

*City of Arts & Innovation*

## TRANSPORTATION BOARD MINUTES

WEDNESDAY, DECEMBER 3, 2025, 5:30 P.M.  
PUBLIC COMMENT IN PERSON/TELEPHONE  
ART PICK COUNCIL CHAMBER  
3900 MAIN STREET, RIVERSIDE, CA 92522

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PRESENT: Chair Bulinski, Vice Chair Madary, Board Member C. Cullen, J. Trinh, K. Brown, I. Carrillo, C. Collins and O. Valadez

ABSENT: N/A

STAFF PRESENT: Veronica Garcia, Philip Nitollama, Brett Craig, and Felipe Medina.

Chair Bulinski called the meeting to order at 5:30 p.m.

### ORAL COMMUNICATIONS FROM THE AUDIENCE

None

### CONSENT CALENDAR

#### MINUTES

Vice Chair T. Madary motioned, and Board Member O. Valadez seconded to approve the meeting minutes of December 3, 2025, as presented. The motion carried unanimously.

### DISCUSSION CALENDAR

#### OUIDA DRIVE – ESTABLISHMENT OF A TIMED PREFERENTIAL PARKING ZONE

The Public Works Department has received reports from residents regarding ongoing overflow parking issues on Ouida Drive, primarily from the adjacent Lorraine Terrace Apartments on Monroe Street. In response, the department seeks authorization to establish a Timed Preferential Parking Zone (PPZ) on both sides of Ouida Drive between Monroe Street and Shelby Drive.

A petition has been submitted, securing support from 94% of residents on Ouida Drive (16 out of 17 properties, accounting for one vacant property). Residents have reported that outside vehicle parking limits their access to on-street parking, affects trash collection, impedes driveway access, generates noise, blocks fire hydrants, and contributes to litter. It has also led to frequent parking violations.



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Monroe Street, adjacent to the Lorraine Terrace Apartments, enforces a no parking restriction on the west side due to limited roadway width, thus restricting available parking to the east side only.

If approved, the proposed Timed PPZ would be in effect from 4:00 p.m. to 10:00 a.m., addressing peak parking demands. Outside these hours, unrestricted parking would be permitted, subject to street sweeping, red curb, and fire hydrant regulations in accordance with Riverside Municipal Code (RMC) and California Vehicle Code (CVC).

In conclusion, there were four individuals that spoke to support the city staff's recommendation, two e-comments and one email in support.

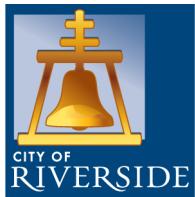
Following discussion, it was moved by Board Member C. Collins, seconded by O. Valadez, to approve the staff's recommendation. The motion passes unanimously with Chair J. Bulinski, Vice Chair T. Madary, Board Members C. Cullen, J. Trinh, K. Brown, I. Carrillo, C. Collins and O. Valadez voted yes.

### MADISON STREET AND EMERALD STREET AND MADISON STREET AND FREDA AVENUE TRAFFIC CIRCULATION 12-MONTH PILOT PROJECT

The Public Works Department is proposing a 12-month pilot project to prohibit through and left-turn movements at the eastbound and westbound approaches to the intersections of Madison Street and Emerald Street and Madison Street and Freda Avenue. The restriction of through and left-turn movements on the side streets is anticipated to reduce the number of potential conflict points at the intersections. This extended pilot period will allow for assessment of impacts to traffic and pedestrian crossing activity at the intersections utilizing the existing HAWK signal.

Installation of traffic diverters may also result in potential negative impacts to the community, including the loss of on-street parking adjacent to the improvements, the shifting of area traffic to nearby streets, effects to local churches and public facilities due to changes in access, aesthetic effects, and potential effects to Public Works services and emergency vehicle operations.

Some residents who also attended the August 13, 2025, CAG meeting expressed concern



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regarding the loss of ability to make eastbound left-turns onto northbound Madison Street to access State Route 91.

Residents accustomed to making a left-turn movement from eastbound Freda Avenue onto northbound Madison Street may utilize northbound S Cary Street and eastbound Fern Avenue for a maximum detour distance of 0.28 miles.

Residents accustomed to making a left-turn movement from eastbound Emerald Street onto northbound Madison Street may utilize northbound Grace Street and eastbound Peters Street for a maximum detour distance of 0.56 miles.

In conclusion, four individuals opposed the city staff's recommendation; no e-comments, no calls, and no emails were received.

Following the discussion, a new motion was proposed to deny the staff recommendation for the 12-month HAWLK pilot project and to reconsider the possibility of implementing a four-way stop or a full traffic signal. The motion was moved by Board Member C. Collins and seconded by Board Member J. Trinh. However, this new motion did not pass. The staff's recommendation was accepted unanimously, with six votes against the new motion from Chair J. Bulinski, Vice Chair T. Madary, and Board Members C. Cullen, K. Brown, I. Carrillo, and O. Valadez. Only two Board Members, C. Collins and J. Trinh, voted in favor of the new motion.

