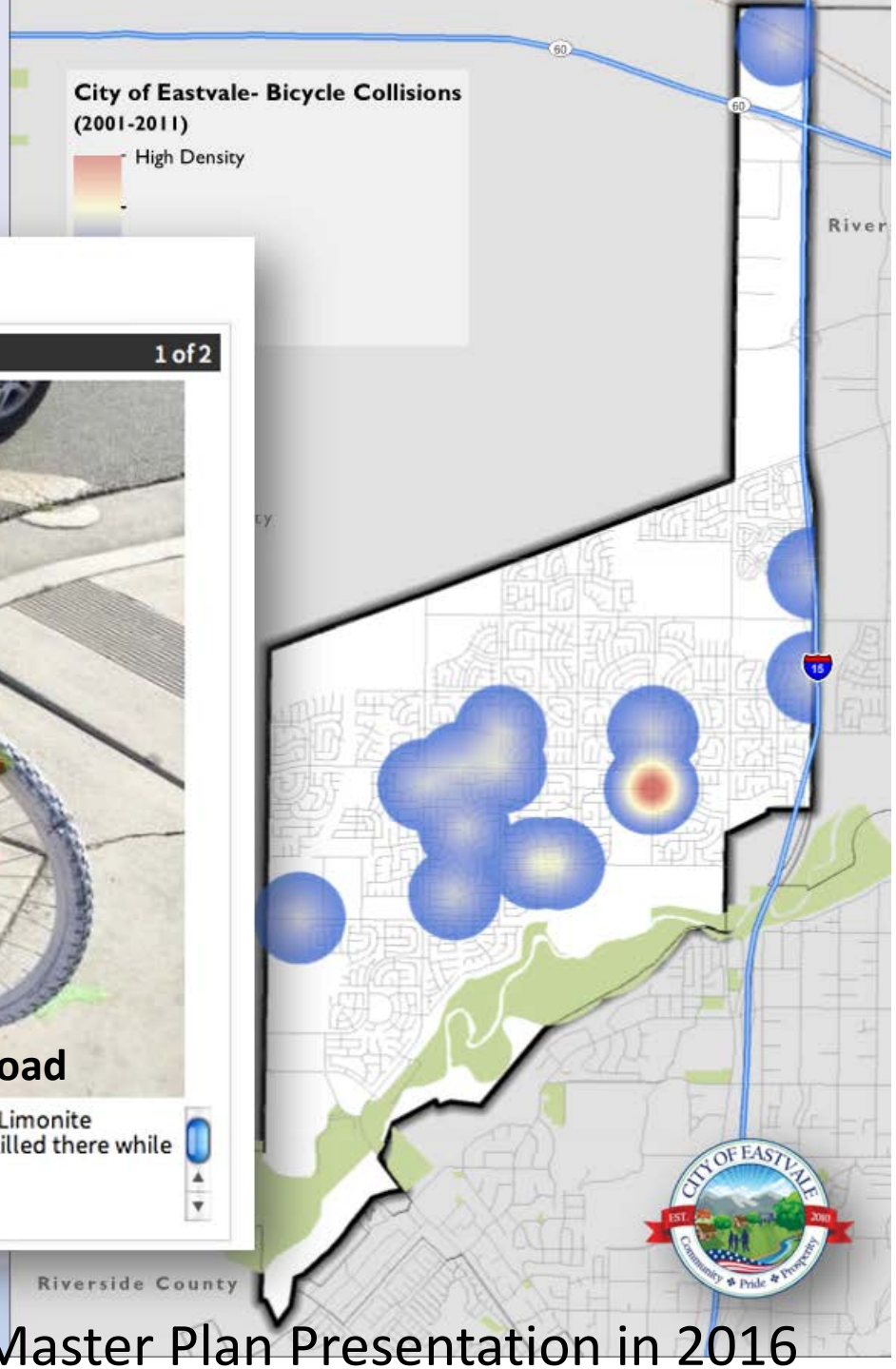
Bicycle Collisions



1 of 2

A "ghost bike," as it is called, is tied to a pole at the intersection of Hamner and Limonite avenues in Eastvale to honor the memory of Troy Davids, who was struck and killed there while riding his bicycle home from work.

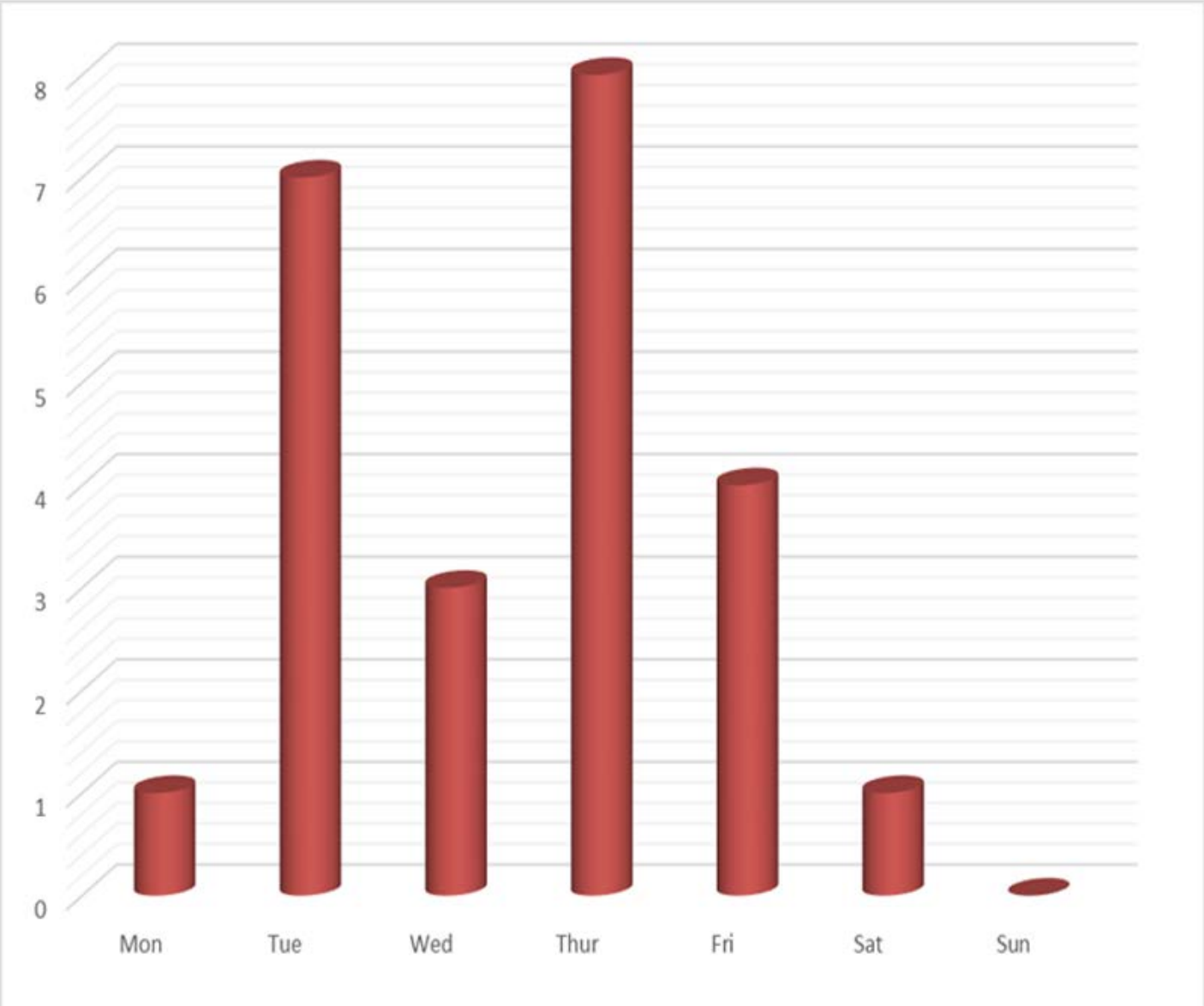
COURTESY OF MICHELE NISSEN



December 10, 2019 Accident on 68th Street/Wells Springs Road

Included in Bicycle Master Plan Presentation in 2016

Chart 1: Pedestrian Traffic Collisions by Day of Week



	Street Racing	Traffic Citations	Inj. Traffic Collisions	Non Injury Collisions
January	4	367	20	70
February	0	291	16	43
March	1	246	13	57
April	5	290	12	50
May	3	311	12	80
June	7	285	6	53
July	1	212	12	67
August	4	353	25	75
September	3	270	18	60
October	4	289	22	67
November				
December				
YTD Totals	32	2914	156	622

2019 SHERIFF'S OFFICE STATISTICS FOR EASTVALE

	Street Racing	Traffic Citations	Inj. Traffic Collisions	Non Injury Collisions
January	21	315	18	51
February	33	295	15	45
March	27	218	17	58
April	5	388	9	56
May	6	336	19	50
June	4	210	22	61
July	4	196	12	57
August	4	339	8	67
September	1	309	25	58
October	4	267	28	70
November	3	209	19	81
December	4	217	23	76
YTD Totals	116	3299	215	730

2018 SHERIFF'S OFFICE STATISTICS FOR EASTVALE

	Street Racing	Traffic Citations	Inj. Traffic Collisions	Non Injury Collisions
January	6	428	15	50
February	8	303	6	42
March	16	403	5	53
April	6	511	19	40
May	9	323	12	60
June	14	254	13	42
July	9	397	9	53
August	8	483	15	51
September	7	504	10	60
October	5	398	12	69
November	8	690	12	72
December	7	497	10	56
Totals	103	5191	138	648

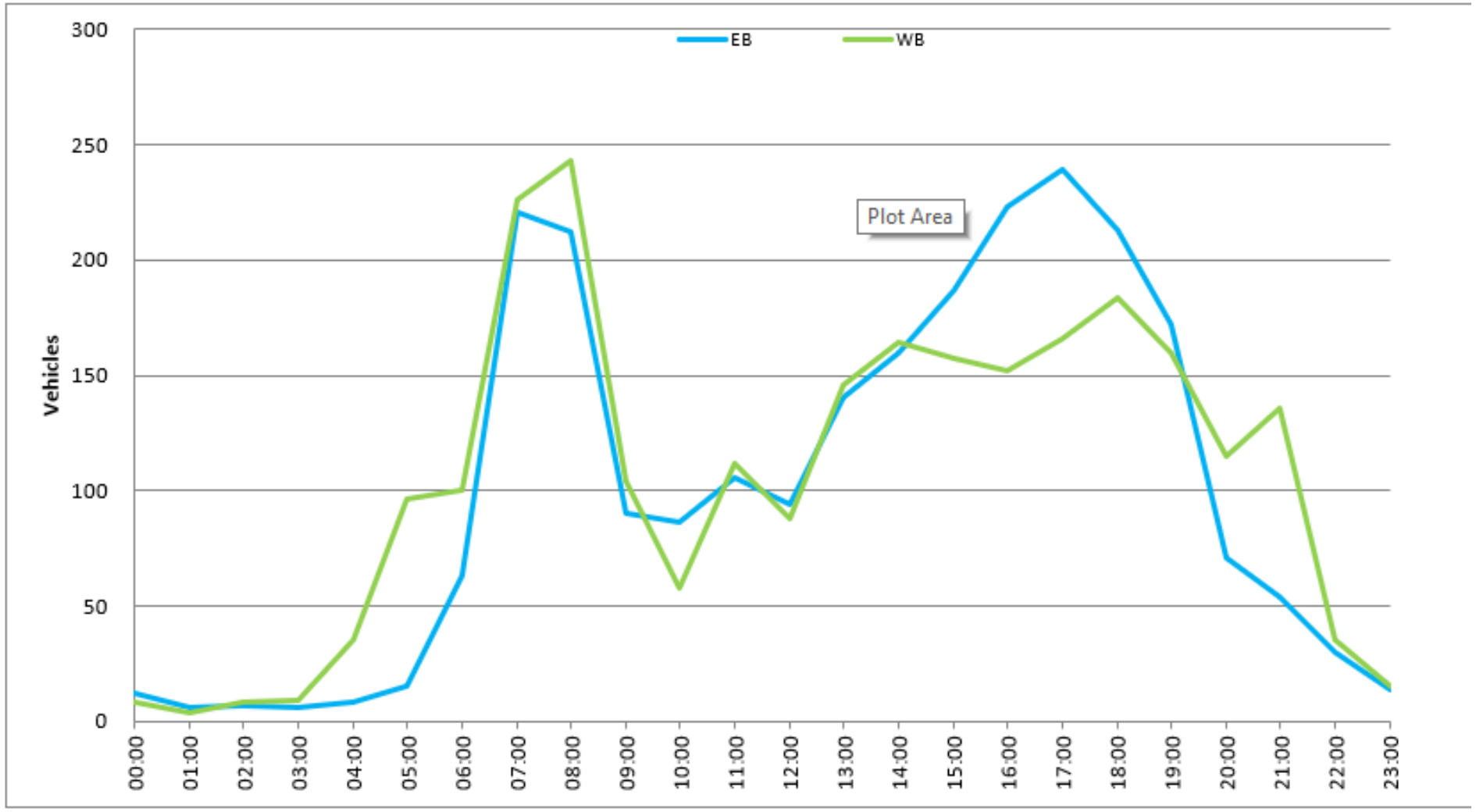
2017 SHERIFF'S OFFICE STATISTICS FOR EASTVALE

POST SPEED: 40 MPH, 85%: 46 MPH; 9% 50 MPH OR HIGHER

Prepared by NDS/ATD

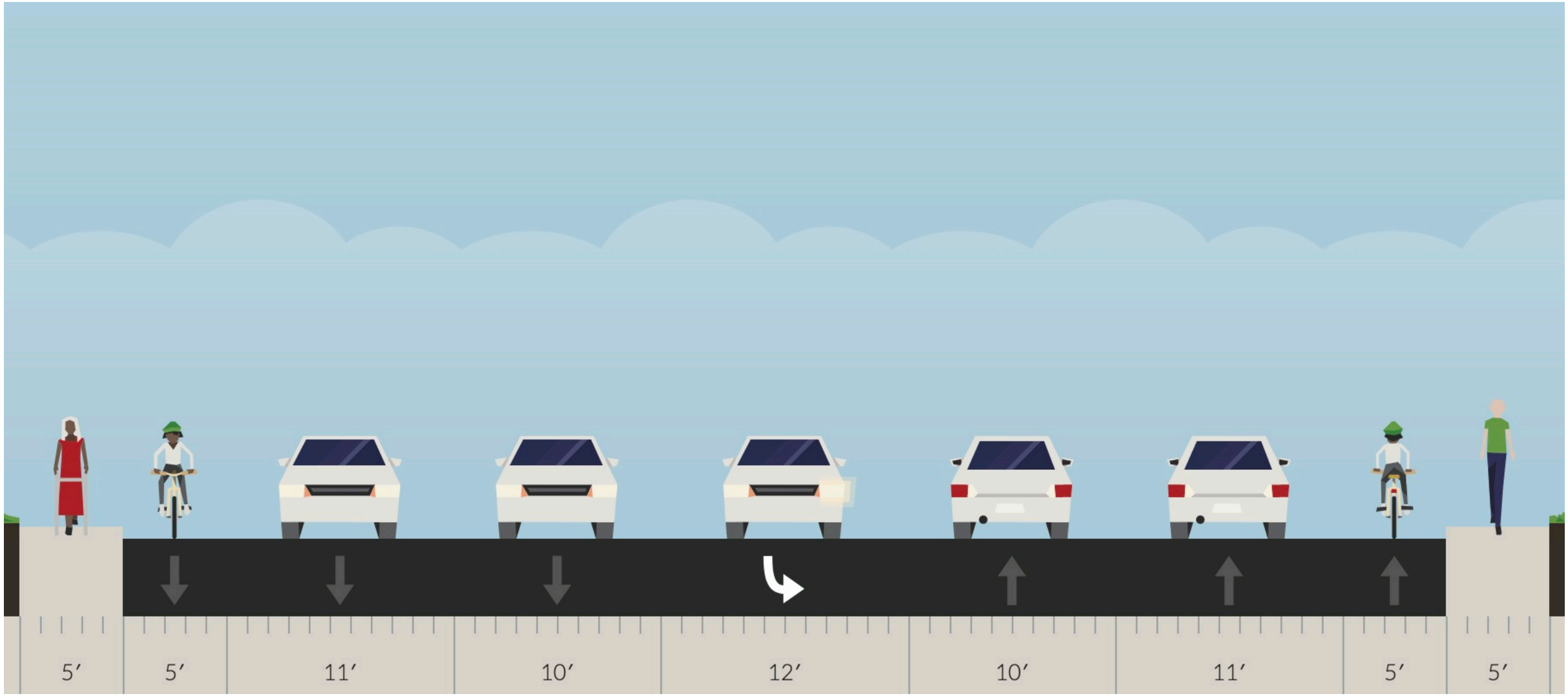
Project #: CA14_6063_002 **City:** Eastvale

