



city of corona
THE CIRCLE CITY

Neighborhood Traffic Management Program Community Handbook





Table of Contents

I.	Introduction & Message to the Public.....	2
II.	Philosophy & Goals.....	4
III.	Traffic Engineering Guidelines & Resources.....	6
IV.	Beginning the Process.....	7
V.	Common Questions & City of Corona Policies.....	8
VI.	Traffic Engineering Maintenance and Operations.....	35
VII.	Traffic Management Center.....	36



Introduction & Message to the Public

Streets play an important role in the livability, vitality and character of our City and neighborhoods. Streets serve a variety of functions which are important to our well being and livelihood. In addition to carrying daily traffic for citizens and visitors, the streets serve other functions including the following:

- Pedestrian and bicycle movement
- Emergency response routes
- Parking
- Location for utilities
- Delivery and service
- Storm water drainage
- Solid waste collection



Some of the most emotional concerns for Corona residents are traffic related issues on residential streets. A residential street, also called a local street, is the gateway to our homes. Some of the concerns raised by Corona residents include: noise, faded striping, missing signs, violation of posted speed limits and on-street parking impacts. A key to achieving a livable community is the need to address these traffic safety issues within residential neighborhoods and the rest of the community. Public Works along with the Corona Police Department collaborate on a daily basis to address these concerns. This Neighborhood Traffic Management Program - Community Handbook will provide you information about the tools and resources used to improve safety throughout the City of Corona.



We welcome your participation in the City’s ongoing efforts to improve public safety. We urge you to become actively involved by driving carefully, observe posted speed limits, watch for and yield to pedestrians in the roadway. Most important, respect all traffic laws and educate children about traffic and transportation safety. The need for seat belts, safely crossing streets and bicycle safety are key elements for our children’s future.



Please call us if you have any questions, requests or suggestions concerning traffic issues. Our telephone number is 951-736-2266 and our email address is Traffic.Eng@ci.corona.ca.us.

Alberto Espinoza P.E., T.E.

Senior Traffic Engineer



Philosophy & Goals

The information contained in this document aims to help City of Corona residents understand the process and tools utilized by Corona staff to address traffic issues. Definitions of traffic calming vary, but they all share the goal of reducing vehicle speeds, improving safety, and enhancing quality of life. Traffic calming measures, in the City of Corona, consist of education, enforcement and engineering to influence the behavior of drivers.

The Public Works Department - Traffic Engineering Division established its Neighborhood Traffic Management Program with a number of goals as follows:

- Stable residential neighborhood traffic requires an efficient arterial and collector network of streets to minimize cut through in residential neighborhoods. The first line of defense against neighborhood traffic problems is an efficient arterial and collector system.
- Streets are a community resource. Denial of public access by closing streets is not an option for the City of Corona. It is not the goal of the City to modify traditional traffic patterns which will impact one neighborhood over another.
- Residents have a right to a safe and peaceful environment. They have the right to a fair share of law enforcement resources and protection when undesirable traffic conditions occur.
- Integrate education, enforcement, and engineering initiatives to encourage positive driver behavior City wide.



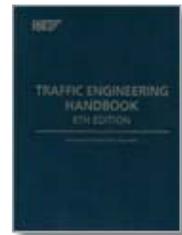
- Maintain capacity and facilitate traffic flow on the City’s arterial and collector roadway network.
- Effectively implement neighborhood traffic management plans that will not affect emergency response time.



Traffic Engineering Guidelines & Resources

The City of Corona recommends traffic management measures that comply with local, state, and federal guidelines. The City of Corona will not implement a traffic measure that results in liability exposure to the City. Resources and manuals utilized by Public Works Traffic Engineering include:

- The California Manual on Uniform Traffic Control Devices (CA MUTCD)
- The California Vehicle Code (CVC)
- City of Corona Standard Plans
- Caltrans Highway Design Manual (HDM)
- The American Association of State Highway and Transportation Officials. (AASHTO)
- Institute of Transportation Engineers (ITE), Traffic Engineer Handbook
- Corona Municipal Code (CMC)



Through clear guidelines, standards, studies, and criteria for the safe and efficient control of traffic, City staff can make sound decisions implementing appropriate traffic control devices throughout the City of Corona.



Beginning the Process

The process for addressing City of Corona traffic questions, issues, or neighborhood calming measures begins with a phone call. Some traffic concerns are simple enough that they may be addressed over the phone with a Public Works Traffic Engineer. Listening to residents and identifying the



problem is City staff's number one priority. Without residents calling and informing City staff about traffic issues, City staff may not know a problem exists.

There are some questions, comments, and concerns frequently raised by Corona residents. We will discuss the most common questions posed to Traffic Engineering staff and the steps and policies used to mitigate these concerns in the following sections.



Common Questions & City of Corona Policies

“What can be done to slow down the speeding occurring on our Street?”

This is one of the most common questions asked of the Public Works Traffic Engineering Department. The first step is collecting data and identifying if a



problem exists on the segment of road. Traffic Engineering staff will conduct a speed profile to determine if speeding is occurring.

A speed profile consists of installing tubes on the road to measure speeds and count the number of vehicles. With this information, Traffic Engineering can determine if vehicles are speeding and at what time of the day this is occurring. In some cases, speeding is not actually occurring on the street and the resident is informed of these findings.

When the information analyzed determines that speeding is occurring, the education and enforcement process begins. Traffic Engineering contacts the Police Department so we can work together and address the concerns.