**REQUEST FOR SPEED HUMPS ON FIRST STREET BETWEEN MAIN STREET AND MULBERRY STREET**  
First Street meets only seven (7) of the eight (8) mandatory criteria of the City's adopted policy for speed humps. The observed 85<sup>th</sup> percentile speed was in the range of 34-35 mph, not meeting the minimum speed of 37 mph. Based on the requirement to meet all 8 criteria, First Street does not qualify for speed humps per the City-approved policy. A summary of the findings is provided via Attachment 2, and the staff have provided the staff's findings to the residents along First Street. However, a letter of appeal was submitted to city staff requesting that the proposed speed humps be reviewed by the Transportation Board. If speed humps are approved, then there is a potential to add four (4) speed humps as shown in Attachment 3. If speed humps are not approved, then alternate traffic calming measures can be considered such as installation of posted



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speed limit signs, stop ahead signage & striping, centerline striping, and/or spot police enforcement.

In conclusion, two individuals spoke in opposition to the city staff's recommendation, and we also received three e-comments in opposition.

Following the discussion, a new motion was proposed to deny the staff recommendation and approve speed humps. The motion was moved by Board Member C. Collins and seconded by Board Member C. Cullen to approve the installation of speed humps. The motion passes unanimously with Chair J. Bulinski, Vice Chair T. Madary, Board Members C. Cullen, J. Trinh, K. Brown, I. Carrillo, and C. Collins, and O. Valadez voting yes.

**SPEED LIMIT ZONE ESTABLISHMENTS – FIRST STREET AND VICTORIA AVENUE FRONTAGE ROAD**  
First Street, from Orange Street to Main Street, is a two-lane local roadway with a mix of residential and commercial properties, including one vacant commercial property. There is currently no posted speed limit, and the area does not meet the California Vehicle Code (CVC) criteria for a residential district to qualify for a *prima facie* 25 MPH speed zone. Therefore, a speed survey is needed.

The Public Works Department conducted a Traffic and Engineering Survey on First Street, revealing an 85th percentile speed of 27 MPH. As a result, they recommend establishing a 25 MPH speed limit on this segment, extending the existing limit west of Orange Street.

Similarly, the Victoria Avenue frontage road between Laramie Road and Arlington Avenue is a two-lane road with residential properties on the west side and a median on the east. It also has no posted speed limit and does not meet the CVC criteria for a *prima facie* 25 MPH zone.

After a survey indicated a current 85th percentile speed of 26 MPH, the Public Works Department recommends a 25 MPH speed limit for this section as well. The Arlington Avenue frontage road, connecting to Victoria Avenue, is already posted at 25 MPH as it enters the new speed limit zone.

In conclusion, one e-comment in opposition, no speakers, no calls, or emails were received.



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Following discussion, it was moved by Board Member O. Valadez, seconded by Vice Chair T. Madary to approve the staff's recommendation. The motion passes unanimously with Chair J. Bulinski, Vice Chair T. Madary, Board Members C. Cullen, J. Trinh, K. Brown, I. Carrillo, and C. Collins, voting yes.

### ANNUAL SIGNAL TIMING UPDATE

That the Transportation Board receive and file the annual traffic signal timing update presentation.

Following discussion, it was moved by Board Member C. Collins, seconded by Board Member I. Carrillo to receive and file the presentation. The motion passes unanimously with Chair J. Bulinski, Vice Chair T. Madary, Board Members C. Cullen, J. Trinh, K. Brown, I. Carrillo, and C. Collins, and O. Valadez voting yes.

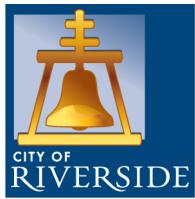
### COMMUNICATIONS

#### CITY COUNCIL ACTIONS ON TRAFFIC ENGINEERING-RELATED ITEMS

- a. Traffic Engineering- Construction projects-
  - a. The Yellow reflective signal back plate project just received bids. Construction will begin in a few months.
  - b. Civil Rights Walk- came in under budget and will proceed to construction.
  - c. Mission Inn Ave. median project bids will open soon. Eng estimates \$1.6 million.
- b. All the items approved at the Transportation Board meeting were approved at the November 18 City Council.

#### TRAFFIC ENGINEER / PARKING SERVICES UPDATES

- a. We are about to award a consultant to initiate the Vision Zero Project, aimed at achieving zero traffic fatalities from traffic collisions in a twelve month period. The project will start in January.
- b. Citywide speed limit reduction program is a part of the Vision Zero project but was separated to advance independently. This project is ongoing, and an



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update will be presented at the Transportation Board meeting in February or March.

### ITEMS FOR FUTURE TRANSPORTATION BOARD CONSIDERATION

- a. **\*\*Daylight Law Update:\*\*** This law prohibits parking, standing, or stopping within 20 feet of the approach side of both marked and unmarked crosswalks, and within 15 feet of a curb extension. The city of Riverside is gradually implementing red curbs as opportunities arise during various construction projects.

The Transportation Board meeting adjourned at 8:02 p.m.