Location: Sumner Ave & 65th St **Date:** 4/9/2014

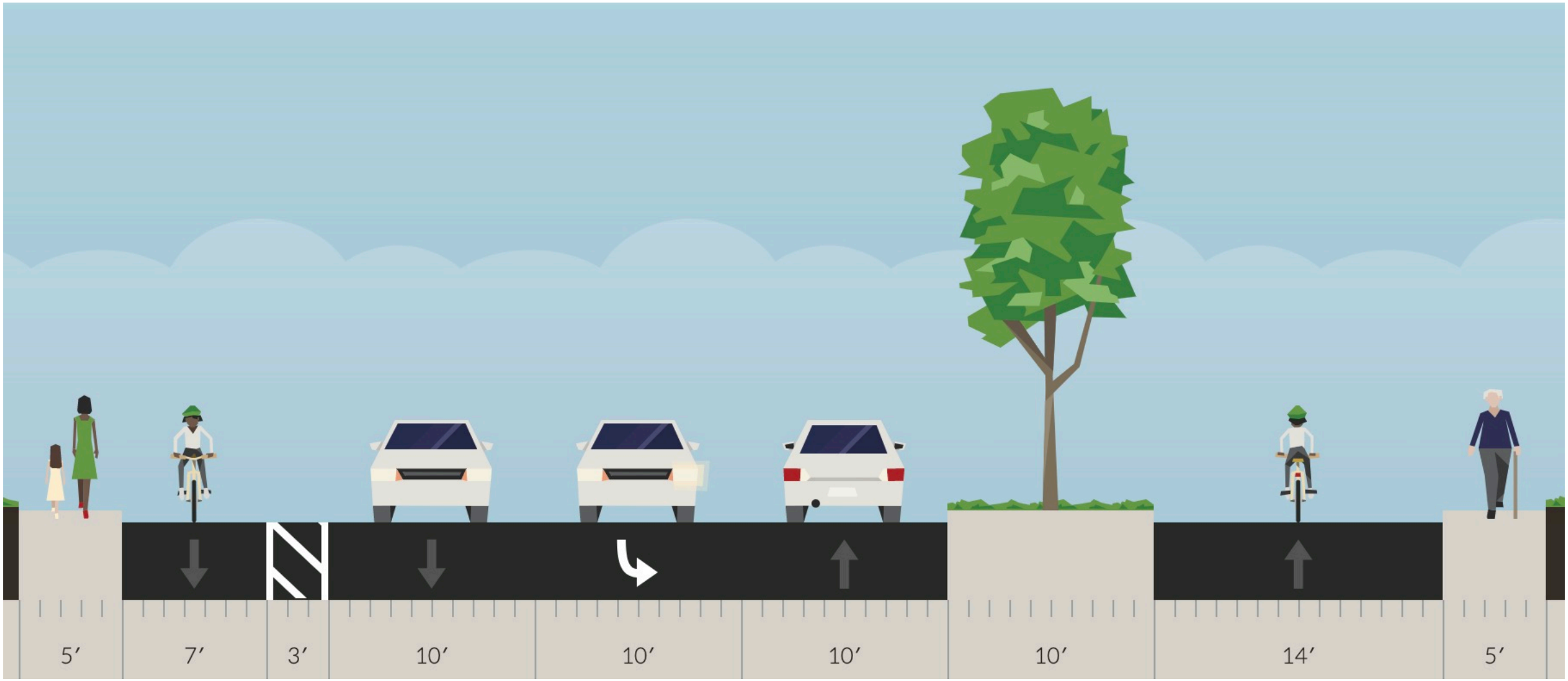


Collision Data During the 2014-2018 Time Frame:

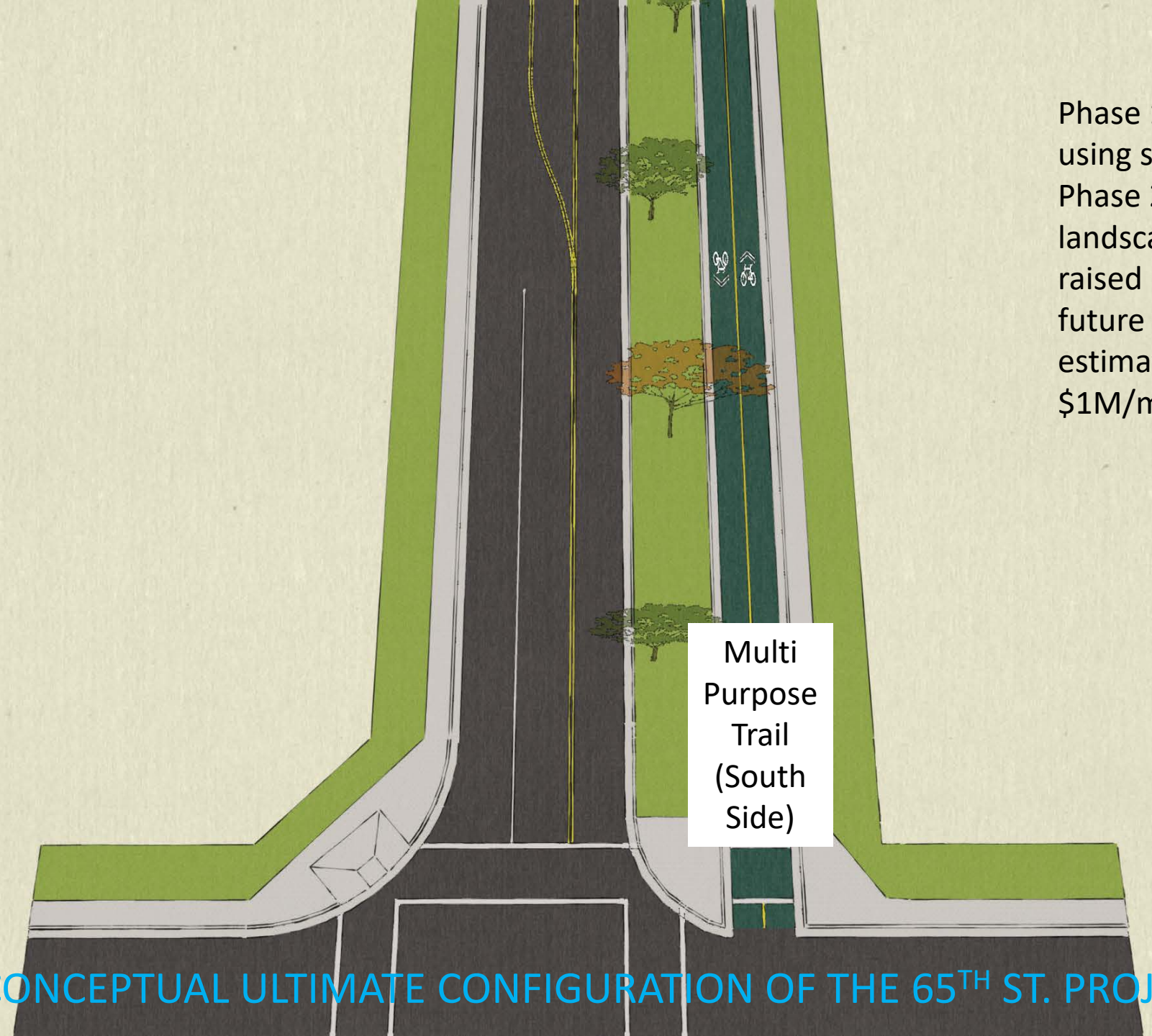
- 89 reported collisions involving bicycles or pedestrians in the City of Eastvale.
  - 97 injuries and 2 fatalities involving 62 bicyclists and 33 pedestrians.
  - 56% of the collisions occurred during the weekday peak periods between 6:00 a.m. and 9:00 a.m. and 3:00 p.m. to 5:00 p.m. during school start/end times.
  - 69% of the pedestrians or bicyclists involved in reported collisions were under the age of 20 with 29% occurring in children 14 or under.
  - Seven (7) pedestrian or bicycle related collisions occurred along 65th street, all but one involving kids 16 years old or younger.



EXISTING CONFIGURATION OF THE 65TH ST. PROJECT

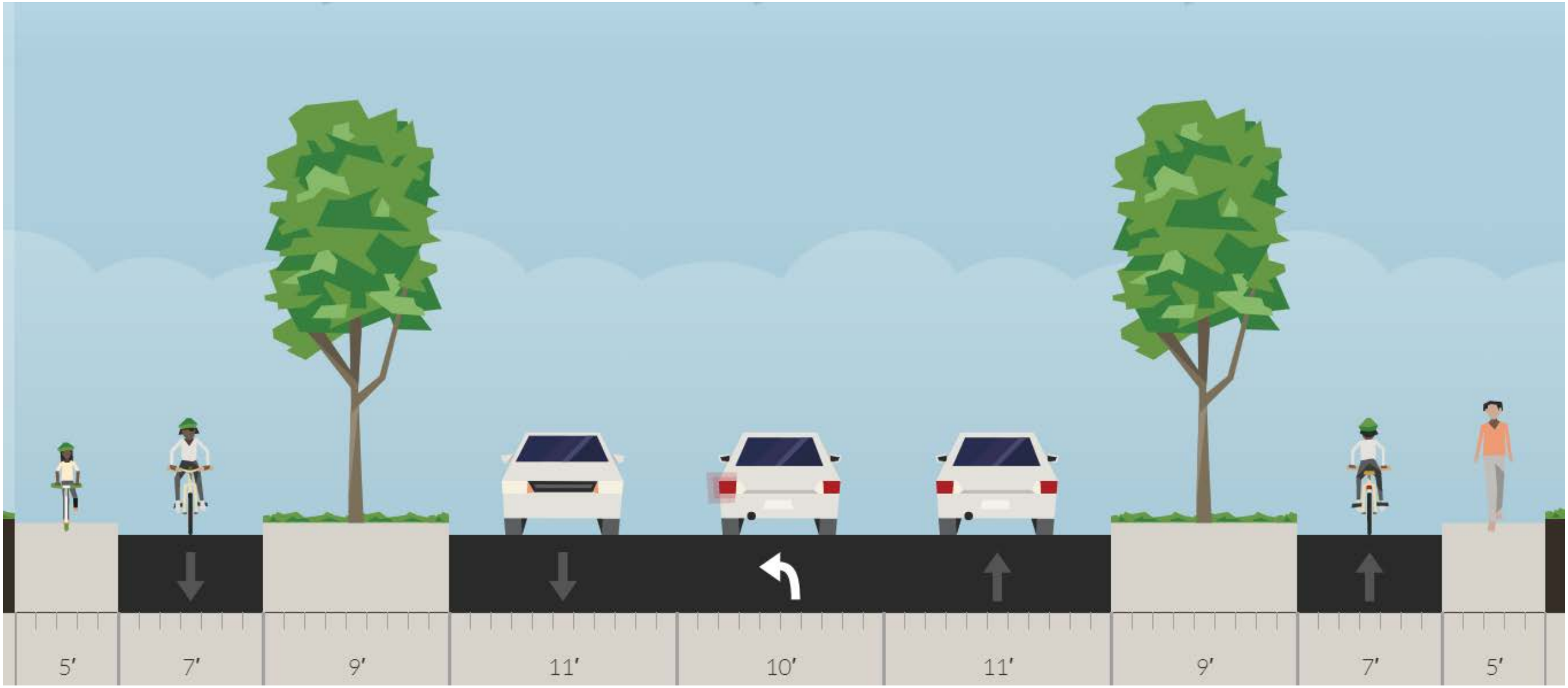


GRANT CONFIGURATION OF THE 65TH ST. PROJECT (OPTION 1)

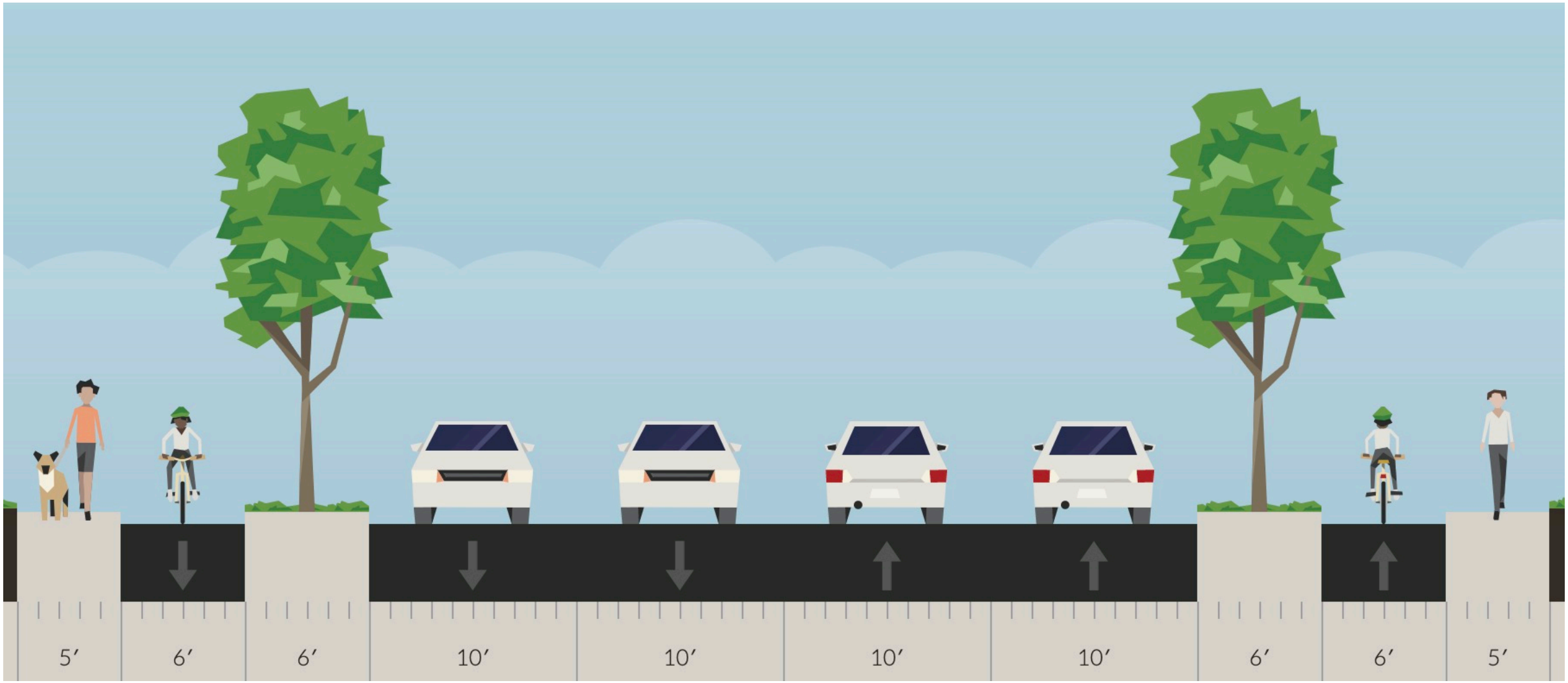


Phase 1: Install Buffer using striping
Phase 2: Install landscaping in a new raised median with future funding (cost estimated to be $1M/mile)