City of Corona
430 South Vercellia Avenue
Corona, CA 92625-2187
(951) 733-4842

Page 2

Hour	1	15	21	26	31	36	41	46	51	56	61	66	71	76	Total	Speed	Volume
06:00-07:00	1	0	4	12	16	11	0	0	0	0	0	0	0	0	44	18	25
07:00-08:00	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7	14	24
08:00-09:00	6	3	13	12	10	1	2	0	0	0	0	0	0	0	47	21	25
09:00-10:00	12	8	20	28	19	5	0	0	0	0	0	0	0	0	147	25	52
10:00-11:00	10	10	15	48	24	5	0	0	0	0	0	0	0	0	118	25	72
11:00-12:00	34	35	42	71	38	8	2	0	0	0	0	0	0	0	232	21	112
12:00-01:00	22	25	35	77	53	18	0	0	0	0	0	0	0	0	227	26	130
01:00-02:00	21	21	38	76	30	8	0	0	0	0	0	0	0	0	217	21	131
02:00-03:00	15	13	52	75	37	14	2	0	0	0	0	0	0	0	208	21	127
03:00-04:00	11	24	51	84	44	7	1	0	0	1	0	0	0	0	239	26	144
04:00-05:00	21	33	67	101	59	17	0	0	0	0	0	0	0	0	298	21	168
05:00-06:00	33	41	88	87	67	17	0	0	0	0	0	0	0	0	371	21	212
06:00-07:00	25	32	67	91	63	17	1	0	0	0	0	0	0	0	291	21	158
07:00-08:00	10	36	80	109	60	14	1	0	0	0	0	0	0	0	340	21	212
08:00-09:00	23	39	74	121	54	8	1	0	0	0	0	0	0	0	318	21	195
09:00-10:00	26	34	63	92	40	6	0	0	0	0	0	0	0	0	239	21	162
10:00-11:00	17	40	60	92	55	12	0	0	0	0	0	0	0	0	276	21	162
11:00-12:00	24	30	61	73	32	8	0	0	0	0	0	0	0	0	230	21	150
12:00-01:00	24	33	72	54	15	3	1	0	0	0	0	0	0	0	232	21	126
01:00-02:00	11	19	58	52	29	3	0	0	0	0	0	0	0	0	168	21	110
02:00-03:00	10	24	37	36	5	2	1	0	0	0	0	0	0	0	115	21	73
03:00-04:00	10	10	17	19	0	0	0	0	0	0	0	0	0	0	65	21	36
Total	384	541	1130	1441	743	163	20	0	0	0	0	0	0	0	4388	21	261
Percent	8.7%	12.4%	25.9%	32.7%	17.0%	3.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		
AM Peak	07:00	07:00	08:00	11:00	11:00	08:00	04:00								11:00		
PM Peak	17:00	17:00	17:00	15:00	14:00	12:00	13:00								15:00		
Total	36	36	93	132	63	17	2								339		
Total	147	1073	2223	2644	1433	335	41	3	0	1	3	0	0	0	6727		
Percent	3.0%	11.5%	25.3%	33.2%	17.0%	3.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%			
Stats	10 MPH	Face Speed	21.50 MPH														
		Number in Place	5440														
		Percent in Place	50.2%														
		Number of Vehicles > 55 MPH	1														
		Percent of Vehicles > 55 MPH	0.0%														
		Mean Speed/Average	21 MPH														



Resources utilized by Traffic Engineering include Changeable Message Signs (CMS) that consist of a changeable speed display, a radar speed detector and a posting of the speed limit. The speed control device encourages speed limit compliance and educates drivers of the posted speed limit through the segment of road. These devices are usually placed on the road for a week prior to police enforcement. This device is:



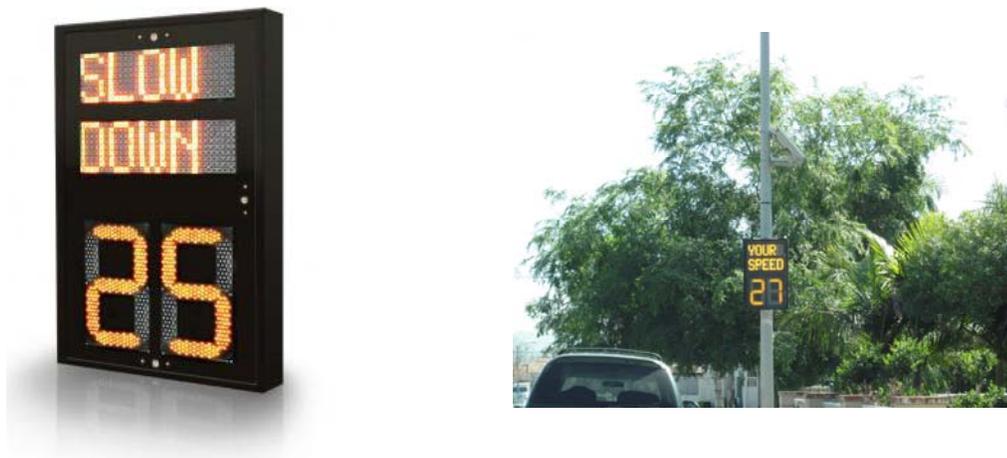
- Easy to read
- Attracts drivers attention
- Cost-Effective
- Mobile and simple to deploy on short notice
- Does not issue automated speeding tickets

The data and information collected from the speed profile is forwarded to the Police Department's Traffic Enforcement Section who will further analyze the traffic patterns and dedicate officers to enforce the applicable laws. By issuing citations, motorist will be re-educated about the posted speed through the neighborhood. Advantages of police presence include:

- Available on short notice
- Target motorist violators without affecting traffic
- Encourages compliance with speed regulations

