



Green River Road/ Foothill Parkway Study

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The Ask

Provide the City Council an update on the
Green River Road/Foothill Parkway
Traffic Study



Agenda

01 SR91/241 Express Connector Project

02 Eastern Corridor Operations Project

03 Green River Road /Foothill Parkway Studies

04 Summary of Results



Image Source: TCA

241/91 Express Connector Project

Transportation Corridor Agencies (TCA)

241/91 Express Connector Project

- Median-to-median, direct, tolled connector
- New tolled facility



Milestone Schedule

Begin Construction – Early 2026

Open to traffic – Late 2028/Early 2029

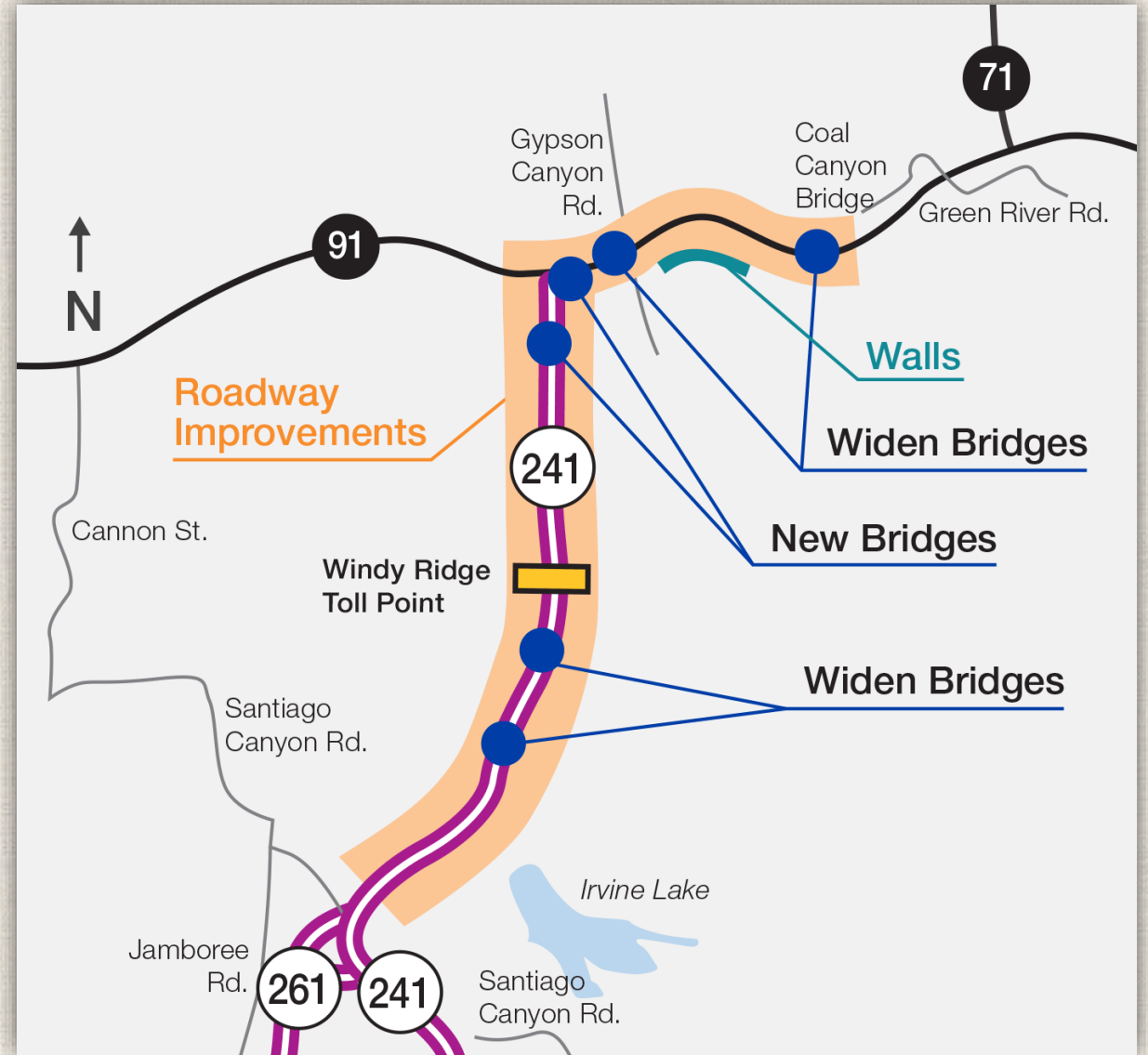


Image Source: TCA



Image Source: RCTC

Eastern Corridor Operations Project

Riverside County Transportation Commission (RCTC)

