



City of Arts & Innovation

TRANSPORTATION BOARD MINUTES

WEDNESDAY, OCTOBER 2, 2024, 5:30 P.M.
PUBLIC COMMENT IN PERSON/TELEPHONE
ART PICK COUNCIL CHAMBER
3900 MAIN STREET, RIVERSIDE, CA 92522

PRESENT: Chair Bulinski, Vice Chair Madary, Board Member Cason, F.Brown, Loza, Carrillo, and Valadez,

ABSENT: Board Member K.Brown

STAFF PRESENT: Veronica Garcia, Philip Nitollama, Felipe Medina, and Jose Castellanos.

ALSO PRESENT: Lieutenant Adam LeVesque and Sergeant Daniel Macias.

Chair Bulinski called the meeting to order at 5:32 p.m.

ORAL COMMUNICATIONS FROM THE AUDIENCE

None

CONSENT CALENDAR

MINUTES

Member Valadez motioned second by Vice Chair Madary, to approve the meeting minutes of August 7, 2024, as presented. The motion carried unanimously.

ABSENCE

The Transportation Board recorded the absences of Board Member F. Brown, Carrillo and Valadez from July 3, 2024, regular meeting as excused.

The Transportation Board recorded the absences of Board Member Cason, and Carrillo from August 7, 2024, regular meeting as excused.

Board Member Loza motioned seconded by Board Member Valadez, to approve the excused absences. The motion carried unanimously.

DISCUSSION CALENDAR

CONSIDERATION OF ESTABLISHMENT OF AN ON-STREET RESIDENTIAL ACCESSIBLE PARKING SPACE PROGRAM AND RESIDENT REQUEST FOR INSTALLATION OF ON-STREET ACCESSIBLE PARKING SPACE NEAR RESIDENTIAL PROPERTY.



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The Public Works Department has received several requests for an on-street accessible parking space to be constructed in front of a residential property. The establishment of a residential on-street accessible parking space program would allow the city to provide a designated parking space for disabled residents as a courtesy to assist those with disabilities and mobility concerns. The program would provide an established guidelines and application with policy and criteria specific to the City. There are existing accessible on-street parking spaces serving businesses and schools within the City, however a formal program has not been established to review and assess requests in residential neighborhoods. Further, the City is not legally required to provide an on-street parking space for people with disabilities near their residential property, and the City would have the sole discretion to approve or deny a request. Two E-comments were received in support. Three people spoke in opposition. There were no callers.

Following discussion, it was moved by Member Loza, seconded by Member F. Brown to deny the staff recommendation. The motion was carried unanimously, with Chair Bulinski, Vice Chair Madary, Board Members F. Brown, Loza, and Valadez, voting yes and two no votes from Member Cason and Member Carrillo.

TENTH STREET – REMOVAL OF PREFERENTIAL PARKING ZONES

The City's Preferential Parking Program is a neighborhood-driven program which enables eligible residential neighborhoods continually impacted by outside parking sources to pursue establishment of Preferential Parking Zones (PPZs). PPZs limit the impacts of outside source parking and increase availability of on-street parking for residents by providing permits to residents and their guests and request that a valid permit be displayed in vehicles parked on street within the PPZ during restricted days and times. One E-comment in support. No callers, no speakers.

Following discussion, it was moved by Member Valadez and seconded by Member Carrillo to approve staff recommendations. The motion was carried unanimously, with Chair Bulinski, Vice Chair Madary, and Board Members Cason, F. Brown, Loza, Carrillo, and Valadez voting yes.



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ESTABLISHMENT OF AXLE RESTRICTION – SEGMENT OF PLACENTIA LANE

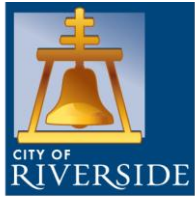
A classification count conducted in March 2024 on Placentia Lane between Center Street and Orange Street reflected elevated truck activity along the corridor with a combined truck traffic volumes of 15.8 percent of total traffic volumes. As the recent classification count conducted on the segment of Placentia Lane between Center Street and Orange Street showed a percentage of truck traffic above the maximum 3 percent truck traffic threshold utilized by the City and consistent with the Federal Highway Administration (FHWA) guidelines (the 3% threshold has historically been utilized to determine if there is excessive truck traffic cutting through a particular roadway), the Public Works Department is proposing establishment of an axle restriction prohibiting use by commercial trucks exceeding 3 axles on Placentia Lane between Center Street and Orange Street. The proposed axle restriction prohibits cut-through truck traffic by larger trucks exceeding 3 axles to reduce higher commercial truck traffic volumes and to restore expected levels of truck use (3 percent or below) along this stretch of the Placentia Lane corridor. Two E-comments were received, one in support and one in opposition. No callers, no speakers.

Following discussion, it was moved by Member Loza and seconded by Member F. Brown to approve staff recommendations. The motion was carried unanimously, with Chair Bulinski, Vice Chair Madary, and Board Members Cason, F. Brown, Loza, Carrillo, and Valadez voting yes.

COMMUNICATIONS

CITY COUNCIL ACTIONS ON TRAFFIC ENGINEERING-RELATED ITEMS

- a. In July the City Council award the Consultant Contract for the City Wide Safe Route to School project. Consultants will reach out to the two schools to start the process by gathering information, observing vehicles, pedestrians and bicycles. The intent of the program is to get more students to bike and walk to school.
- b. In September, the Alamo St and Rivera St pilot project was approved by City Council.
- c. In September two PPZ removals for Eleventh St & Ferguson Ct was approved by City Council.



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TRAFFIC ENGINEER / PARKING SERVICES UPDATES

- a. Traffic Engineering received a grant for the Fiscal (FY) 2024 Safe Street for All (SS4A) Program. The amount received in federal funds was just under 7.5 million dollars. These funds will go to the construction of 16 miles of bike lanes, 85 signalized intersections that will receive high visibility cross walks and audible ped push buttons, installing traffic calming in a couple of schools in the form of speed humps, and sidewalks. Also, there will be three supplemental planning components: a proposed pedestrian and bicycle bridge over the 91 Freeway linking the Metrolink and the Downtown. Second, the intelligent transportation system master plan that will provide recommendations to communicate every traffic signal in the city and the traffic management center in city hall. The last component is the ADA transition plan. This plan will prepare a citywide field inventory to account for all the missing curb ramps and sidewalk and be able to prioritize those projects. There will be community outreach and a report that will be utilized to pursue additional funding.
- b. A new Board Member for Ward 2 has been selected and is coming soon.

ITEMS FOR FUTURE TRANSPORTATION BOARD CONSIDERATION

- a. None

The Transportation Board meeting adjourned at 7:39 p.m.