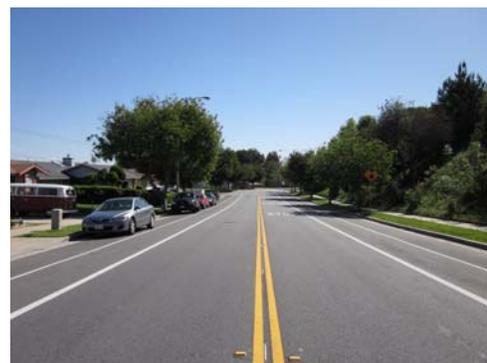


Other tools Traffic Engineering utilizes are V-calm signs which help educate motorists of speeds along a segment of the road. V-calm signs are mounted to a light pole for approximately 3 to 6 months and uses radar to tell the driver how fast they are going. They also inform the driver of the speed limit of the road. These signs are reserved for segments of road which have recorded high speeds and have received numerous calls from concerned residents. These signs are most effective in critical areas such as school zones and high-use pedestrian areas. These devices do not issue automated speeding tickets.



With the tools provided by Traffic Engineering and continuing police enforcement, segments of roads become safer and motorists are continuously reminded of existing posted speed limits.

A permanent solution to speeding on major and collector streets in the City are striping modifications. One example of striping modifications used in Corona is called a “road diet” or road narrowing. A road diet involves adding striping which creates a buffer space between homes and vehicles traveling on a road. The buffer zone can be utilized as parking for residents or a bike lane for cyclists, in some cases both can be incorporated.



The travel lane for vehicles is narrowed down to 10 or 11 feet which causes the motorist to slow down because of the narrowing effect. By creating this buffer space, home owners can exit their driveways by easing out into the street. As mentioned, these types of modifications are reserved for major and collector streets, not residential/local streets.



Striping can also be used as a channelizing device to guide motorist around a bend. A bend on the road can be a bit confusing without striping. On some occasions, motorist will turn fast around a corner causing a close call with traffic driving in the opposite direction. Striping the bend with a yellow line guides and slows down vehicles. This creates a safer situation for motorist around sharp bends on the road. When warranted and approved by the City



Traffic Engineer, raised pavement markers (RPM)'s, also known as a "bot dots", will be added to the striping to assist motorist in staying in their lane.

“Why doesn’t the City install speed bumps to slow down the speeders?”

Speed bumps or speed humps per the California Vehicle Code, section 440, are not



recognized as “official traffic control devices.” An “official traffic control device” is any sign, signal, marking or device for the purpose of regulating, warning, or guiding traffic. The City of Corona does not allow or approve speed bumps/humps in the public right-of-way. A speed bump/hump

creates a disruption of movement to emergency, service, and delivery vehicles. The Corona Police and Fire departments strongly oppose such devices because they impact emergency response time. When minutes and seconds count to save lives these devices deter and interfere with precious time. Heavy fire trucks cannot safely regain cruising speed between bumps/humps while attempting to reach a destination. The City of Corona will not implement a traffic road block that will create liability for the City.

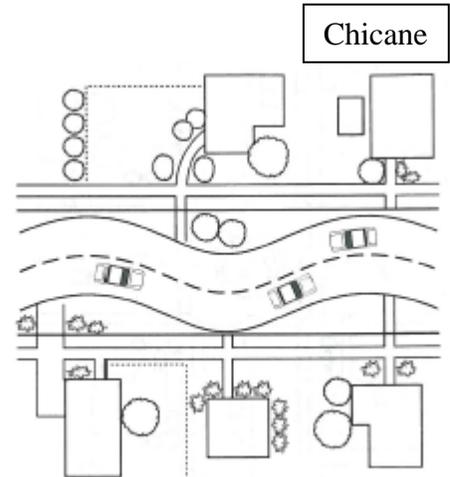


Some speed bumps/humps do exist within the City of Corona, but belong to private communities or home owner associations who maintain and own the streets. They understand the consequences and impacts to emergency response time and accept all liability.

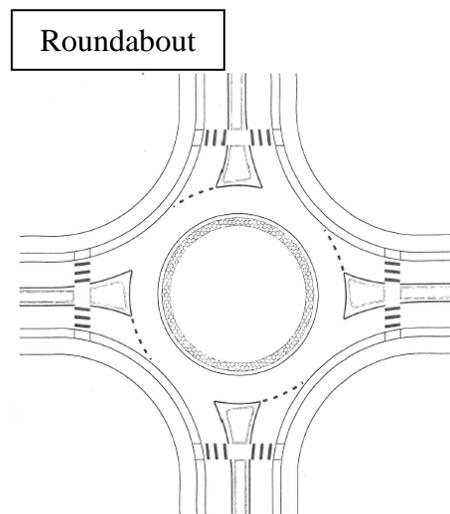
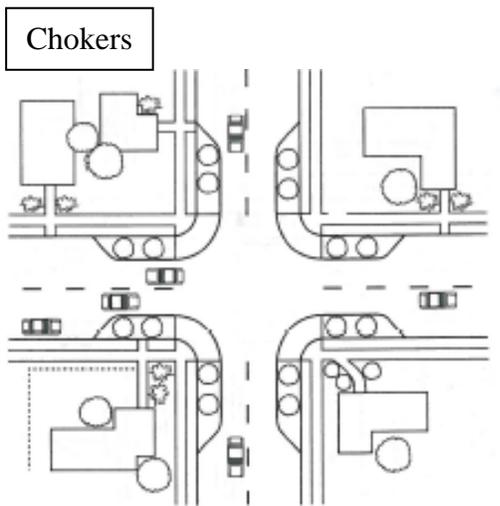


“Why doesn’t the City install physical barriers along a residential street to slow down the speeders?”