Eastern Corridor Operations Project (ECOP)

- Proposing to add a general-purpose lane to eastbound SR-91 from the 241 Toll Road connector to SR-71
- Intended to help improve traffic operations on eastbound 91, especially during afternoon and evening hours
- Ramp improvements at Green River Rd eastbound off ramp



Milestone Schedule

2025: Environmental Revalidation

2026 – 2027: Final Design (PS&E)

2028 – 2030: Construction



Image Source: RCTC



Image Source: Advance Your Placement

Green River Road / Foothill Parkway Study

Initial Study Performed in 2024

Why a study? What are the city's concerns?



Increase in cut-through traffic

More vehicular traffic traversing the city roadways to access I-15



Traffic congestion

Longer queueing: SR-91 at Green River off ramp and southern end of city approaching I-15



Travel time delay

Increased wait times along Foothill Parkway and Masters Drive, causing more delay



Identify necessary mitigation measures

To reduce the effects on the impacted intersections.

What did this study evaluate and identify?



The study evaluated

Determined Level of Service (LOS) and delay for the following scenarios:

- Existing Condition
- 2030 No project
- 2030 With Project
- 2050 No Project
- 2050 With Project

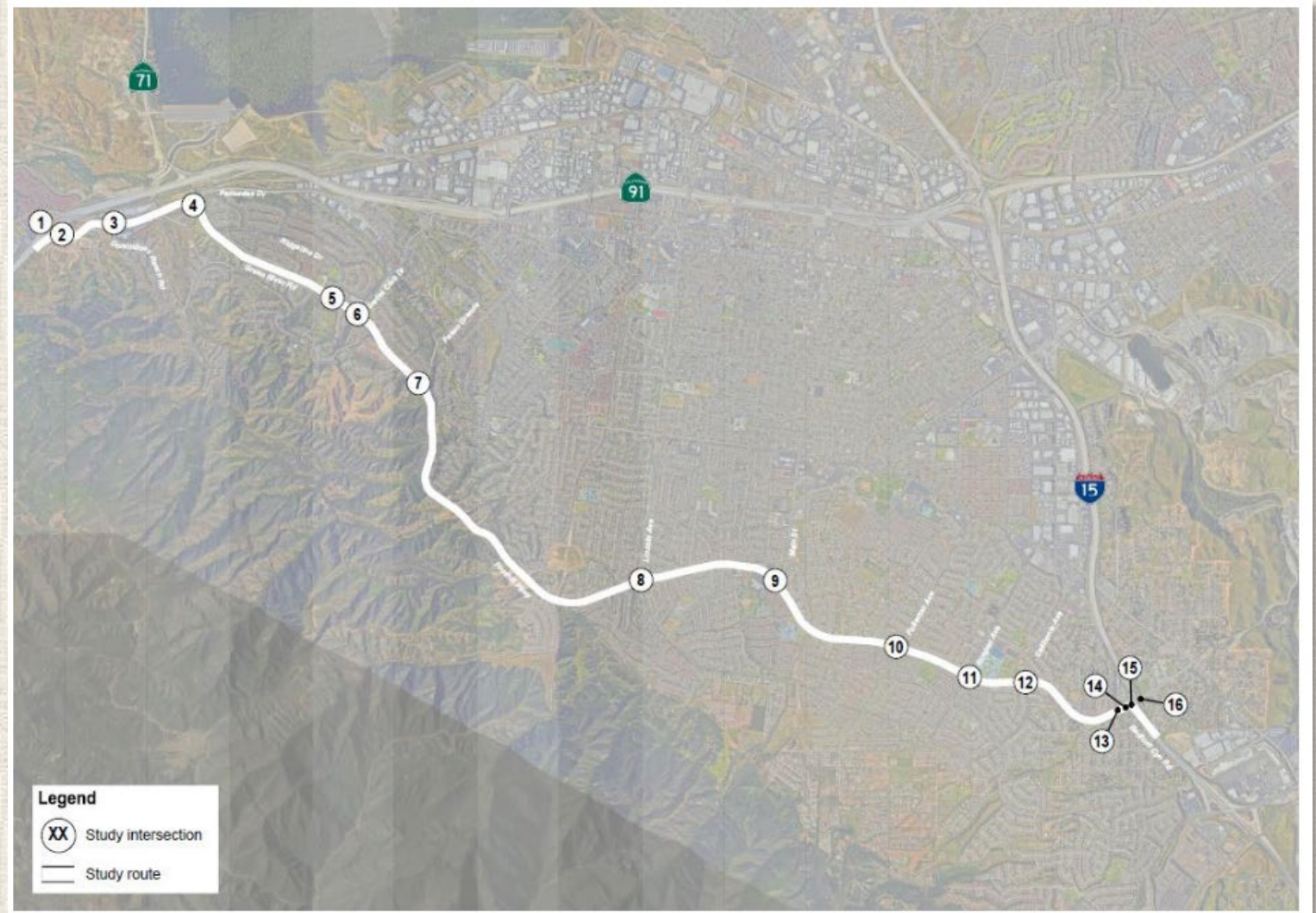


The study identified

Impacts to key intersection and recommendations to mitigate these impacts

Study – Purpose and Scope

- Included all signalized intersections on Green River Road/ Foothill Pkwy corridor from SR-91 to I-15 ramps
- Modeling software was utilized to determine LOS and delay
- Analysis focused on Eastbound PM traffic
- Traffic distribution model and assumptions using big data (StreetLight Data)



Aerial Image Source: Nearmap

Green River Road Off-Ramp Improvements (ECOP)

- Green River Eastbound Off-Ramp will be modified from a **single lane** off ramp to **dual lane** leading to a single left and **triple right turn** configuration
- Study evaluated "Right Turn on Red" and "No Right Turn on Red" scenarios
 - Both scenarios operate at acceptable 95% queueing lengths

