



## NORTHGATE GONZALEZ MARKET SIGNAL REQUEST

Public Works Department

Mobility & Infrastructure Committee  
September 10, 2020

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### BACKGROUNDS

1. The Northgate Gonzalez Market was approved without signalized access;
2. The property owner submitted a progression analysis following approval of the site; and
3. Staff worked with the property owner to enable U-Turns at Magnolia at Tyler towards the site, and have measured it in use.

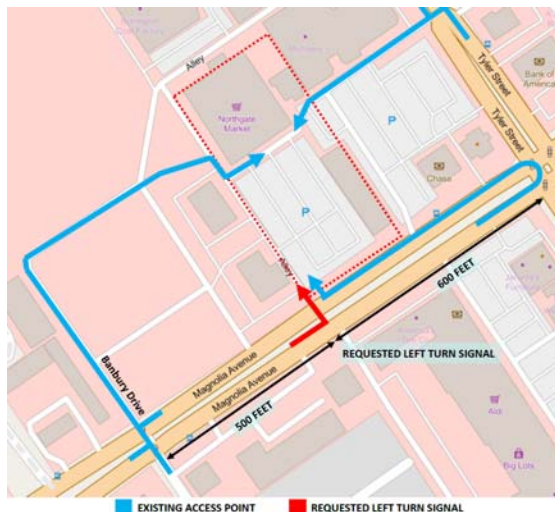


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## REQUESTED LEFT TURN

1. Close proximity to Mag/Tyler intersection;
2. Existing access via Banbury, Tyler and Magnolia; and
3. Would use a "half-signal" configuration.



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## SAFETY

1. Magnolia at Tyler has the highest intersection collision rate Citywide;
2. This corridor falls on SCAG's Regional High Injury Network;

| High Incidence Intersection Report            |                              |                  |
|---|------------------------------|------------------|
| 7/20/20                                       |                              |                  |
| Number of Collisions for the Top 50 Locations |                              |                  |
| From 7/20/2015 to 7/20/2020                   |                              |                  |
| Rank  | Intersection                 | Total Collisions |
| 1   | Tyler St at Magnolia Av      | 184              |
| 2   | Iowa Av at Blaine St         | 100              |
| 3   | Van Buren Bl at Arlington Av | 97               |
| 4   | University Av at Chicago Av  | 85               |
| 5   | University Av at Iowa Av     | 83               |

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## SAFETY

3. The new median break would provide minimal stopping distance, and substandard traffic signal spacing on a major arterial; and
4. National Cooperative Highway Research Program has found that an increase in signal density can result in increased collisions.

| Signals per Mile | Crash Rate (crashes per million vehicle miles) |
|------------------|--|
| ≤ 2              | 3.5  |
| 2.01–4           | 6.9  |
| 4.01–6           | 7.5  |
| > 6              | 9.1  |

NCHRP Report 900

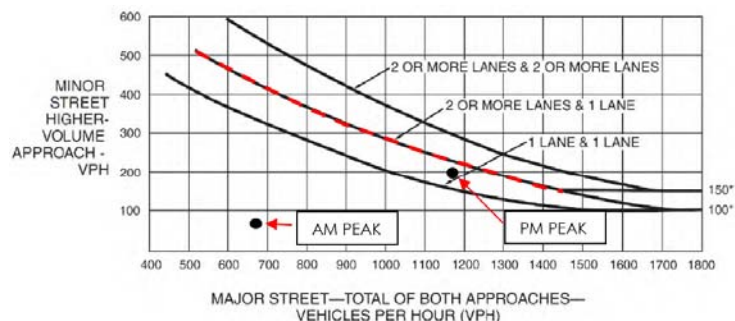
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## SIGNAL WARRANTS

The proposed signal is not anticipated to have sufficient traffic volumes to warrant construction of a new signal pursuant to the California Manual on Uniform Traffic Control Devices.



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## COST

While up-front costs would be covered by the property owner, the City would ultimately be responsible to maintain the signal, including:

1. Electrical service
2. Replacement parts
3. Preventative maintenance
4. Signal timing
5. Service requests



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## MAGNOLIA AVE. SPECIFIC PLAN

1. "Policy 2.5: Study the feasibility of left turn lane closures at minor intersections to allow for increased continuity of the landscaped median along the corridor."
2. Installation of a new left turn lane at a driveway counteracts the Specific Plan.



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## STAFF FINDINGS

The new median opening & traffic signal are not recommended for the following reasons:

1. The median opening would be in close proximity to an intersection experiencing high collision rates;
2. There is sufficient existing access to the property;
3. The signal is not anticipated to satisfy warrants;
4. The City would incur long-term costs; and
5. The Magnolia Ave. Specific plan supports closing left turns.



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## RECOMMENDATION

That the Committee provide direction to staff regarding the requested median opening and traffic signal installation project at the 10391 Magnolia Avenue Northgate Gonzalez Market.



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