Physical barriers such chicanes, chokers, and roundabouts are types of modifications to streets which can prove to be costly to implement. Installing these types of barriers along existing streets is expensive and can create problems for neighborhoods. Installing chicanes and chokers in an existing street would require removal of on-street parking and can negatively impact drainage. Installing a poorly designed and constructed roundabout can affect delivery, waste collection, and fire trucks to maneuver through this barrier. To install a proper roundabout, acquisition of property would need to take place. This step is one the City tries to avoid.

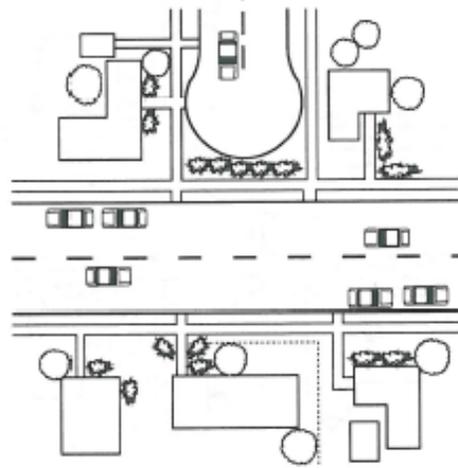


In most cases, these devices are beneficial to a community if they are properly planned and designed prior to a construction of new neighborhoods within a City.



“What needs to occur for the City to allow a full closure of a street so we can eliminate all traffic in a neighborhood?”

As mentioned in the Philosophy and Goals section, denial of public access by closing streets is not an option for the City of Corona. It is not the goal of the City to modify existing streets and redistribute problems to other neighborhoods. Some people may think closing a street will solve all speeding problems, but they may not realize the big picture. The biggest impact of a street closure would directly affect the residents living in the neighborhood.



The Police and Fire departments would need to find alternative and longer routes to reach residents in need. The City of Corona has master planned and strategically placed fire stations throughout the City to respond to emergencies. Each fire station has a timed route to reach residence in a specific region of the City. Removing a single street connection will add time and modify existing routes. When precious minutes and seconds count, a reroute of emergency response vehicles can make the difference between life and death. Closing a street connection and adding to Fire and Police response time is something the City does not want to jeopardize for residents.

“Why doesn’t the City install Stop Signs to slow down the speeders?”

A stop sign is one of the most valuable and effective traffic control devices when used at the right place and under the right conditions. It is intended to help drivers and pedestrians at an intersection to decide who has the right-of-way.



Guidance provided by the California Manual on Uniform Traffic Control Devices



(CA MUTCD) states, “STOP signs should not be used for speed control.”

Newly installed Stop signs in the City of Corona follow state guidelines prior to installation. Engineering studies, which are based on State and City Standards, are performed by Traffic Engineering to determine if a STOP sign is allowable at a

location. Once a study has been performed and an intersection warrants an installation, engineering judgment is then taken into consideration. The City Traffic Engineer will make the final decision prior to installing a new Stop sign at an intersection.

A STOP sign used where it is not appropriate can result in disrespect by motorist for that location. This misuse might result in disregard at those locations where the STOP sign is needed and appropriate. The City of Corona understands the importance of STOP signs and follows CA MUTCD warrants along with applying engineering judgment to make the correct decision when installing these important traffic control devices.



“Why doesn’t the City install Children at Play Signs?”

A frequent neighborhood request concerns the posting of warning signs with “Slow Children at Play”. These requests are based on a widespread belief that traffic signs will provide protection for the safety of children in the street near their home.



State and Federal standards do not recognize the use of “Slow Children at Play” signs and discourage their use. Specific warnings for schools, playgrounds, parks, and other recreational facilities are available for use where clearly justified. A residential street is not the best location where children should be playing. This creates the potential for vehicles and children to come in contact. This sign has been rejected by the City of Corona since it is a direct and open suggestion that children should play in the street.



“Why doesn’t the City post the speed limit in my residential neighborhood?”

These fixed, static speed signs are intended to remind drivers about the posted speed limits. According to the California Vehicle Code (CVC), section 22352(2)(A), all residential streets have a speed limit of 25 MPH unless otherwise posted. The City of Corona and other agencies are not required to post the speed limit on these streets in order to enforce them. This basic rule, know as prima-facie speed, is consistent throughout the nation.



In some rare cases, where road conditions and engineering judgment deems these signs necessary, the City Traffic Engineer may allow the placement of Speed Limit Signs on Residential streets.



“How are Speed Limits set in the City?”

All local agencies are required to perform a speed survey in accordance with the California Vehicle Code (CVC) and the California Manual on Uniform Traffic



Control Devices (MUTCD). A speed survey consists of random vehicle speeds, as measured by a radar gun, totaling 100 vehicles combined in each direction on any given roadway segment. These measurements must be taken when traffic is flowing freely in fair

weather with no unusual conditions present. This means motorists set the speed limits for segments of road. This survey occurs on all City streets except residential/local streets which meet the 25 MPH prima-facie speed.

The speed limit for any segment of road is set at the nearest 5 mph increment of the 85th percentile speed of the speed survey. The 85th percentile speed is that speed at which 85% of the vehicles are traveling. An 85th percentile speed of 41.5 on a speed survey would establish a speed limit of 40 mph. An 85th percentile speed of 43.8 on a speed survey would establish a speed limit of 45 mph. An additional reduction of 5 mph may be taken if the City Traffic Engineer determines it is warranted to meet traffic safety needs of the community.