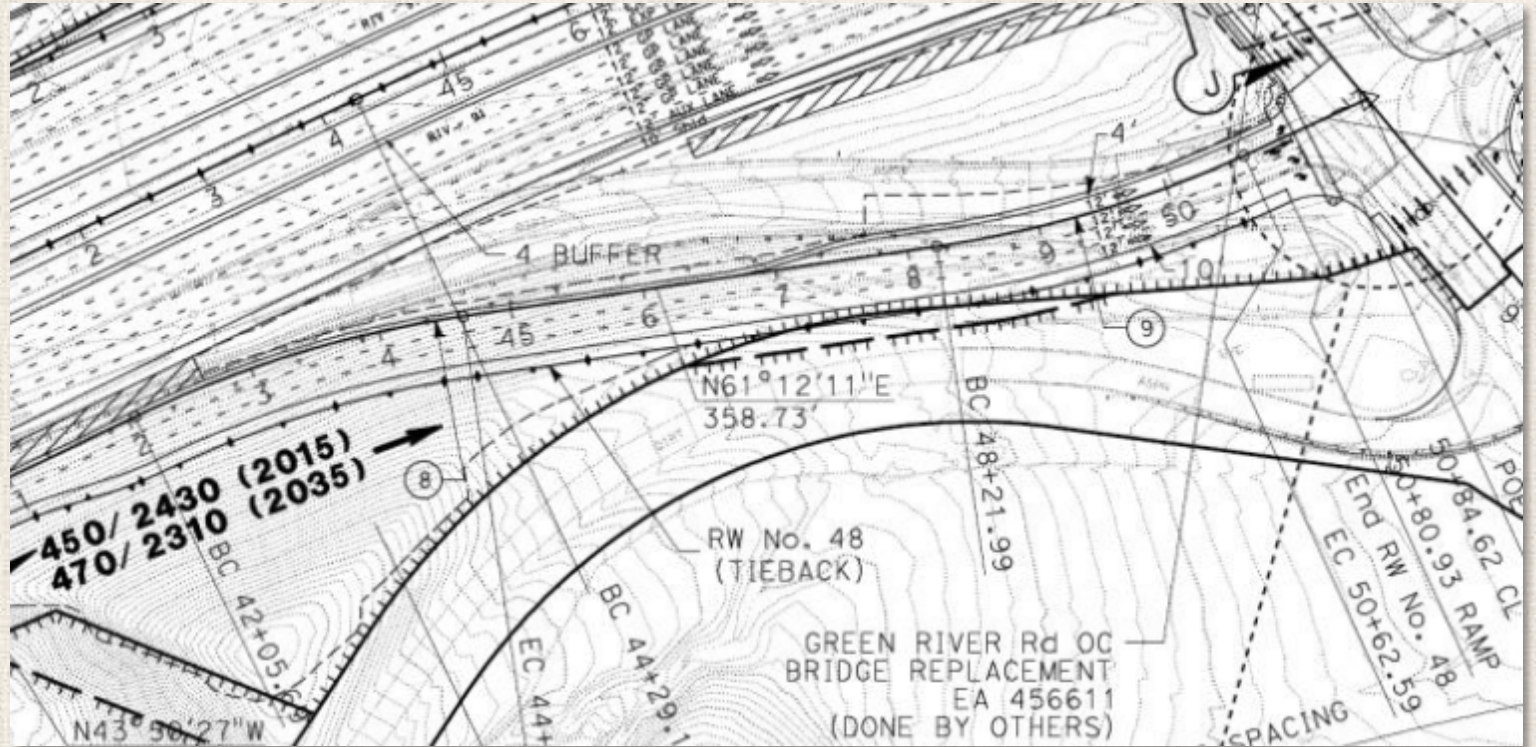


Image Source: RCTC

Level of Service

- Traffic Signal Level of Service (LOS) is a standardized way to evaluate how well a signalized intersection operates.
- At signalized intersections LOS primary performance measure is vehicle delay and volume to capacity ratio
- We use these performance metrics to identify areas needing improvement, and plan for future infrastructure projects
- Standard aimed for is LOS D or better

Level of Service	Description	Signalized Delay (Seconds)	Unsignalized Delay (Seconds)
A	Free flow; minimal delay	≤ 10.0	≤ 10.0
B	Slight delays; good progression.	> 10.0 to 20.0	>10.0 to 15.0
C	Moderate delays; fair progression	> 20.0 to 35.0	>15.0 to 25.0
D	Noticeable delays; approaching unstable flow	> 35.0 to 55.0	>25.0 to 35.0
E	high delay; poor progression, operating near capacity	> 55.0 to 80.0	>35.0 to 50.0
F	Breakdown flow; excessive delays; poor progression	> 80.0	>50.0

Study Results - Existing Intersection LOS and Delay Results

- Most intersections operate at an acceptable Level of Service (LOS) D or better
- Existing condition - Eastbound approach at Rimpau and California operate at LOS D