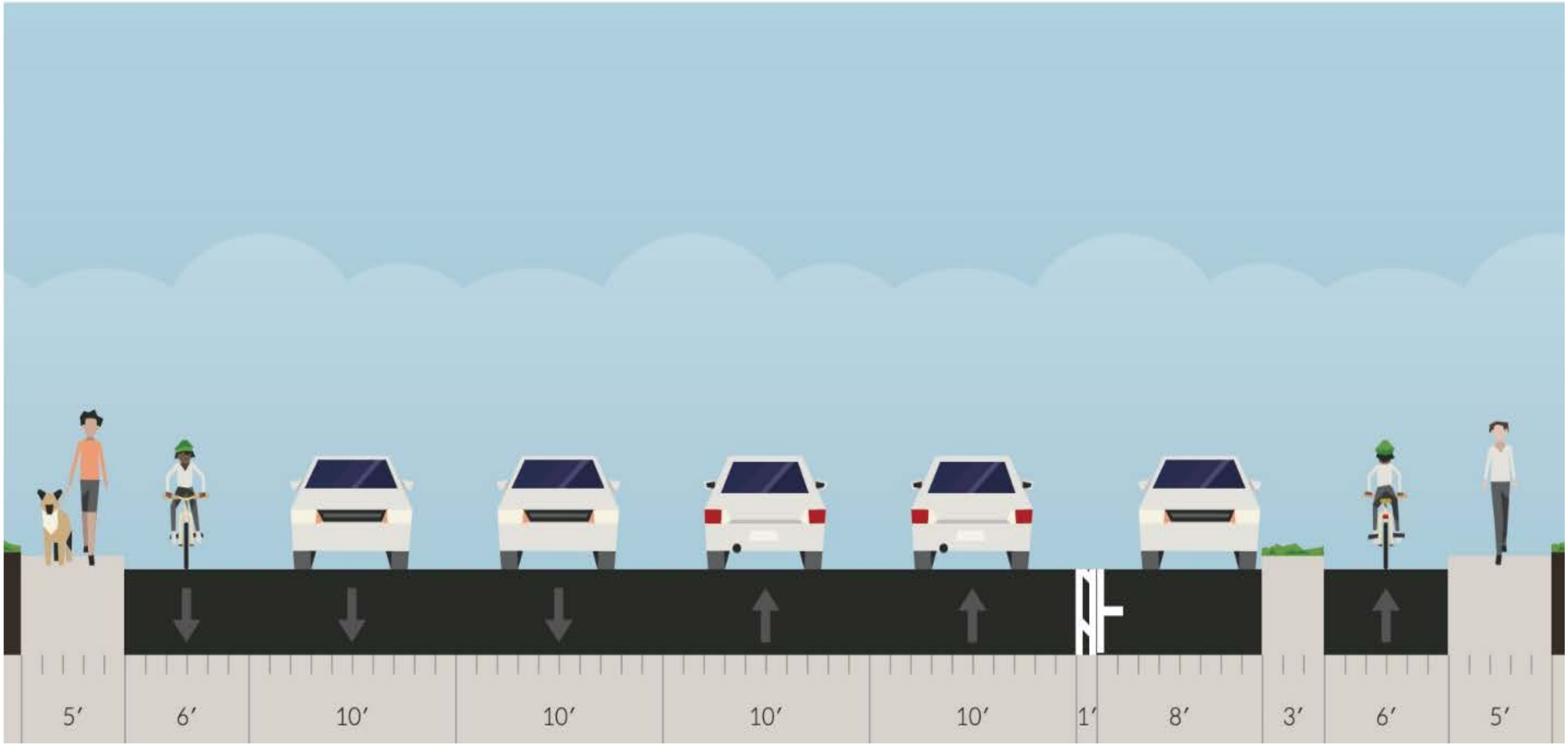
CONCEPTUAL ULTIMATE CONFIGURATION OF THE 65TH ST. PROJECT



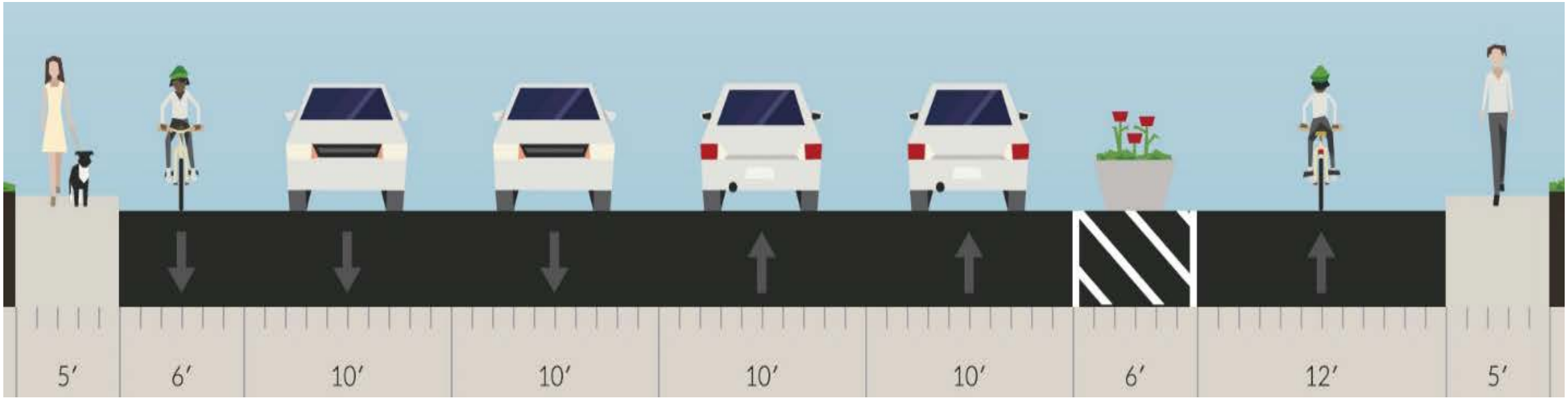
OPTION 1B – PROTECTED BICYCLE PATHS ON BOTH SIDES



OPTION 2 – SECTION VIEW

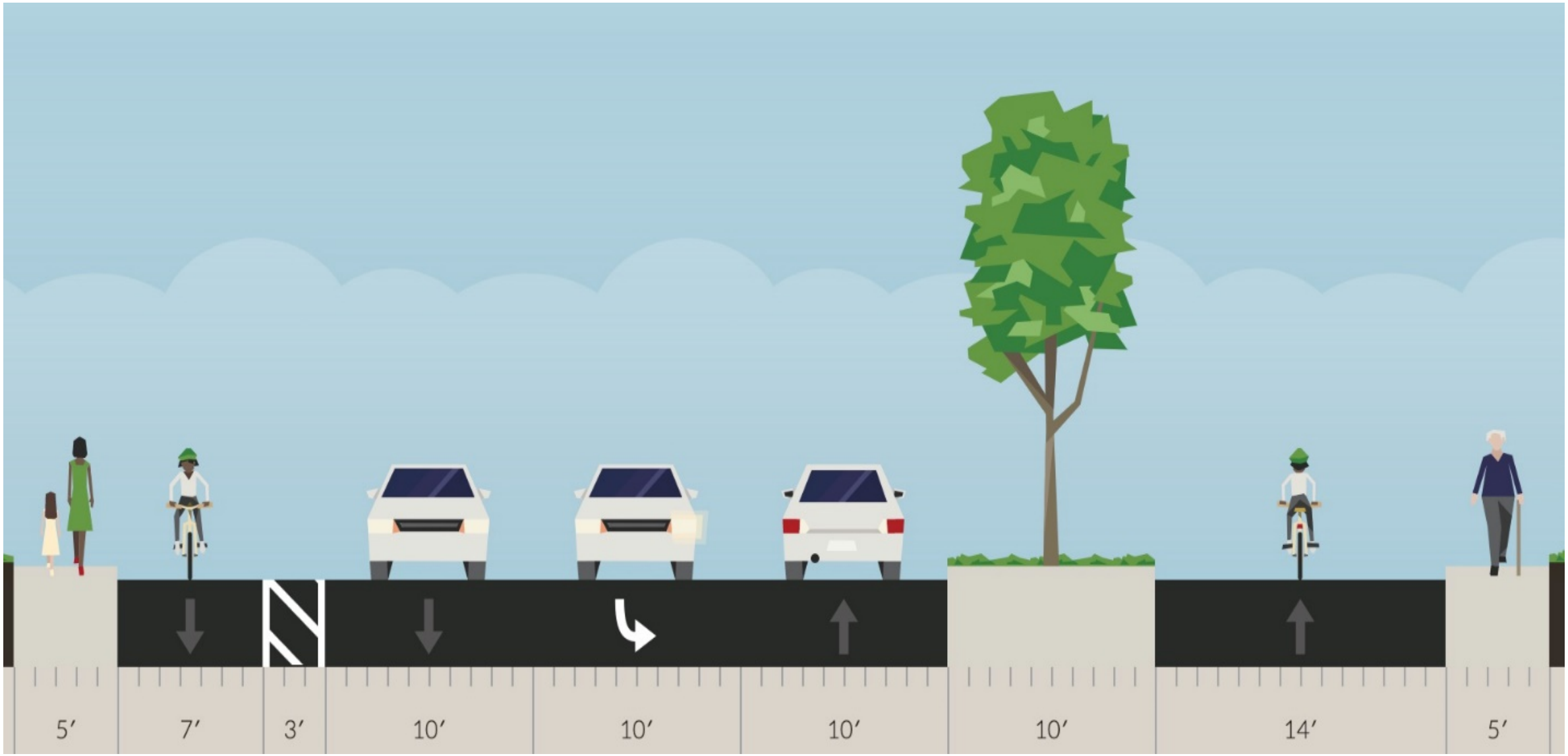


OPTION 2 – WITH PARKING AT HERADA HERITAGE PARK

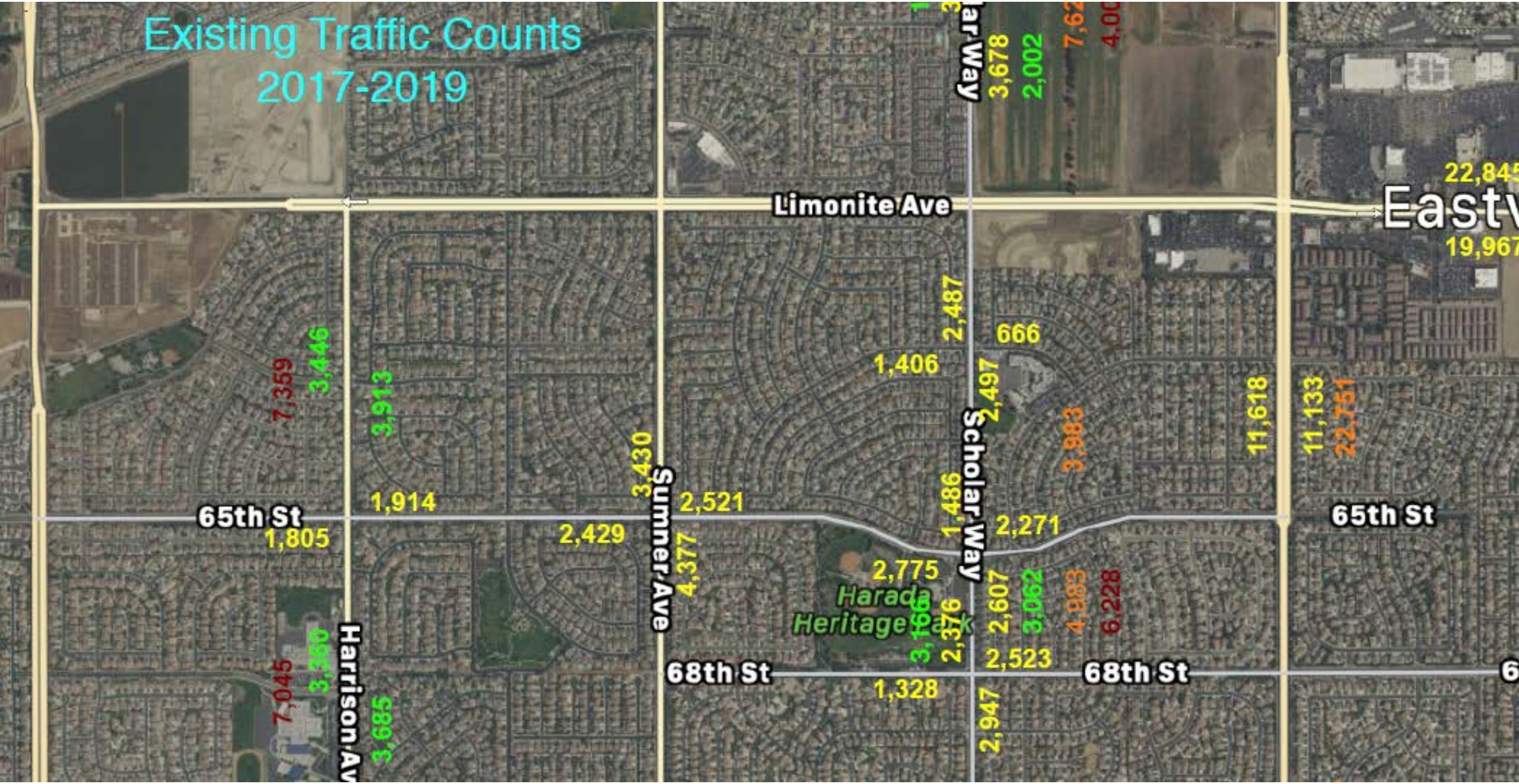


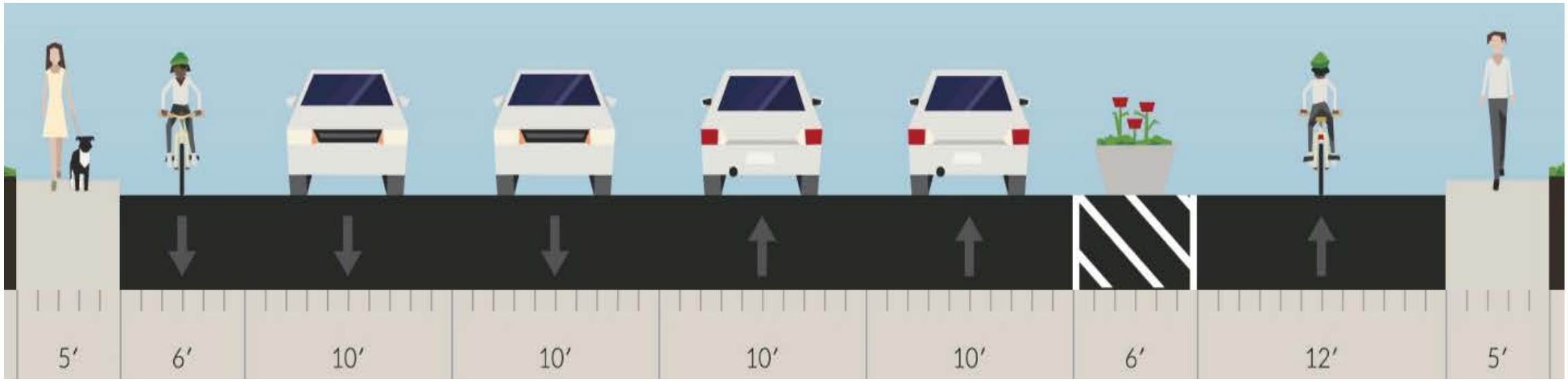
OPTION 3 – HAMNER TO SCHOLAR WAY

OPTION 3 – SCHOLAR WAY TO SUMNER – HERADA HERITAGE PARK

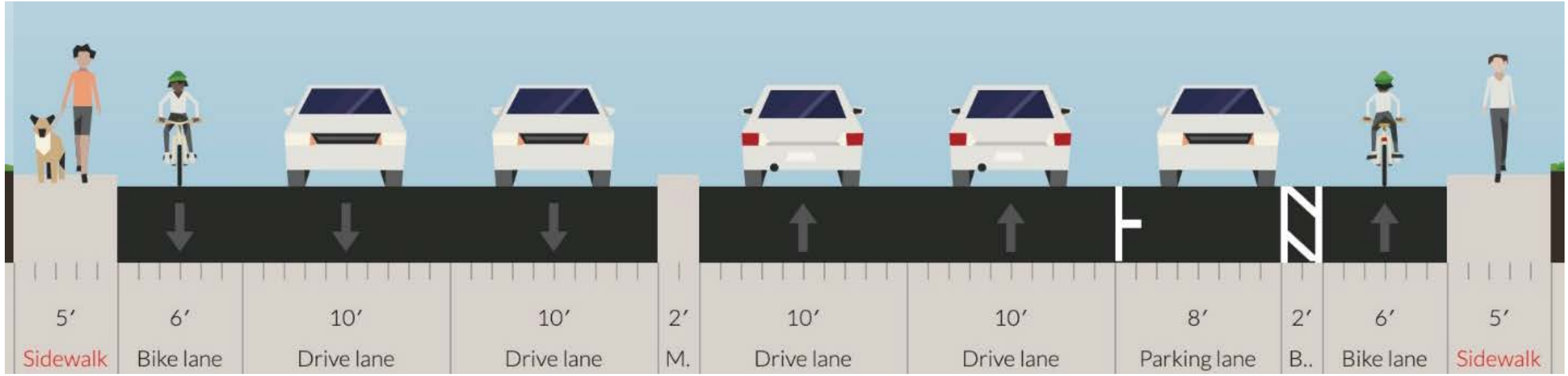


OPTION 3 – SUMNER TO ARCHIBALD

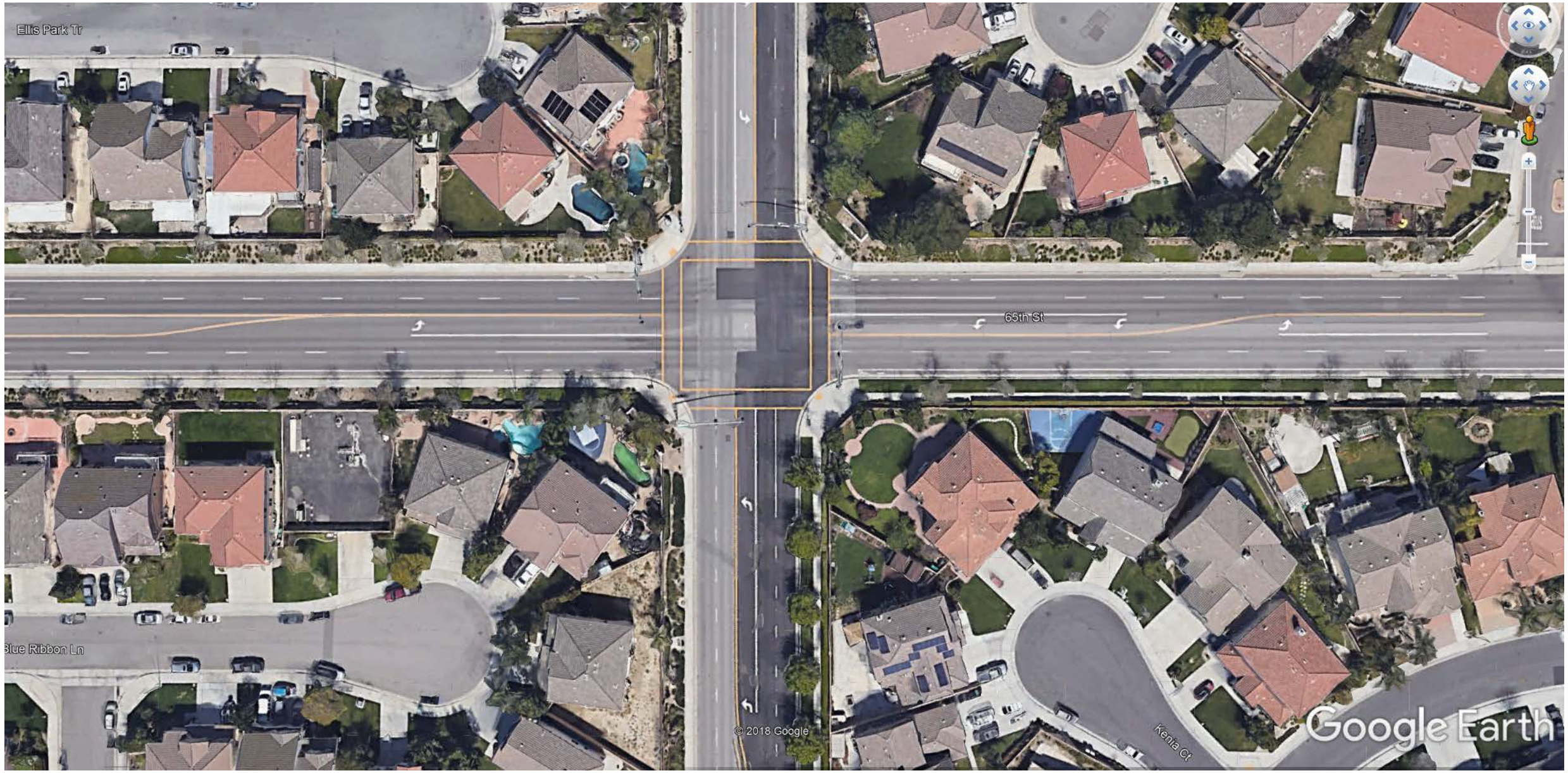

Existing Traffic Counts
2017-2019
Limonite Ave
Scholar Way
Summer Ave
Harrison Av
65th St
68th St
Harada Heritage Park
3,678
2,002
22,845
19,967
2,487
666
1,406
2,497
3,983
11,618
11,133
22,751
7,359
3,446
3,913
3,430
1,914
2,521
1,805
2,429
4,377
1,486
2,271
2,775
3,166
2,376
2,607
3,062
4,983
6,228
2,523
1,328
2,947
7,045
3,360
3,685



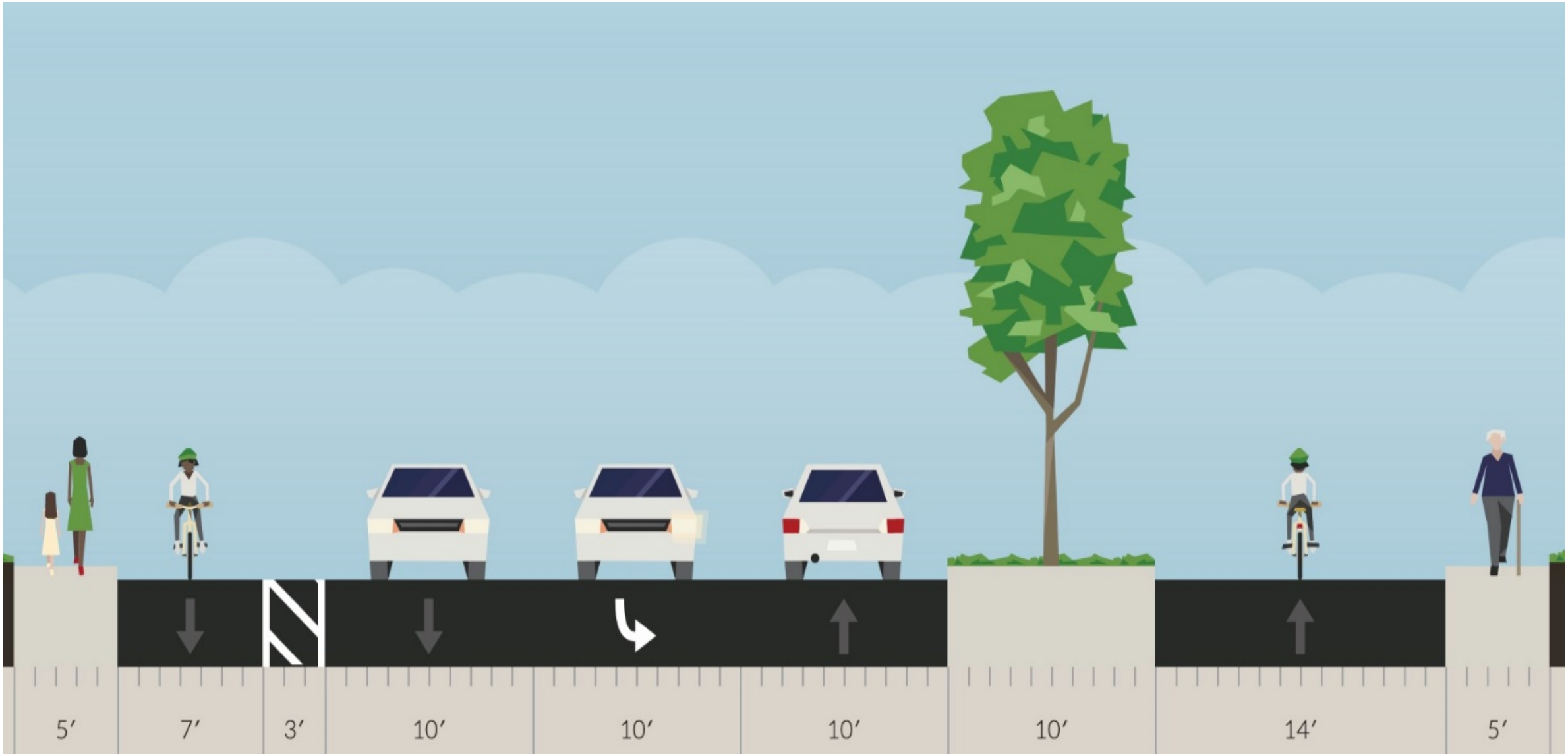
OPTION 4 – 4 LANES – MULTIPURPOSE ON SOUTH SIDE



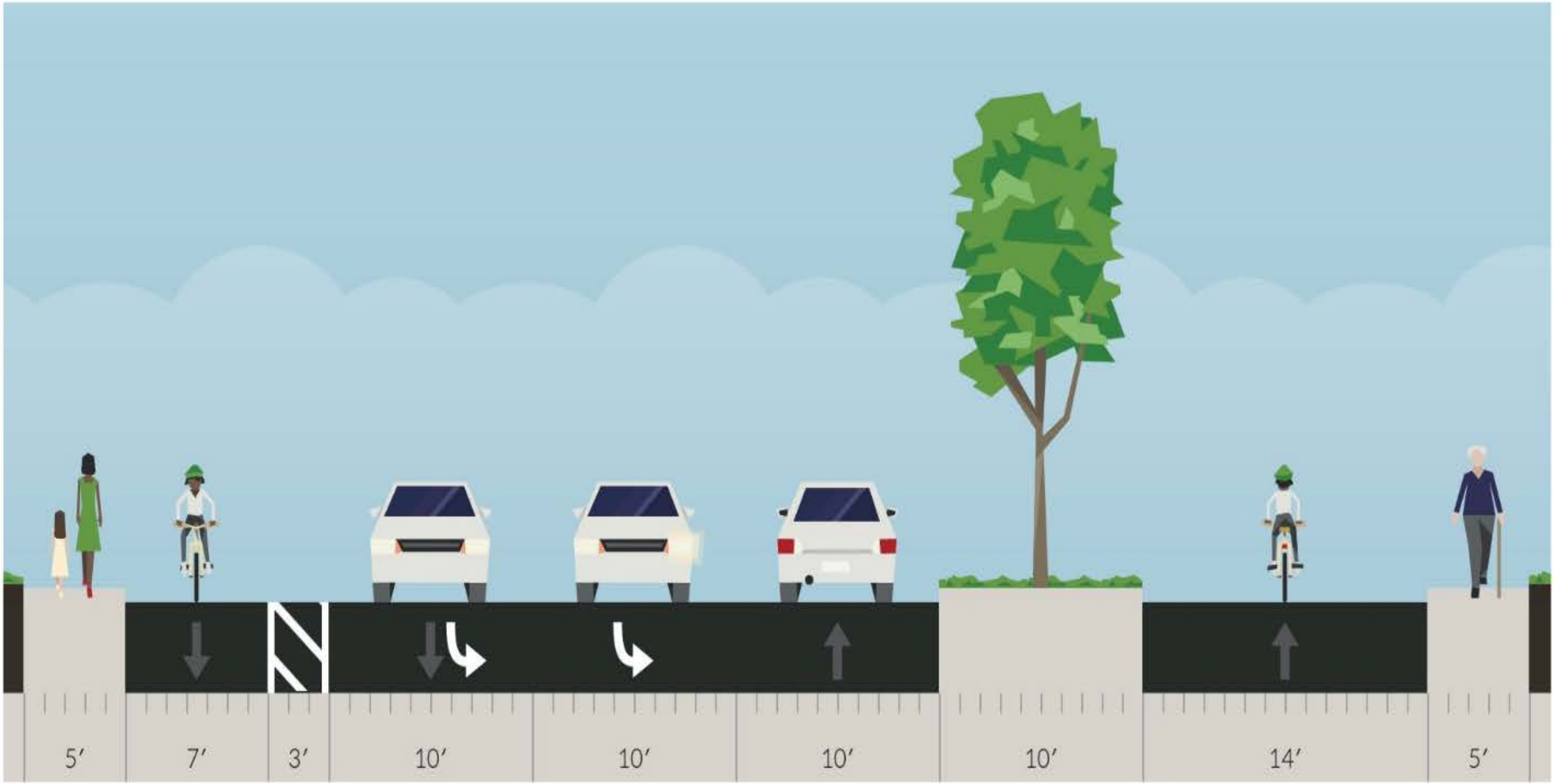
OPTION 4 – AT HERATA HERITAGE PARK



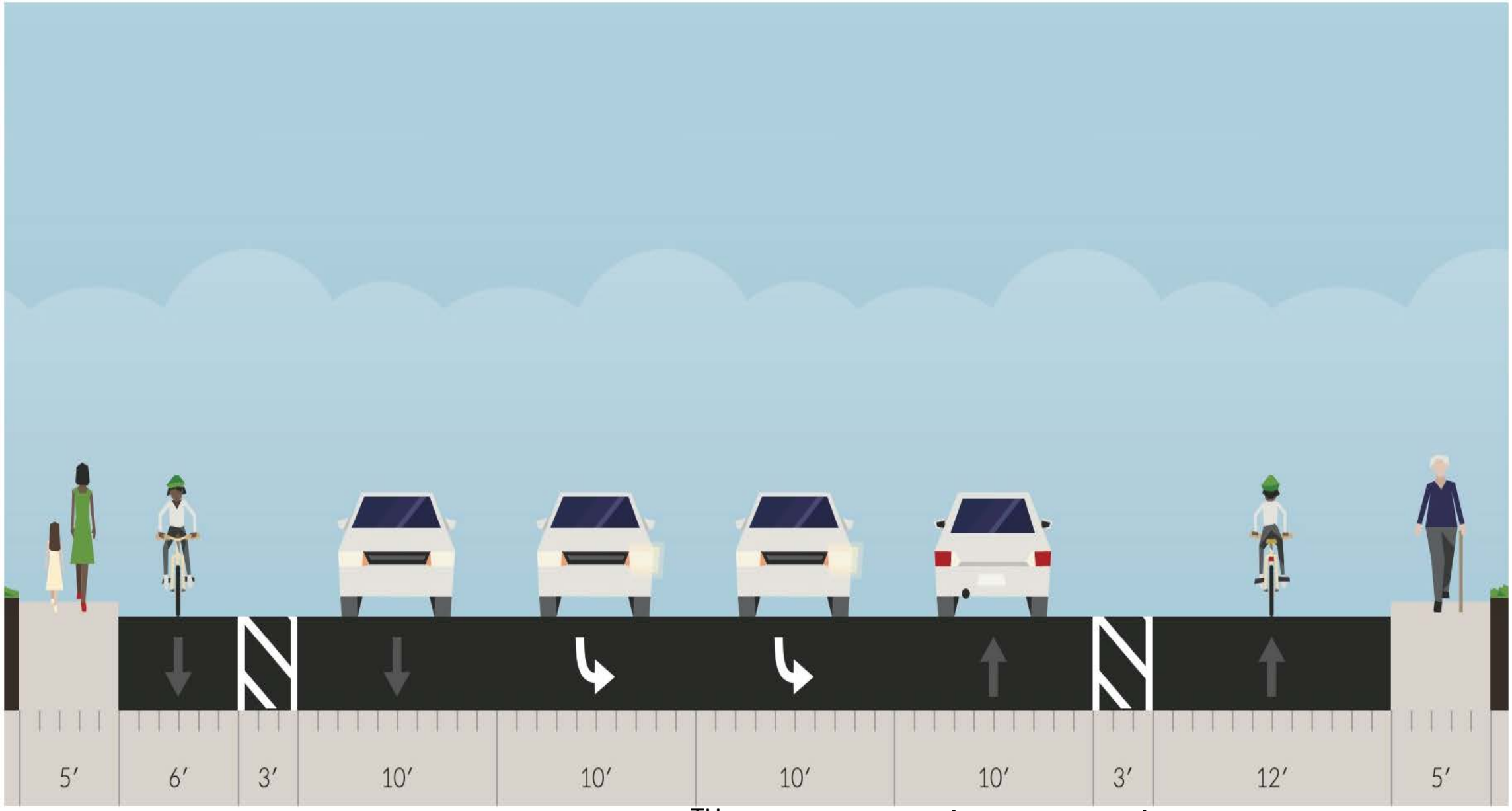
65TH STREET/HARRISON ST. INTERSECTION



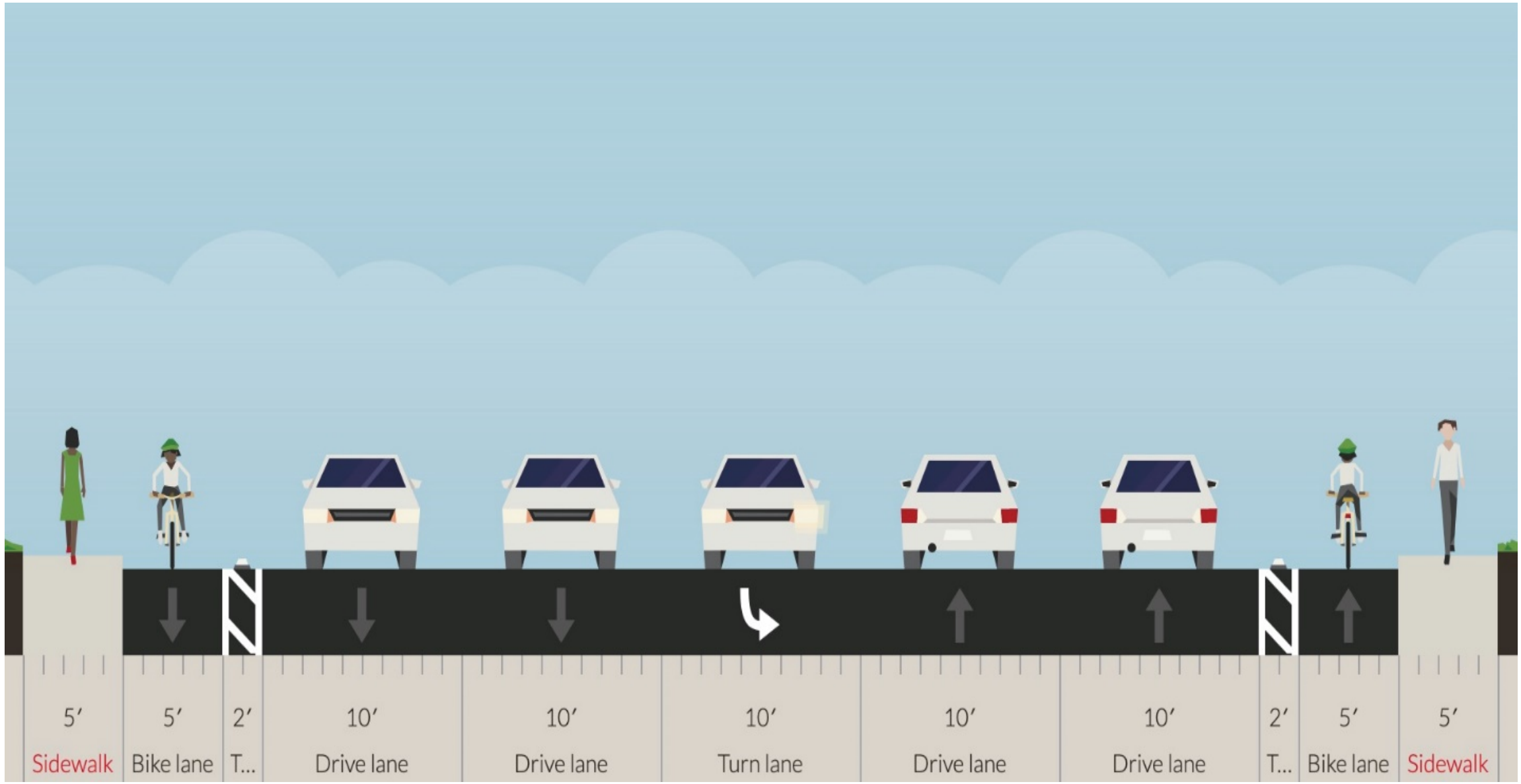
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (SINGLE LEFT TURN) –
AT SIGNALIZED HARRISON INTERSECTION



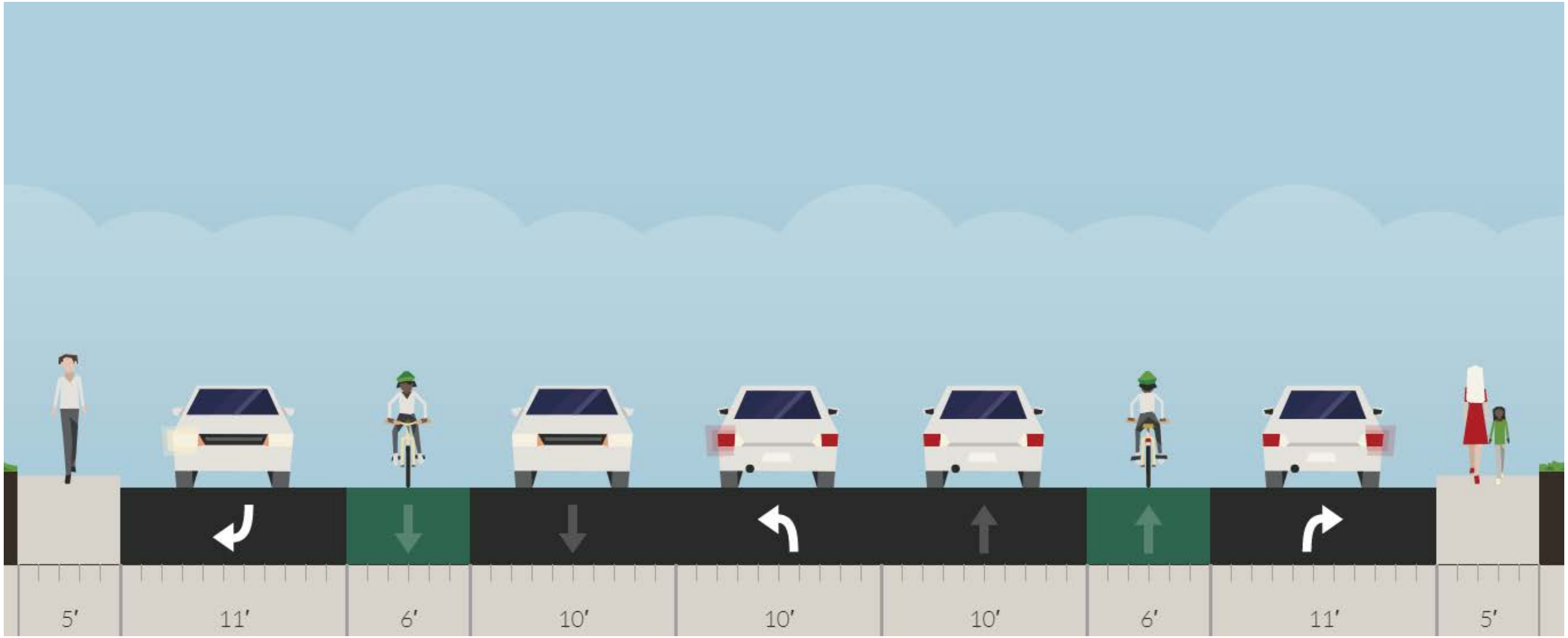
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (DUAL LEFT WITH SHARED) – AT SIGNALIZED HARRISON INTERSECTION



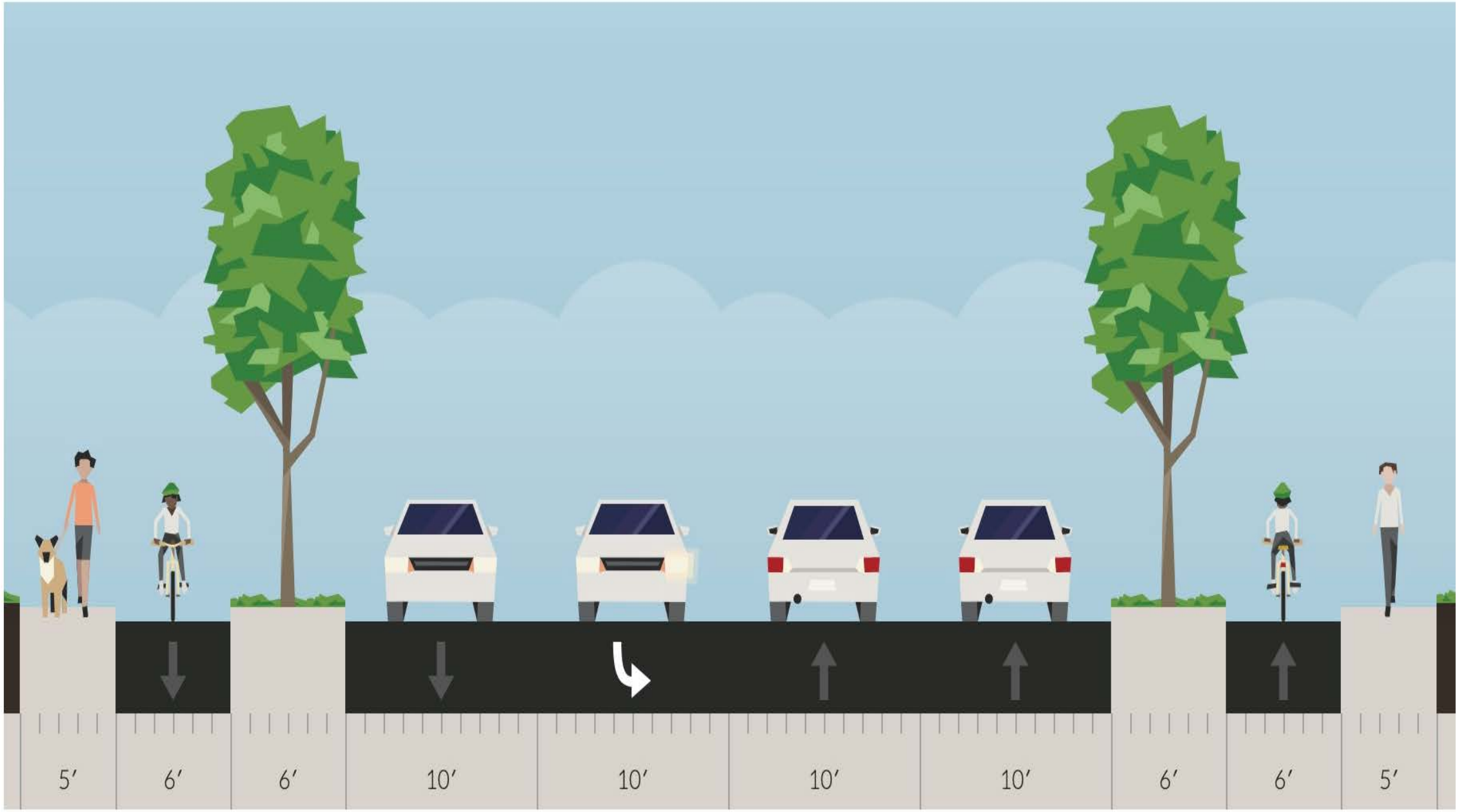
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (DUAL LEFT) –
AT SIGNALIZED HARRISON INTERSECTION



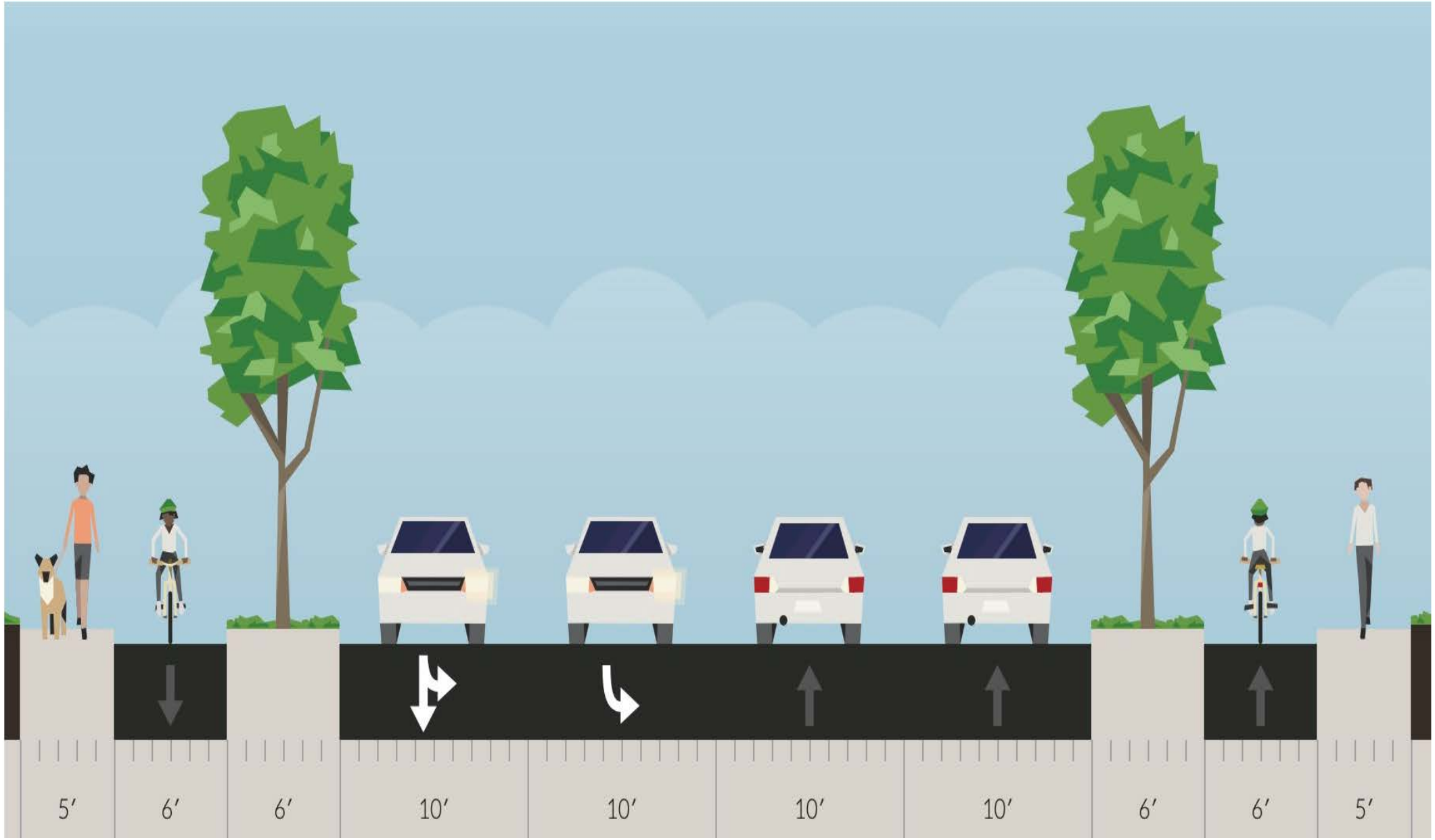
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (4 LANES, SINGLE LT) – AT SIGNALIZED HARRISON INTERSECTION



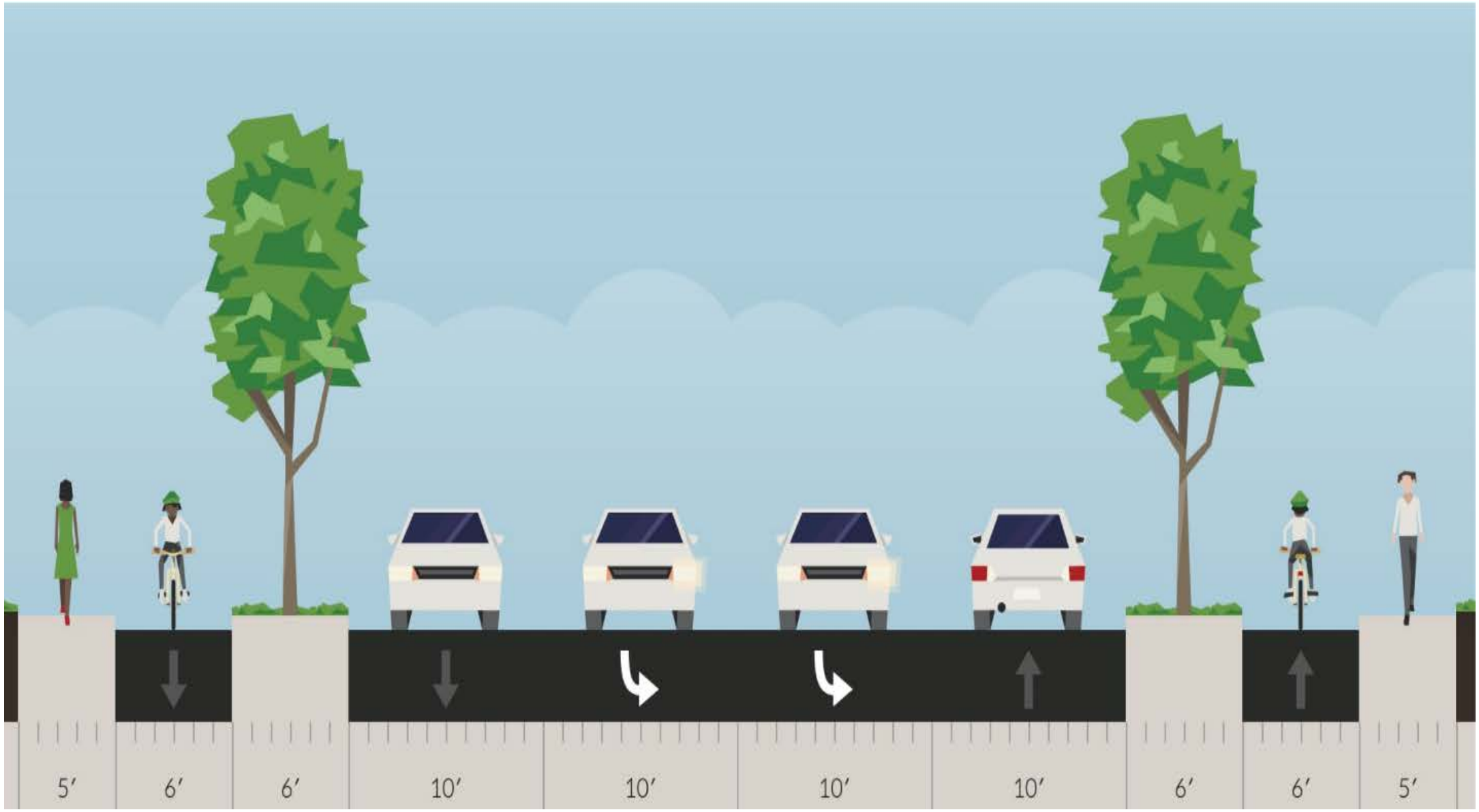
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (OPTION 1E – SECTION VIEW) – AT SIGNALIZED HARRISON INTERSECTION



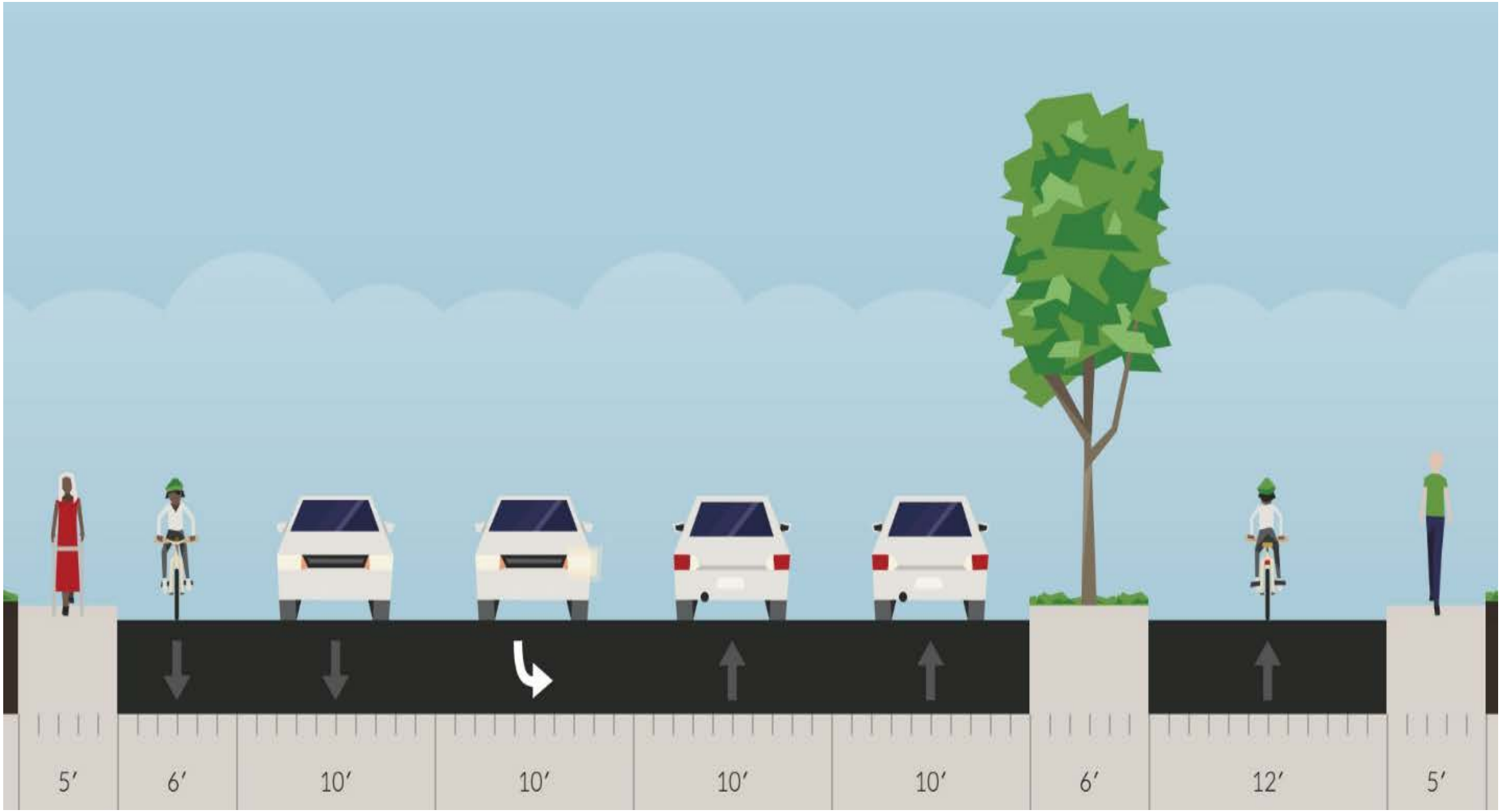
OPTION 2 – AT INTERSECTIONS – SINGLE LEFT TURN – TRAP LEFT



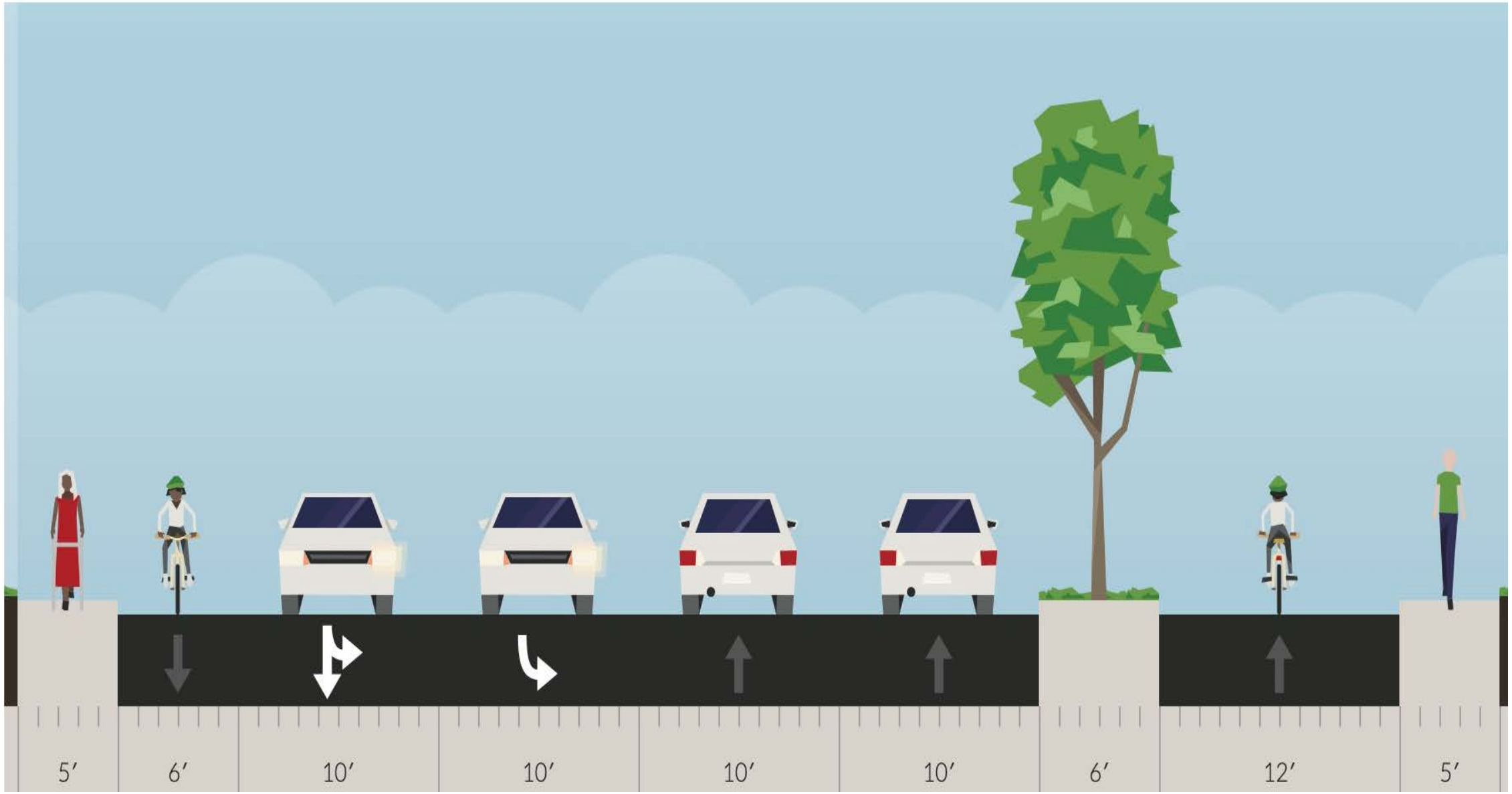
OPTION 2 – AT SIGNALIZED INTERSECTIONS – DUAL LT/THR – TRAP LEFT – SPLIT PHASE



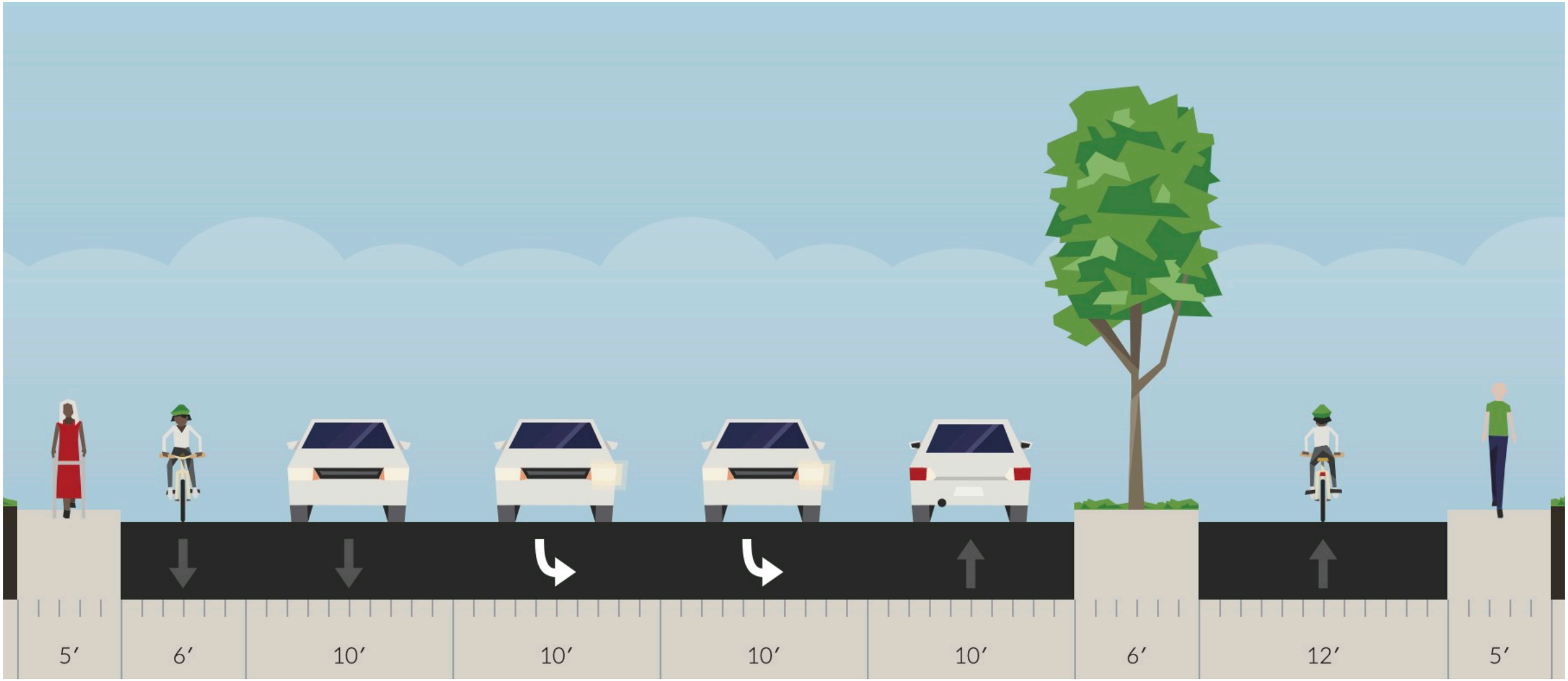
OPTION 2 – AT SIGNALIZED INTERSECTIONS – DUAL LT – DROP LEFT



OPTION 4A – AT INTERSECTIONS – 1 LT



OPTION 4 – AT SIGNALIZED INTERSECTIONS – DUAL LT/THR – DROP LEFT – SPLIT PHASE



OPTION 4 – AT SIGNALIZED INTERSECTIONS – DUAL LT – DROP LEFT

Harrison						
Scenario	Intersection Lane Configuration	Traffic Signal Phasing	Level of Service	Intersection Delay (sec)	95% Queue Length (veh)	LT Pocket Length (veh)
Existing	2 Thru, 1 LT	Protected	B	17.7	11 (WBL)	7
Existing	2 Thru, 1 LT	Prot-Permissive	B	14.2	6 (WBL)	7
Option 1a, 1d, 2a, 3, & 4a	1 Thru, 1 LT	Protected	C	22.8	13 (WBL)	14
Option 1a, 1d, 2a, 3, & 4a	1 Thru, 1 LT	Prot-Permissive	B	17.5	10 (WBT)	8
Option 1b, 2b, & 4b	1 Thru/LT, 1 LT	Split	C	34.7	21 (WBL)	22
Option 1c, 2c, & 4c	1 Thru, 2 LT	Protected	C	21.5	10 (WBT-WBL)	10

65TH STREET SYNCHRO ASSESSMENT

Scholar						
Scenario	Intersection Lane Configuration	Stop Sign	Level of Service	Intersection Control Delay	Max LT Queue Length (ft)	Storage Length (max)
Existing	2 Thru, 1 LT	All-Way	B	13.3	182	150
All Others	1 Thru, 1 LT	All-Way	C	16.5	70	180

Sumner						
Scenario	Intersection Lane Configuration	Traffic Signal Phasing	Level of Service	Intersection Control Delay	Max LT Queue Length (ft)	Storage Length (for max)
Existing	2 Thru, 1 LT	Permissive	A	7.4	35	160
All Others	1 Thru, 1 LT	Permissive	A	7.8	89	150

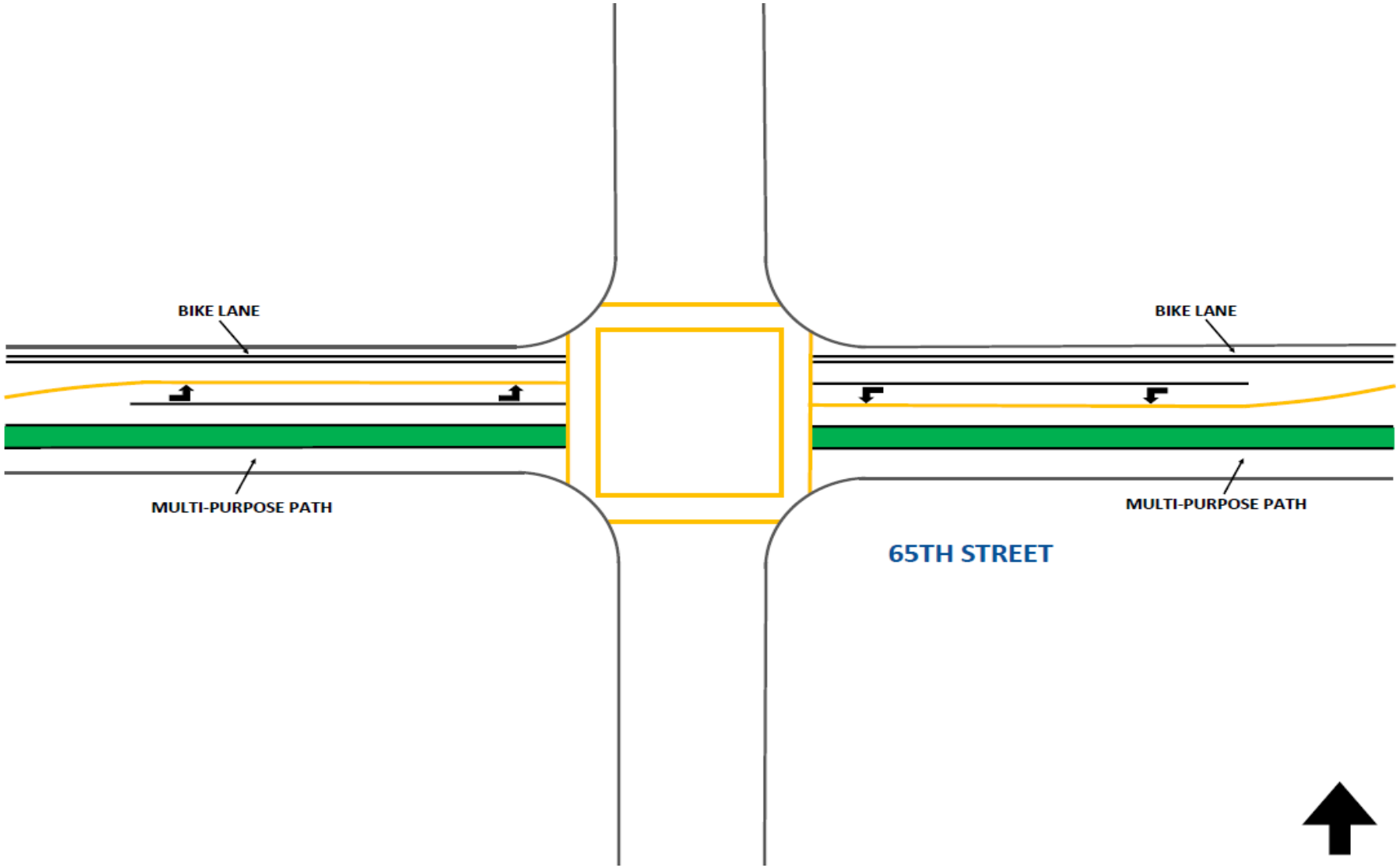
65TH STREET SYNCHRO ASSESSMENT

Questions?

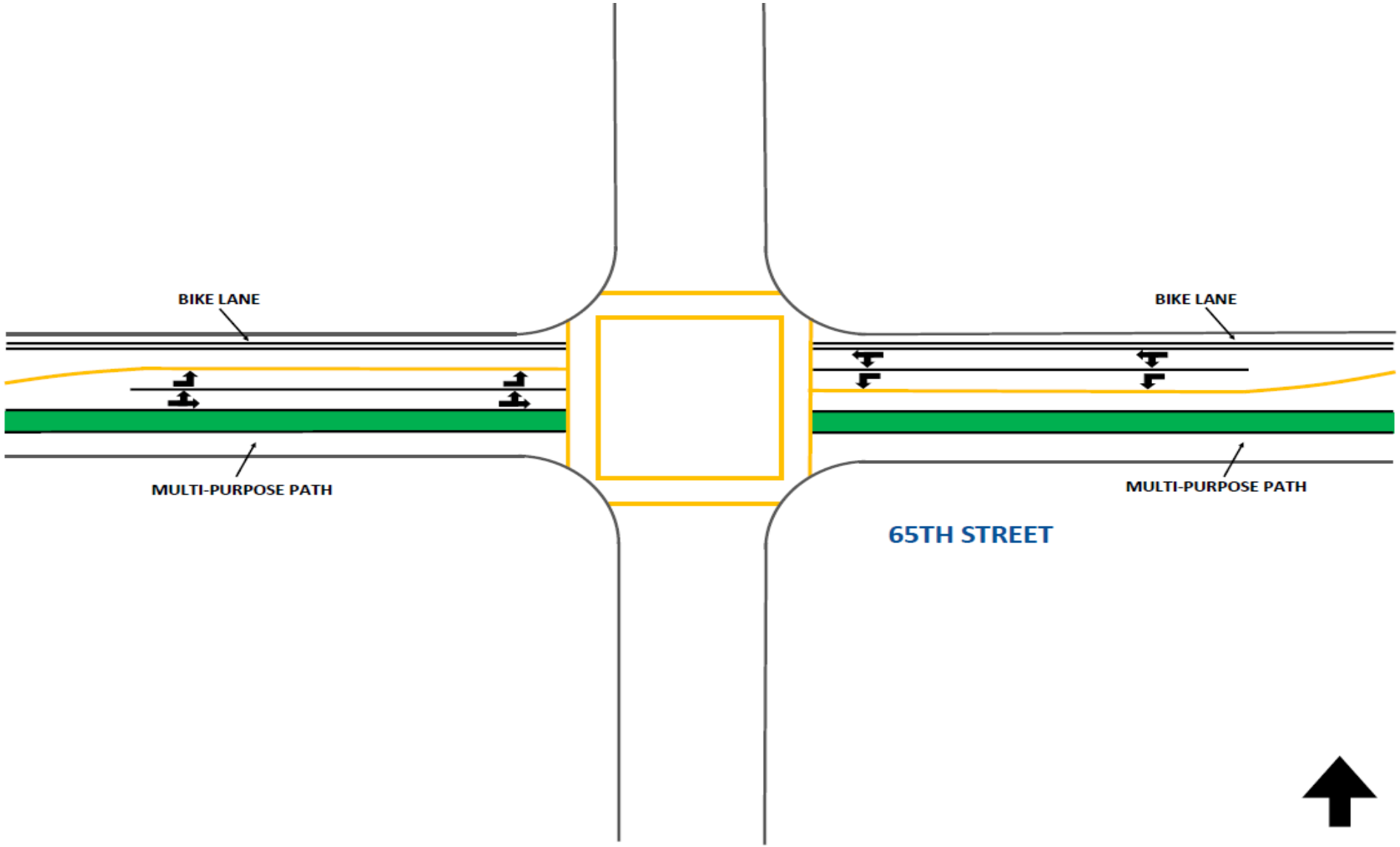
Level of Service

- Exiting 5 lane configuration
  - LOS A, 7 seconds delay
- Proposed 3 lane configuration
  - LOS A, 8 seconds delay
- Signalized Intersections
  - No change in delay

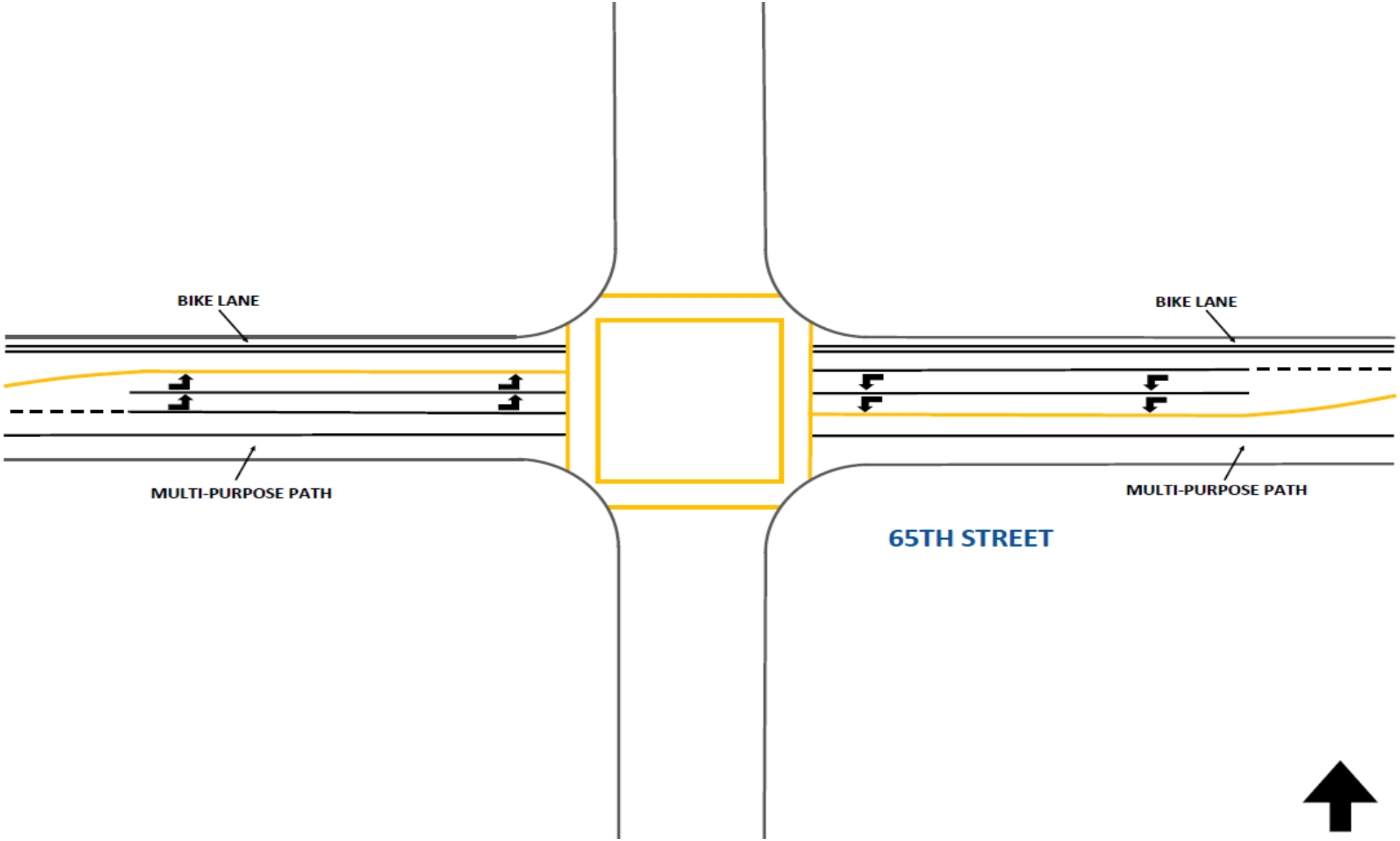
	Traffic lights	Stop signs /roundabout
Level of service	Delay (s/veh)	Delay (s/veh)
A	0-10	0-10
B	10-20	10-15
C	21-35	16-25
D	36-55	26-35
E	56-80	36-50
F	>80	>50



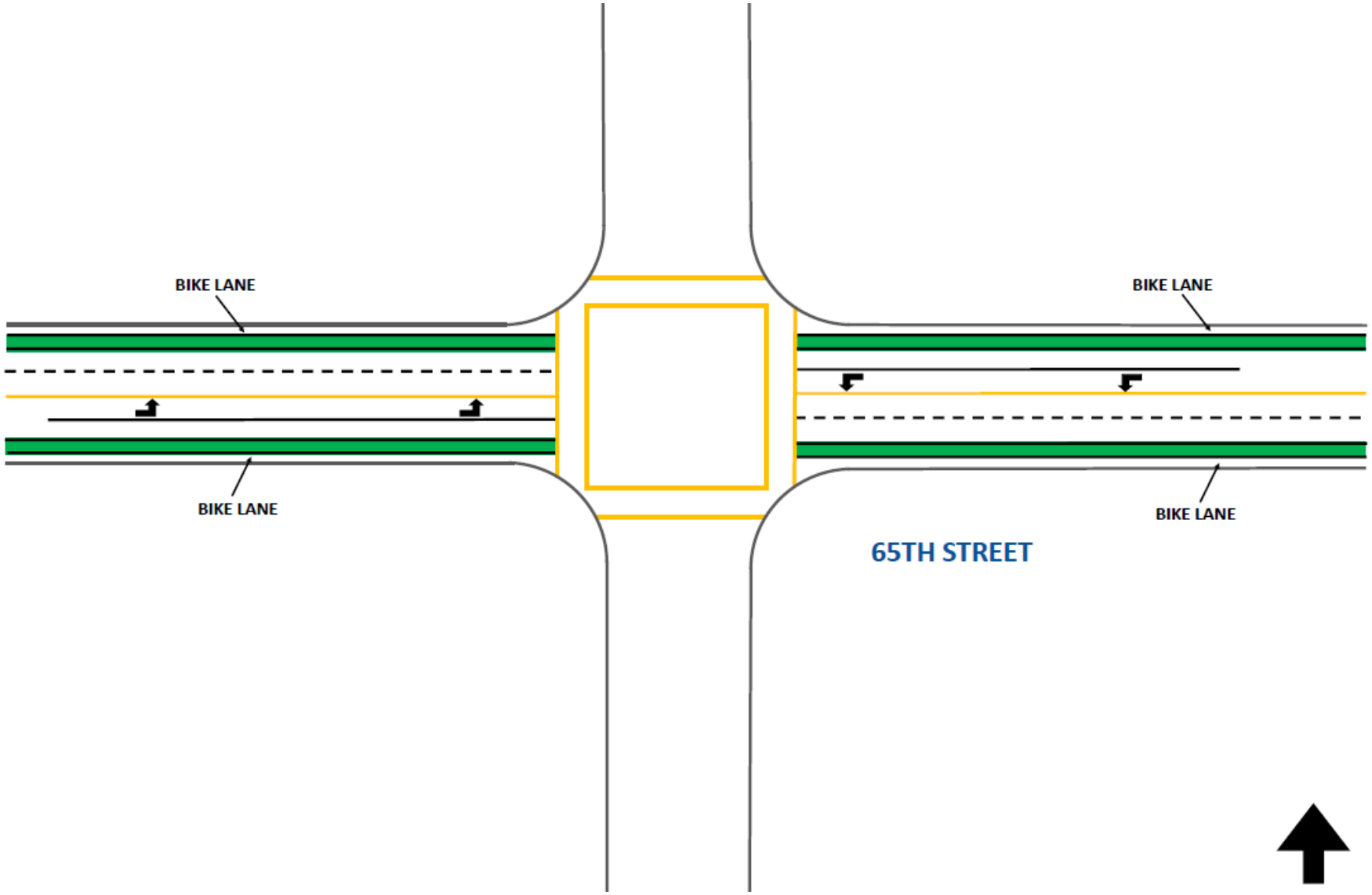
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (OPTION 1 – PLAN VIEW)



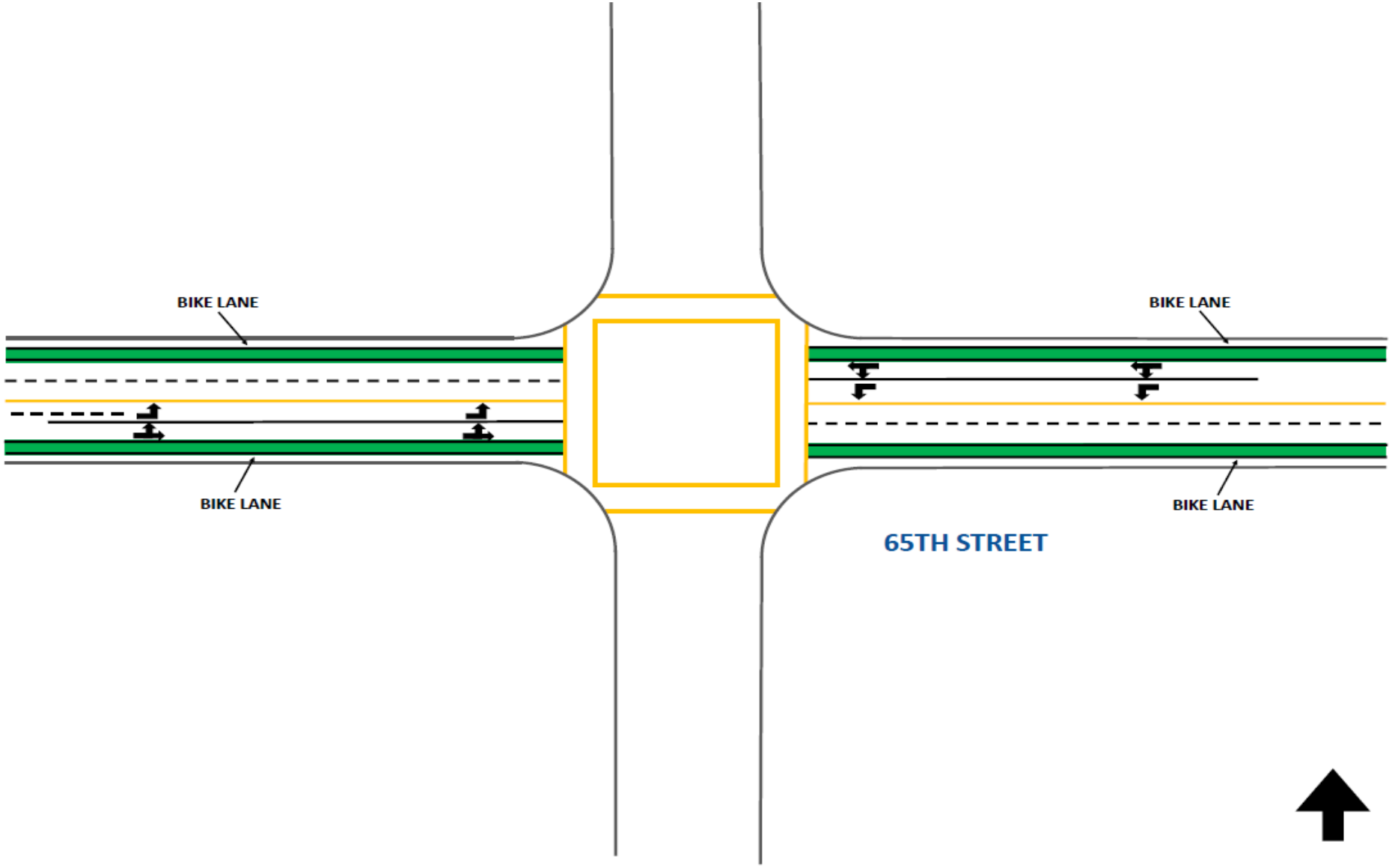
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (OPTION 1B – PLAN VIEW) – AT SIGNALIZED HARRISON INTERSECTION



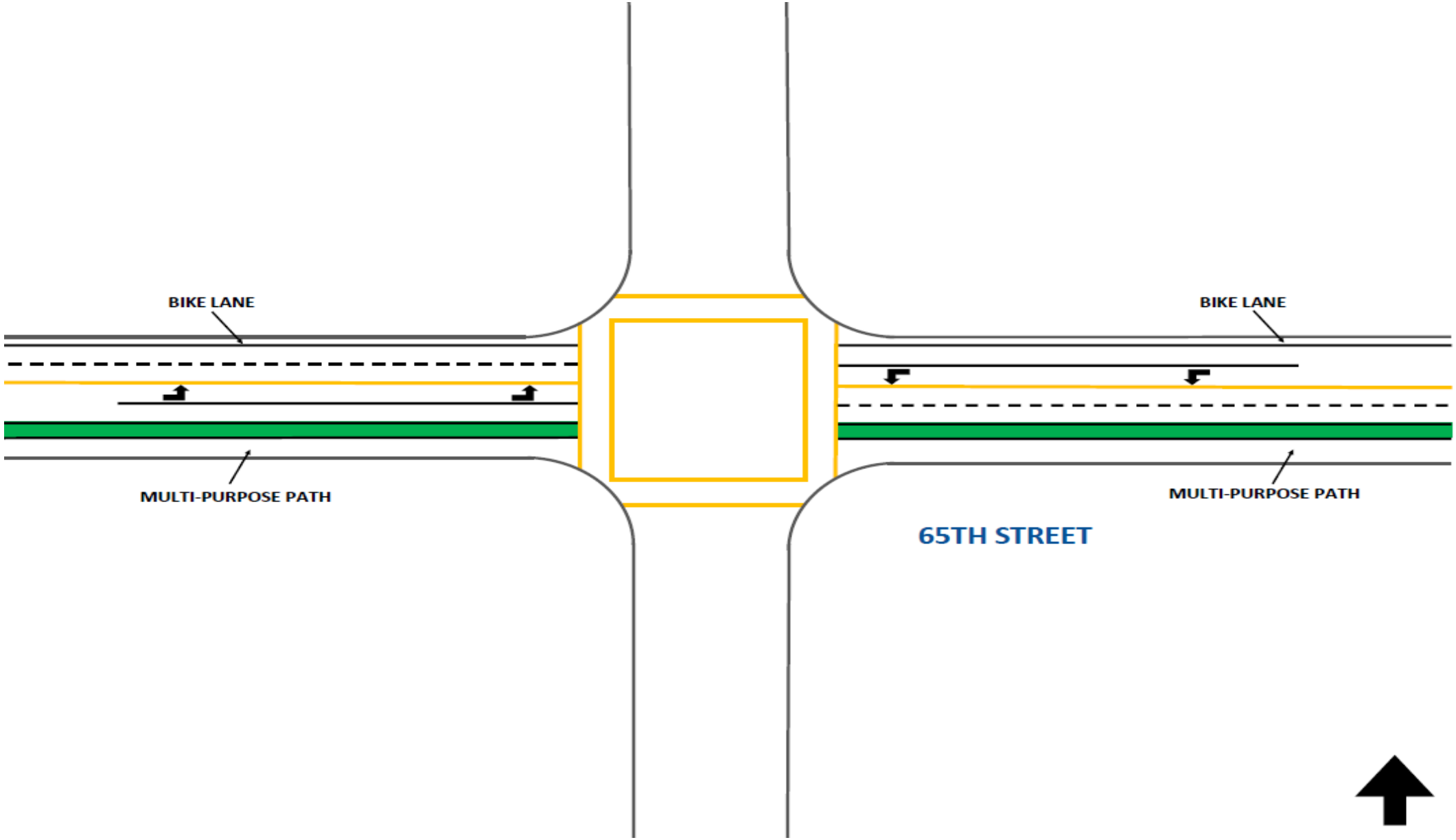
GRANT CONFIGURATION OF THE 65TH ST. PROJECT (OPTION 1C – PLAN VIEW) – AT SIGNALIZED HARRISON INTERSECTION