RADAR SPEED DISTRIBUTION SHEET

CITY OF CORONA
Country Club Lane BETWEEN River Road and Greenbair Drive
DATE: 01/27/2010 SURVEY BY: Scot Miller
TIME: 9:25 A.M. - 11:10 A.M. CHECKED BY: Viki Li

SPEED	NUMBER OF VEHICLES		CUM. PCT.
	#	%	
60			0.0%
55			0.0%
50			0.0%
45			0.0%
40			0.0%
35			0.0%
30			0.0%
25			0.0%
20			0.0%
15			0.0%
TOTAL VEHICLES			193

UPPER LIMIT 10 MPH PACE: # MPH	05th PERCENTILE SPEED: 39.1 MPH
LOWER LIMIT 10 MPH PACE: # MPH	MEDIAN SPEED: 34.6 MPH
PERCENT OVER PACE: 11.4 %	15th PERCENTILE SPEED: 31.0 MPH
PERCENT IN PACE: 81.9 %	
PERCENT UNDER PACE: 6.7 %	

After the speed limit is adopted by City Council and appropriate signs installed, the police department can legally enforce the posted speed limits with the use of radar. If no physical changes occur on the roadway, the speed survey is considered valid



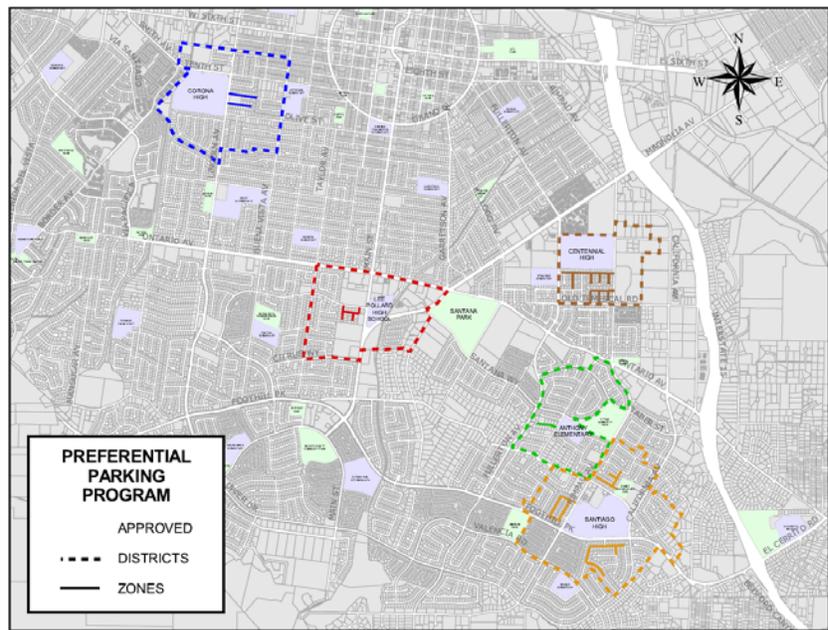
for a period of 7 years and can be extended up to 10 years if conditions remain constant. The road survey process is repeated every 7-10 years for all City streets except residential/local streets which meet the 25 MPH prima-facie speed.



“I live near a high school and the kids keep taking up all parking spaces in the neighborhood. What can be done about this?”

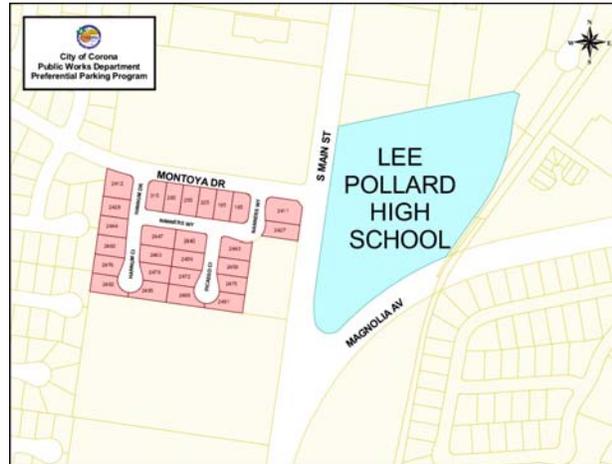
Preferential Permit Parking (PPP) is a City program that allows residents of qualified neighborhoods in a PPP zone to obtain special permits that exempt them and their guests from certain on-street parking time limits or prohibitions in their approved zone. This type of parking restriction involves prohibiting parking during specified periods by vehicles without permits. The duration is typically during school operating hours.

Prior to any PPP zone consideration, a Preferential Parking District must be established by Council resolution. Currently, five Preferential Parking Districts already exist. Four of the districts surround the high schools in the City, with one district next to an elementary school. When a Preferential Parking District is not established, the Public Works Department will proceed with a recommendation for Council consideration if the need is necessary. The City Traffic Engineer and staff will study the proposed area to see if warrants are met to establish a new zone.



With a Preferential Parking District in place, the PPP process may move forward. The proposed zone must meet the following requirements prior to the installation of signs:

- The proposed zone must be located within a Preferential Parking District.
- 67% of residents on each street segment must approve the program.
- 80% of on-street parking spaces in the zone must be occupied during school periods with out of area traffic causing the public nuisance.



Residents of each street segment in a proposed zone must sign a petition agreeing to this parking restriction. It is the responsibility of the resident(s) making the request to gather the signatures to get this program moving forward. This is a great way for the community to get involved and meet their neighbors to address common problems for the neighborhood. Once petitions have been collected, Traffic Engineering staff reviews the zone eligibility and conducts a meeting with proponents to establish permit parameters and constraints. Staff distributes notifications to all properties within a 500-foot radius of the area. If no protests are received during the 30-day notification period, the process continues. The petition is forwarded to the Police Department and Infrastructure Committee for review and coordination. Once the request is approved, parking signs are posted, and each household is issued one



free permit. Additional permits can be purchased upon request from the Public Works Permit Counter. If a protest occurs during the process, a second informal meeting is held with opposition and proponents. If a common resolution is not agreed upon, the program will terminate.

A proof of residency and registration for each owned vehicle will be required for issuance of permits. Other form of proof is required for company vehicles; such as a letter from the company. Permits will be issued as stickers. They may be affixed on the lower left corner of the windshield or hung from the rearview mirror, facing forward. Temporary permits, for guests and special occasions are issued for free upon request and must be placed on the dashboard with the printed side facing up.



Two weeks after signs have been posted and residents have the opportunity to purchase all the necessary permits, the Police Department will begin enforcing the PPP zone.

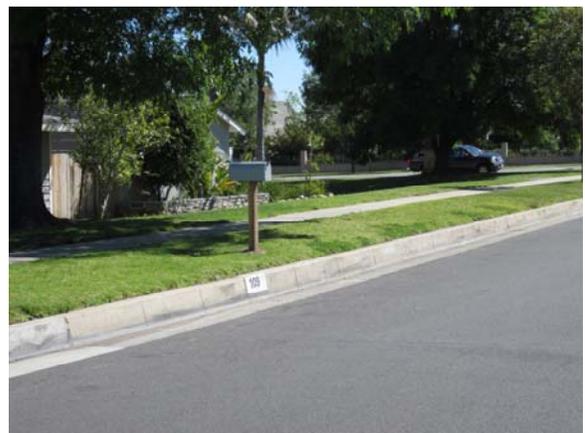
“Will the City paint the curb red in front of fire hydrants and mail boxes?”

The subject of parking next to fire hydrants is addressed in the California Vehicle Code (CVC), Section 22514, which states, “No person shall stop, park, or leave standing any vehicle within 15 feet of a fire hydrant...”

Since the CVC already states that it is illegal to park within 15 feet of a fire hydrant, whether or not there are signs or red curb, the City typically does not designate the area in front of a fire hydrant as a no-parking zone. If there is a pattern of repeated violations by motorists parking next to particular fire hydrants, it can be addressed by increased enforcement by the Corona Police Department.



The City of Corona does not designate the area in front of a mail box as a no-parking zone. It is the responsibility of the United States Postal Service to deliver the package or mail to the appropriate owner. Contact your local postmaster if you are experiencing difficulty receiving mail.



“I am having difficulty seeing the oncoming traffic at a particular intersection. How can the City help?”

Traffic Engineering staff will conduct a field study in the area adjacent to a particular intersection where there is a visibility concern to determine whether or not sight distance standards are met. As part of the study, staff checks collision history for the intersection to determine collision patterns. Unusual street geometry, obstructing objects or parking overflow may be some of the reasons for concern. If the intersection does not meet minimum line-of-sight standards and the City Traffic Engineer approves mitigation, the City will implement restrictions or improvements. These restrictions usually involve installation of “No Parking” signs, red curb where approved or removal of trees or obstructions if necessary. When red curb is installed near an intersection, consideration is also given to the preservation of adjacent parking spaces.



**CITY OF CORONA
PUBLIC WORKS DEPARTMENT
TRAFFIC WORK ORDER**

CITY CORP. YARD
 STRIPING PLAN - VISUAL

LOCATION: RINCON STREET AT SHERIDAN STREET T.O. NO. _____

DESCRIPTION:
PLEASE INSTALL NEW RED CURB IN TWO LOCATIONS ON RINCON STREET AT SHERIDAN
STREET TO IMPROVE LINE-OF-SIGHT VISIBILITY ALONG RINCON STREET. SEE PICTURE BELOW
 FOR DETAILS.

QUANTITIES _____ REQUESTED DUE DATE: _____

LEGEND	COLOR	LENGTH OR AREA	INSTALL	RELOCATE	REMOVE
RED CURB	RED	25 FT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



PREPARED BY: _____ DATE: 03/02/2010 APPROVED BY: Rafael Martinez DATE: _____

REVIEWED BY: _____ DATE: _____ COMPLETED BY: _____ DATE: _____

In all cases, please exercise caution when leaving private property or a side street. Move forward, thus gaining more visibility to exit the driveway or side street in a safe manner.



“How does the City determine installation of different colored curb?”

Curb markings serve a variety of purposes in the City of Corona and other cities.

Red curb indicates no stopping, standing or parking at any time, whether the vehicle is attended or unattended. Red curb is typically found at bus stops, near schools, or fire lanes where parking is prohibited to keep motorists from creating a burden. The City Traffic



Engineer will determine the final location and length for the installation of red curb.

Yellow curb indicates stopping only for the purpose of loading or unloading passengers or material. The City Traffic Engineer is the authority in determining the location of loading zones. Per the Corona Municipal Code 10.24.110, a loading zone is for 20 minutes. Yellow curb is typically found near schools or businesses that experience a high volume of deliveries throughout a day. Yellow curb requests will be denied in all residential areas



because residential areas do not require restricted parking for vehicles.



Green curb markings indicate no stopping or parking for a period longer than what is posted. Locations are reviewed on a case-by-case basis and approved by the City Traffic Engineer. Traffic Engineering staff will work closely with establishments where transactions are short-term in nature to assure accommodations are made for all businesses and motorists affected by this type of request. Green curbs on public streets are for public use and are not reserved parking for particular people or businesses. Green zone requests will be denied in all residential areas.



“My child crosses a busy street to get to and from school. How does the City assign a crossing guard to an intersection?”

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidelines and recommendations for warranting a crossing guard near a school intersection. Important statistics include the number of children and vehicles during school peak hours, roadway characteristics, the age of the children and collision history. Traffic Engineering staff will conduct a statistical and field survey to make sure a crossing guard is warranted at a school crosswalk.

WARRANT NUMBER	DESCRIPTION	REQUIRED	ACTUAL		SATISFIED
			AGE	TIME	
1	The crossing must be on a "Suggested Route to School"				YES / NO
2	Elementary School Age Pedestrians Per Hour (and necessary commentary)	40			YES / NO
3	VEHICLE TRAFFIC VOLUME per hour (through stop sign) (commentary on street, 1. Measure vehicle volume, 2. Measure time of school)	50			YES / NO

If the analysis conducted meets State and City warrants and is approved by the City Traffic Engineer, City staff will coordinate with the Corona-Norco Unified School District and Corona Police to implement the crossing guard at the warranted intersection.



“I cross an intersection without crosswalks. Can the City install a marked crosswalk or beacon flashers?”

Per the California Vehicle Code (CVC), section 21950, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked or unmarked crosswalk at an intersection. This, however, does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.

Intersection crosswalks are typically installed at signalized intersections, near schools, hospitals, place of worship or commercial business areas with high volume of pedestrians. **Marked crosswalks should be viewed as channelization devices rather than safety devices.** Before installation of any crosswalk is considered, a study of the intersection or segment of road is performed to see if the crosswalk is warranted. Based on collision history, number of pedestrians, the surrounding area, and engineering judgment a final decision will be made by the City Traffic Engineer.

Installation of in-pavement or beacon flashers are reserved for schools sites, or areas with extreme pedestrian traffic. Due to the high cost of these two particular devices, funding sources are usually acquired through State or Federal grants. In some cases, the facility creating the pedestrian traffic will pay for the installation.

Marked crosswalks are not force fields that will protect an individual. Please look both ways, make eye-contact with the motorist and proceed with caution when crossing any road.



“How does the City choose the location for an installation of a Traffic Signal?”

First, an engineering study of the intersection must be performed. Traffic Engineering looks at things such as traffic volumes, pedestrian volumes, posted speed, collision history, road alignment, and visibility. To install a traffic signal, the intersection must meet California Manual on Uniform Traffic Control Devices (CA MUTCD) warrants. If warrants are met, engineering judgment is considered to make sure the proposed traffic signal improves the overall safety and operation of the intersection. If the intersection does warrant a traffic signal and is approved by the City Traffic Engineer, it will be installed as soon as funding permits. The cost for a typical signalized intersection starts at \$200,000 and could be in excess of \$400,000.

Traffic Engineering’s investigation may provide alternate solutions if the study does not warrant the installation of a traffic signal. An alternative solution to a signal can be an all-way stop or signing and striping modifications at an intersection. This utilizes tax dollars most efficiently and can usually be acted upon more quickly.



“What can be done to improve the safety and efficiency in front of a school when parents are picking up and dropping off children?”

Parking in front of most schools can be chaotic during school pick-up and drop-off.



Traffic Engineering staff works closely with the Corona-Norco Unified School District and Corona Traffic Police to address the concerns brought up by school officials and parents. All three entities work in partnership to improve the area through engineering, education, and enforcement.

Traffic Engineering staff along with Corona Traffic Police conduct site visits during school peak hours to determine the best way to improve the situation at the school. In most cases parking restrictions, movement restrictions, and striping modifications are typical solutions at school sites. Once these



modifications have been incorporated, Traffic Engineering and Police will monitor and enforce the improvements as required.

Traffic Engineering’s message to parents is to proceed with caution and obey the 25 MPH speed law around school sites when children are present. Please take the time to educate your children about making eye-contact with motorist and being aware of their surroundings.



“Can the City install Street Sweeping Signs in my Neighborhood to move neighbor’s cars during street sweeping days?”

The City of Corona has a master plan program to install No Parking signs during street sweeping day. Unfortunately, this program has temporally been put on hold until funding is available to incorporate it City wide. In the mean time, residents may request installation of No Parking signs on street sweeping day, but must go through a petition process to incorporate the signs. Similar to Preferential Permit Parking (PPP), the residents making the request accept responsibility to initiate the program in their neighborhood. Traffic Engineering does not collect signatures because the City of Corona does not want to give the impression we are imposing this parking restriction on specific communities.



The residents making the request must obtain at least 67% approval from the community in order for the street sweeping program to be implemented. If the

City of Corona Street Sweeping Sign Petition				
Via, the undersigned, hereby petition the Public Works Department - City of Corona, California, to consider installing a street sweeping sign on the following street sweeping sign posted				
Street _____ From _____ To _____				
The spokesperson that shall represent the undersigned for this petition is:				
NAME				PHONE #
	NAME	RESIDENCE ADDRESS	PHONE NUMBER	FOR OFFICE USE
1.	✓ SIGN			
	PRINT			
2.	✓ SIGN			
	PRINT			
3.	✓ SIGN			
	PRINT			
4.	✓ SIGN			
	PRINT			
5.	✓ SIGN			
	PRINT			
6.	✓ SIGN			
	PRINT			
7.	✓ SIGN			
	PRINT			
8.	✓ SIGN			
	PRINT			
9.	✓ SIGN			
	PRINT			
10.	✓ SIGN			
	PRINT			

signatures are collected and the community agrees with the request, Traffic Engineering will move forward with installing the proper signs in the neighborhood. Prior to installing the signs, the neighborhood will be notified on the installation date. In areas with high demand on-street parking, Traffic Engineering may recommend alternate side time restrictions to accommodate the neighborhoods needs.