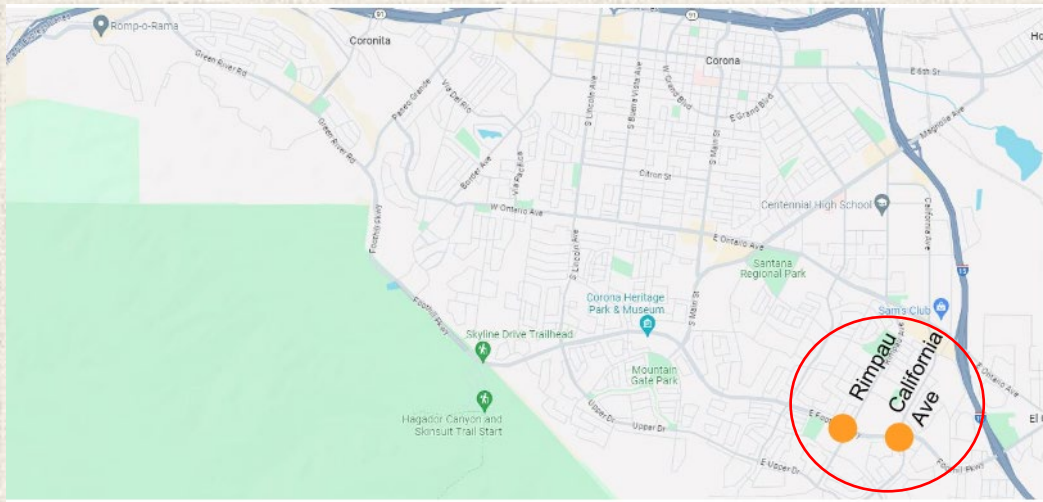


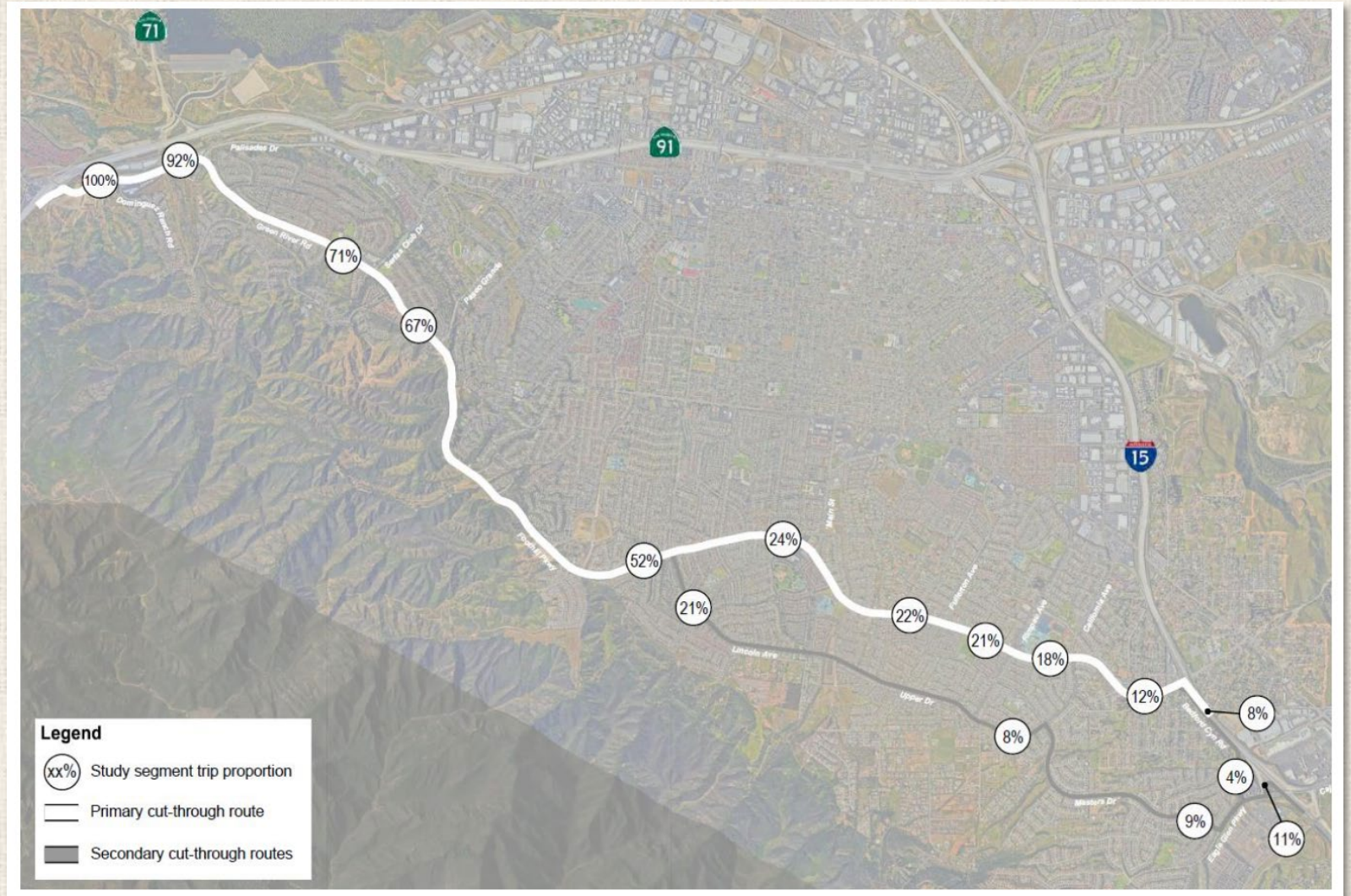
Image Source: RCTC

Intersection	Traffic Control	Existing Conditions	
		PM Peak Hour	
		Delay	LOS
1. GRR at SR 91 WB Ramps	Signal	14.5	B
2. GRR at SR 91 EB Ramps	Signal	15.6	B
3. GRR at Dominguez Ranch Rd	Signal	11.1	B
4. GRR at Palisades Dr	Signal	4.4	A
5. GRR at Ridgeline Dr (E)	Signal	11.0	B
6. GRR at Serfas Club Dr	Signal	22.7	C
7. GRR at Paseo Grande	Signal	7.2	A
8. Foothill at Lincoln Ave	Signal	25.2	C
9. Foothill at Main St	Signal	27.3	C
10. