

**TRAFFIC SAFETY COMMISSION
AGENDA REPORT**

TO: Traffic Safety Commission

FROM: Ron Moreno, Director of Public Works/City Engineer

DATE: February 27, 2025

SUBJECT: Loma Linda Road & Redwood Road/White Sage Way – Stop Controls Analysis

PREPARED BY: Nick Minicilli, Senior Traffic Engineer
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RECOMMENDATION: That the Traffic Safety Commission recommend the City Council adopt a Resolution establishing Multi-Way Stop Controls and striped pedestrian crosswalks at the intersection of Loma Linda Road and Redwood Road/ White Sage Way.

BACKGROUND: In 2024, City of Temecula staff received several resident requests to consider the feasibility of implementing all-way stop controls to address concerns of pedestrian safety and excessive speeding at the intersection of Loma Linda Road and Redwood Road/White Sage Way (Exhibit A). The citizens referenced concerns with high pedestrian volumes, high vehicle volume, erratic vehicle maneuvers, and speeding during school drop-off and pick up times due to the intersection being adjacent to Erle Stanley Gardner Middle School. For this request, staff performed several field reviews at this intersection and based on review of vehicular speed and volume data, it was determined that the intersection of Loma Linda Road and Redwood Road/White Sage Way warranted further analysis for Multi-Way Stop Controls.

Loma Linda Road is a fifty-six (56) foot wide collector roadway providing access to numerous single-family residences between Pechanga Parkway and Via Cordoba. The posted speed limit on Loma Linda Road is 35 MPH and the Average Daily Traffic (ADT) volume on is approximately 5,200 ADT.

Redwood Road is a fifty-six (56) foot wide residential collector roadway that provides access to numerous single-family residences between Loma Linda and Wolf Creek Drive. Redwood Road has a posted speed limit of 30 MPH and carries approximately 750 ADT.

White Sage Way is a 60 (60) foot wide private roadway that provides access to numerous single-family residences in the Temecula Lane development. White Sage Way has no posted speed and carries approximately 600 ADT.

In February 2025, staff generated speed and volume data during the school semester from January 2023 thru March 2023 using Streetlight Data software. Over this three (3) month period, review of prevailing (85th percentile) speeds indicates that speeds vary from 40 to 42 miles per hour throughout the day on Loma Linda Road near the intersection with Redwood Road/White

Sage Way. The results of the speed data review indicate that these speeds are occurring consistently throughout the day.

In addition to the data collection, a review of intersection characteristics and conditions were performed, which included an evaluation of sight distance, collision history, and completion of a multi-way stop warrant analysis (Exhibit B) at this intersection.

An evaluation of sight distance was performed at the intersection of Loma Linda Road and Redwood Road/White Sage Way. A minimum unobstructed sight distance of 250 feet is required for the posted 35 mph speed limit on Loma Linda Road. The results of the evaluation are shown in the table below:

<i>Location</i>	<i>Sight Distance</i>	<i>Required Visibility (Posted 35 MPH)</i>
<u>White Sage Way (Southbound)</u>		
• Looking East	470'	250'
• Looking West	760'	250'
<u>Redwood Road (Northbound)</u>		
• Looking East	670'	250'
• Looking West	560'	250'

As shown, the visibility at the intersection of Loma Linda Road and Redwood Road/White Sage Way is more than adequate for conditions looking in the easterly and westerly direction for vehicles entering Loma Linda Road. However, based on a field review, visibility for vehicles entering Loma Linda Road from Redwood Road is compromised during school pick-up times due to cars illegally parked in the bike lanes. The parked vehicles block the bike lane, creating temporary sightline issues as drivers wait to pick up children leaving school.

A review of the collision history for the three (3) year period from January 1, 2022 to December 31, 2024, indicates there was zero (0) reported collisions at the intersection of Loma Linda Road and Redwood Road/White Sage Way.

The Multi-Way Stop Sign Installation Policy for Residential Streets' warrant criteria was used to evaluate the need for multi-way stop signs at the intersection. The warrants allow for the installation of multi-way stop signs when the following conditions are satisfied:

1. Minimum Traffic Volumes

- a. The total vehicular volume entering the intersection from all approaches is equal to or greater than three hundred (300) vehicles per hour for any eight (8) hours of an average day; and
- b. The combined vehicular volume and pedestrian volume from the minor street is equal to or greater than one hundred (100) per hour for the same eight (8) hours.

2. Collision History

- a. Three (3) or more reported collisions within a twelve (12) month period of a type susceptible to correction by a multi-way stop installation. Such accidents include right and left-turn collisions as well as right-angle collisions.
3. Roadway Characteristics
 - a. The traffic volume on the uncontrolled street exceeds two thousand (2,000) vehicles per day,
 - b. The intersection has four (4) legs, with the streets extending 600 feet or more away from the intersection on at least three (3) of the legs.
 - c. The vehicular volumes on both streets are nearly equal to a forty/sixty percent (40/60%) split; and
 - d. Both streets are 44 feet wide or narrower.

Warrants for Minimum Traffic Volumes, Collision History and Roadway Characteristics must be met to justify the installation of a multi-way stop. Other criteria that may be considered when evaluating the need for multi-way stop signs include:

4. Visibility
 - a. The intersections sight distance is less than:
 - 150 feet for 25 MPH
 - 200 feet for 30 MPH
 - 250 feet for 35 MPH
 - 300 feet for 40 MPH
5. The need to control left-turn conflicts.
6. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes such as schools, parks and activity centers.
7. The roadways and intersection appear on a Suggested Route to School plan.
8. There are no traffic signals or all-way stop controls located within 600 feet of the intersection.
9. The installation of multi-way stop signs is compatible with overall traffic circulation needs of the residential area.

The multi-way stop warrant analysis performed found that the required Warrants 2 & 3 were not satisfied and all-way stop controls are not justified at the intersection based on quantitative data.

The Policy does however provide the flexibility to consider the need to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes such as schools, parks and activity centers. During field reviews, staff noticed elevated amounts of pedestrian traffic based on the intersection being adjacent to Erle Stanley Gardner Middle School. Staff observed that many of these school aged pedestrians were crossing Loma Linda Rd in an uncontrolled

fashion without paying close attention to vehicles and their surroundings. Staff observed children walking in between cars that were arbitrarily stopped in the middle of the street. Combining the uncontrolled crossing situation on Loma Linda Road with limited line of sight of motorists trying to enter Loma Linda Road from the side streets has created an unsafe situation. Based on the review of the intersection under these criteria, and the fact that it acts as a suggested school route, staff have determined there is justification for all-way stop controls at the intersection of Loma Linda Road and Redwood Road/White Sage Way.

Staff recommend establishing all-way stop controls and striped pedestrian crosswalks at the intersection of Loma Linda Road and Redwood Road/White Sage Way.

FISCAL IMPACT: Minor cost associated with the recommended action.

ATTACHMENTS: Exhibit A - Location Map
Exhibit B - Multi-Way Stop Warrant Analysis
Exhibit C – Proposed Concept Design