Once the signs are installed and the residents have been notified, the Police Department will allow a 2 week grace period prior to enforcing the parking restriction.

“Someone in our neighborhood has left a basketball hoop on the street creating parking restrictions. What can be done about this?”

If a basketball hoop is in the public right-of-way, it becomes a safety hazard and is in violation of the City of Corona Municipal Code 10.56.050 & 10.56.060. Once Traffic Engineering is notified of a safety concern, the basketball hoop will be tagged. A safety notice warns residents to remove their basketball hoop from the public right-of-way or else the City will confiscate it. If the basketball hoop causes a traffic safety concern, Public Works staff may relocate the basketball hoop unto the parkway. Traffic Engineering revisits the location in a week to see if the hoop has been removed from the public right-of-way. In most cases, residents abide by the first notice. If the



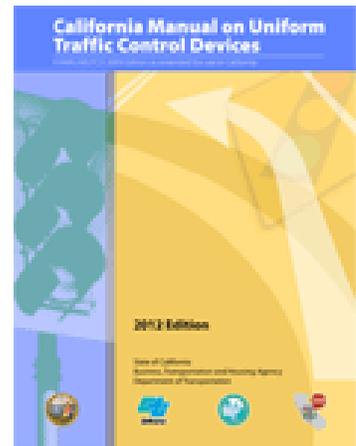
resident has not removed the basketball hoop from the public street after a week a second notice is given. If the resident does not comply after 2 safety notices, a formal letter is delivered to the resident informing them the City will be confiscating the hoop if it is still in violation.

Basketball hoops installed in the public right-of-way in a permanent manner are not acceptable. Public Works staff will immediately contact the owner to have them remove the hoop. If this does not occur within a day, Public Works staff will remove and confiscate the equipment.



“Can I paint the curb and install my own traffic signs on my street?”

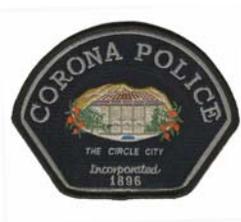
Traffic signs and markings shall be placed on public streets only by public authorities or officials having jurisdiction, for the purpose of regulating, warning, or guiding traffic as stated in the California Manual on Uniform Traffic Control Devices (CA MUTCD). The City installs curb paint or other traffic signs and markings after careful examination for their needs and impact on City streets. All signs or curb markings in the public right-of-way must be installed by the City or with the City’s approval. If these signs are not installed by the City or with City approval, they are illegal and cannot be enforced.



Furthermore, such actions by an individual present an unnecessary liability in case an accident occurs in the area where these signs or curb markings have been installed illegally and the City cannot provide records to justify the need for these signs/markings. The CA MUTCD also states that any unauthorized sign placed on the highway right-of-way by a private organization or individual constitutes a public nuisance and should be removed immediately. The City of Corona may take appropriate action to remove these unwarranted devices at the expense of the individual(s) who installed them.



“Our Homeowner’s Association (HOA) would like for the Corona Police Department to regularly patrol our private streets. What does the HOA need to do to make this happen?”



Before the Corona Police Department may begin patrolling privately owned streets, City of Corona staff will survey the community to make sure all signs and curb paintings meet State and City standards. One example, if the HOA has posted speed limit signs less than 25 MPH, the signs must be updated to reflect true residential speed limits. The HOA will need to pay for the cost of upgrading the necessary signs to meet height requirements, standards, and uniformity. If the Board of Directors has available funds to upgrade existing facilities, they may move forward with the process.

The Board of Directors for the HOA must now prepare a resolution stating the majority of the homeowners have voted and agree upon having Corona PD patrol the private streets to enforce all California Vehicle Code (CVC) and Corona Municipal Codes (CMC). Once this resolution has been adopted by the HOA, the City of Corona along with the Corona Police Department may begin the City Resolution process. Corona City Council will hold a public hearing to allow owners in the development to voice any concerns with the HOA. The City of Corona may adopt a resolution after the public hearing which will make the HOA subject to the laws and regulations of the CVC and the CMC.

The final item the HOA will need to implement is the installation of signs at all entrances of the private community. The signs must state that the CVC and CMC are enforced on the private streets.



Traffic Engineering Maintenance and Operations

You, the resident, are an important part of maintaining our City to look beautiful and safe. When driving around Corona, please keep an eye out for:

- Damaged or vandalized signs
- Missing signs
- Faded striping or curb paint
- Malfunctioning traffic signal equipment
- Overgrown trees covering signs or signals

The City of Corona employs staff to correct these types of concerns promptly. If you see anything out of the ordinary, please do not hesitate to contact us at (951) 736-2266.



Traffic Management Center

The City of Corona utilizes an Advanced Traffic Management System (ATMS) to monitor traffic throughout the City and make adjustments to traffic signal intersections as necessary from the Traffic Management Center (TMC).

The TMC is an important tool that assists in alleviating the congestion on Corona streets. From the TMC, Traffic Engineering staff can monitor traffic on local streets or freeways and adjust timing of specific traffic signals as necessary.



The TMC allows staff the opportunity to synchronize traffic signals along major corridors during morning and evening rush hour. With coordinated traffic signals, motorists travel times are reduced when driving through Corona. The TMC is located at City Hall on the 2nd floor in the Public Works section if you would like to visit.

Information is received, decisions are made, and actions can be taken immediately.

From the TMC, motorists can be warned of an incident, construction on the road, or a detour of traffic via electronic message signs placed throughout the City. Whatever the situation, the TMC provides fast, intelligent and coordinated responses.