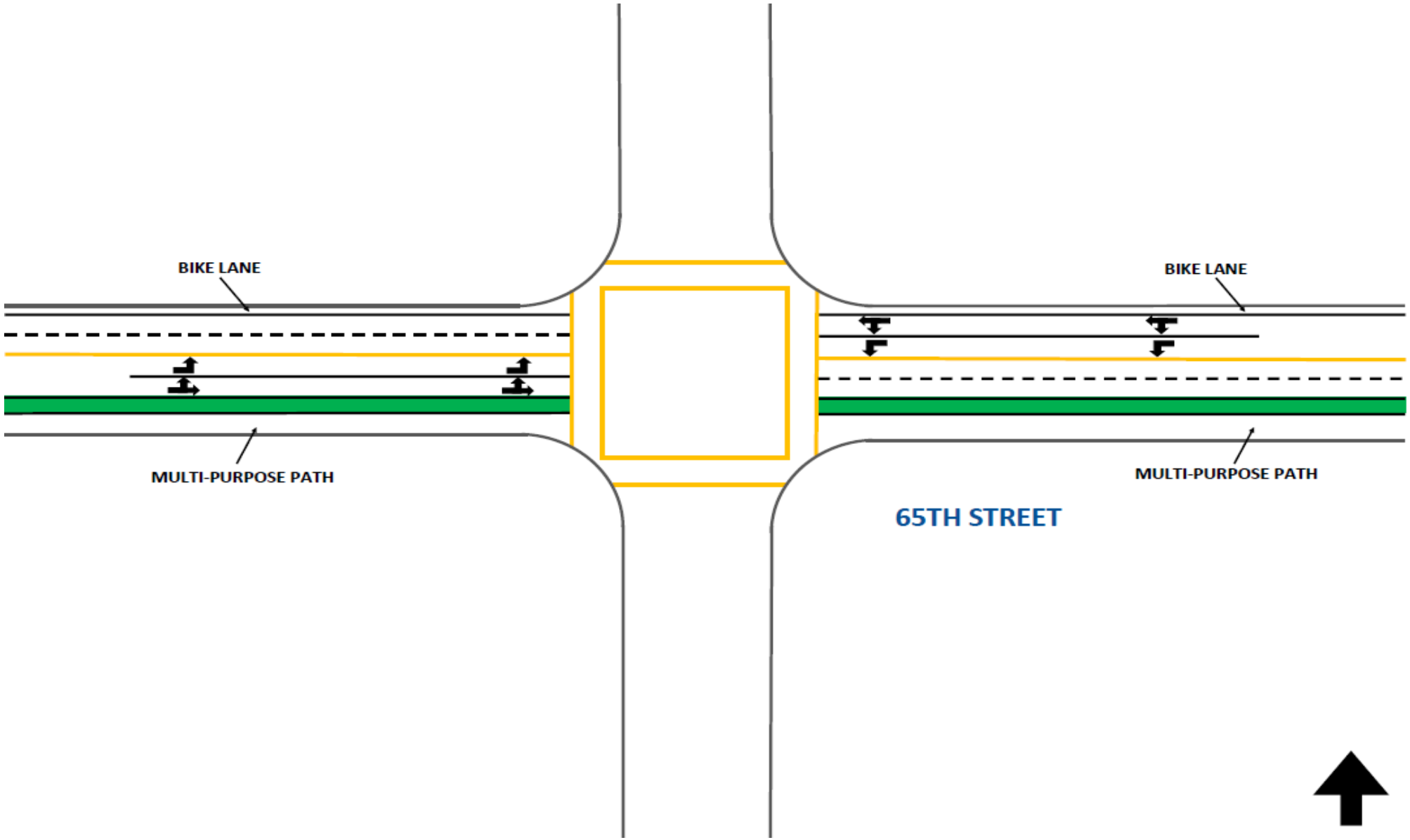
OPTION 2A – INTERSECTION PLAN VIEW – SINGLE LEFT TURN



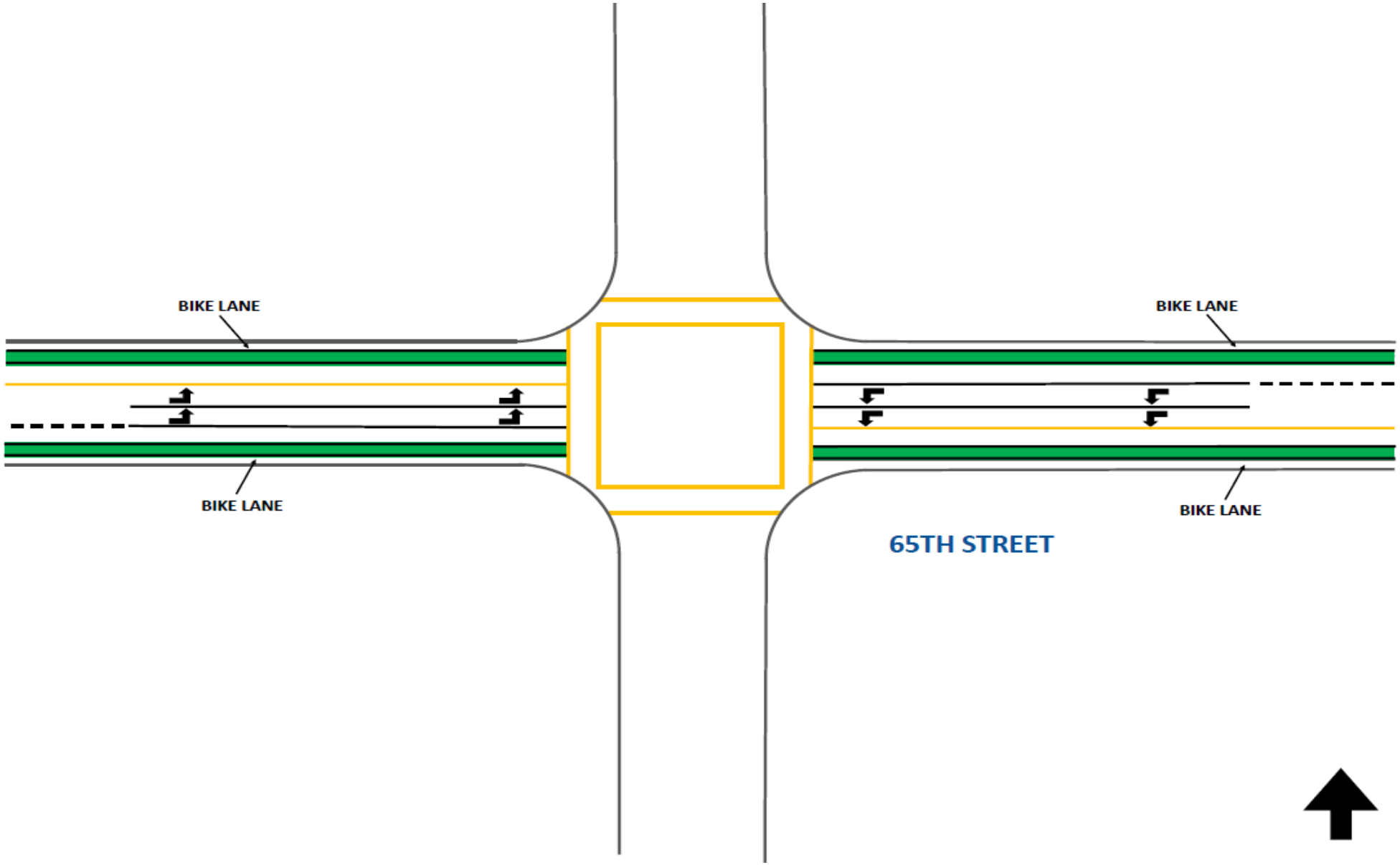
OPTION 2B – SIGNALIZED INTERSECTION PLAN VIEW – DUAL LT, DROP LT



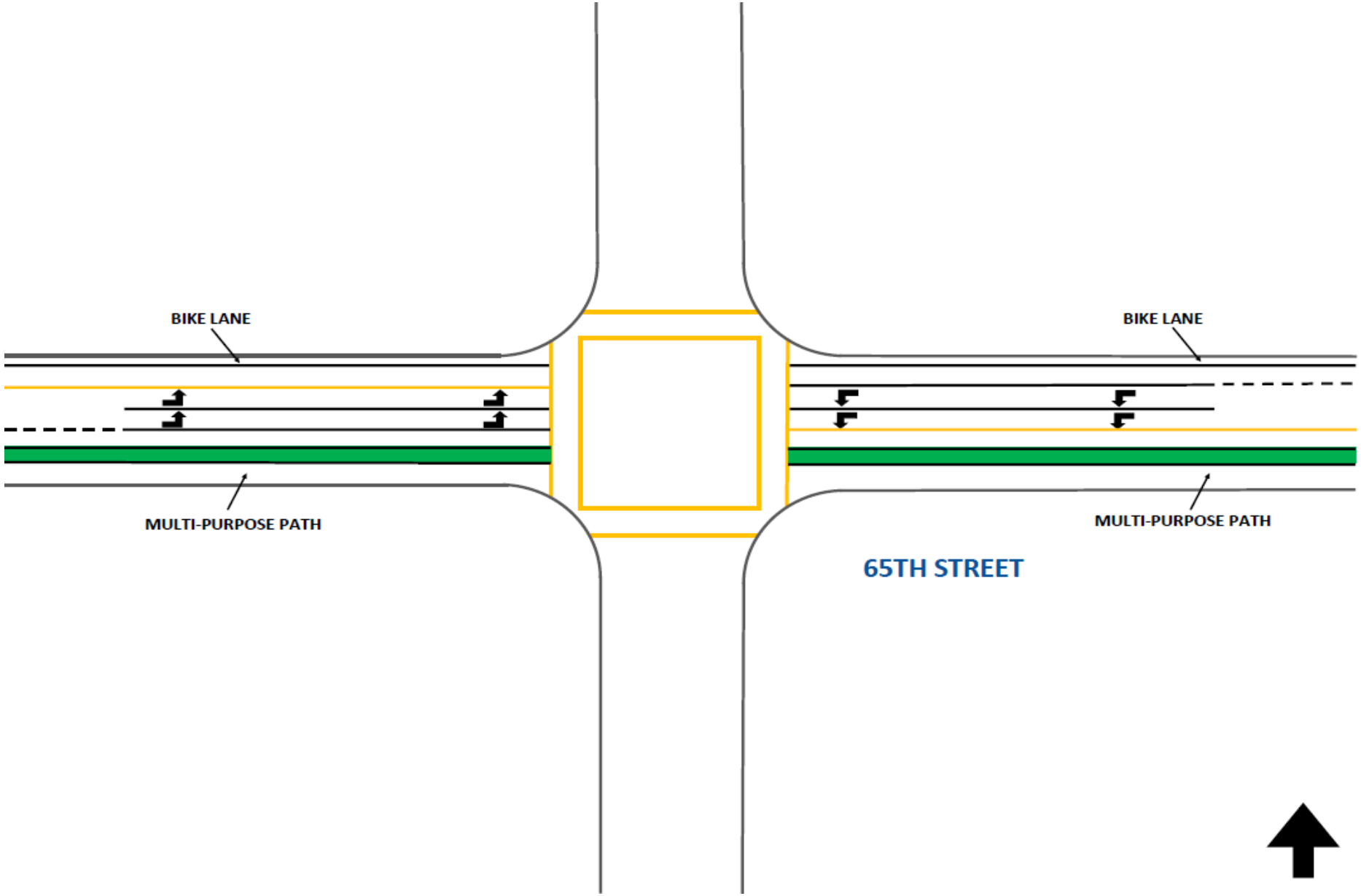
OPTION 4A – INTERSECTION PLAN VIEW



OPTION 4B – SIGNALIZED INTERSECTION PLAN VIEW – DUAL LT, DROP LT

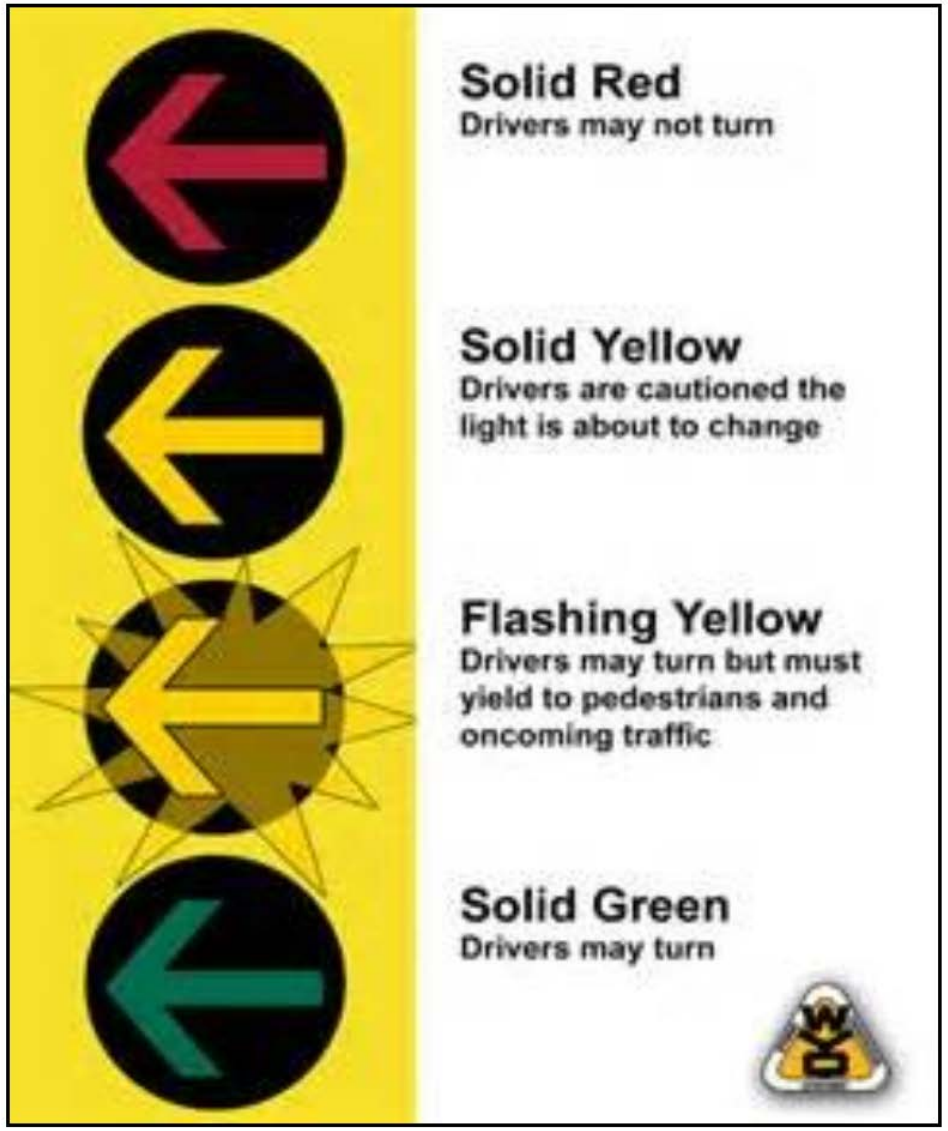


OPTION 2C – SIGNALIZED INTERSECTION PLAN VIEW – DUAL LT, DROP LT

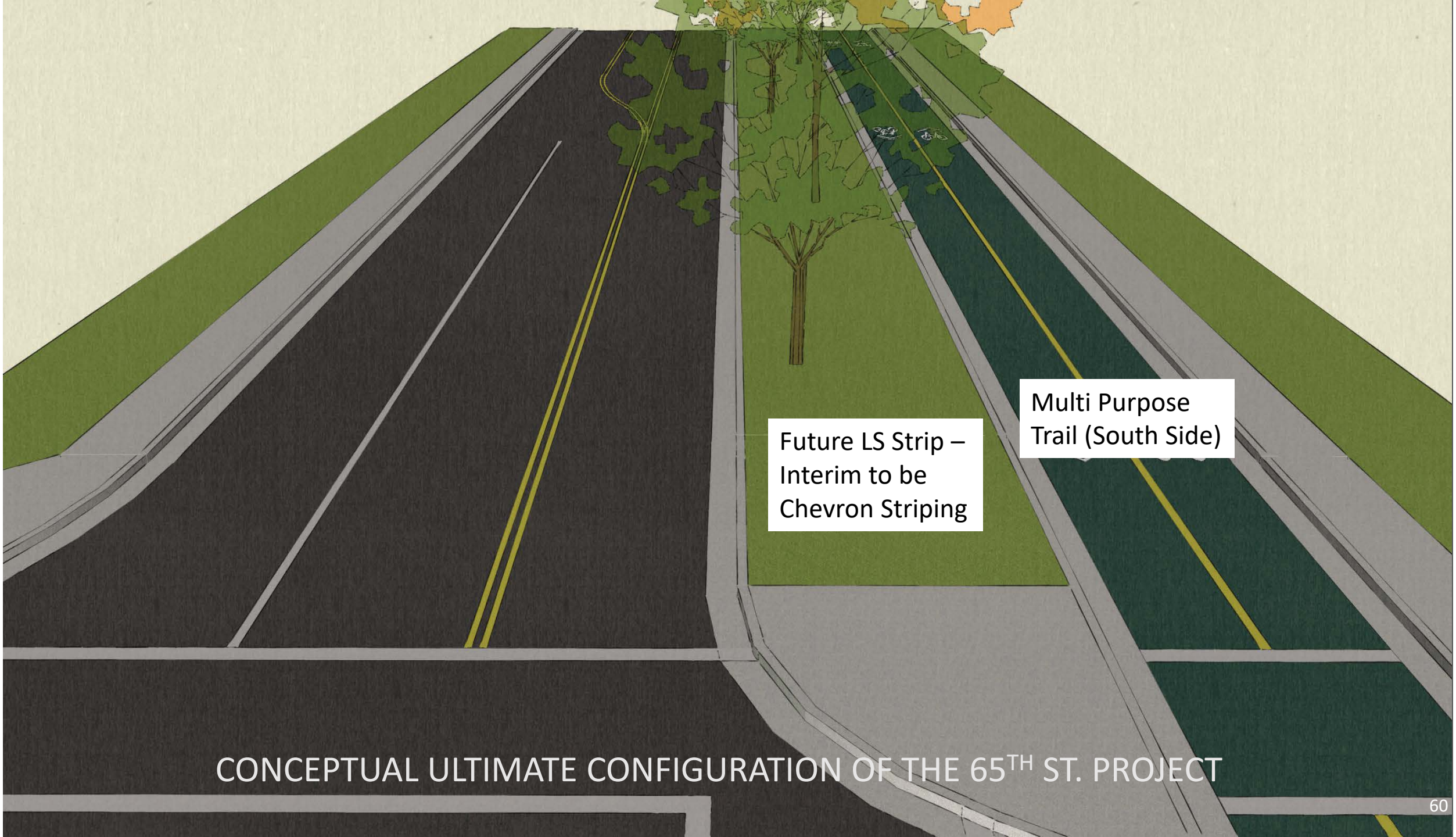


OPTION 4C – SIGNALIZED INTERSECTION PLAN VIEW – DUAL LT, DROP LT

Protected-permissive traffic signal operation allows traffic to turn left when it is safe to do so. The protected phase allows only left turns to proceed. At peak traffic times, the signal may only operate in protected phase to reduce conflicts.



FLASHING YELLOW ARROW OPTION (1ST FYA TO BE ON SCHOLAR WAY @ 68TH STREET)



CONCEPTUAL ULTIMATE CONFIGURATION OF THE 65TH ST. PROJECT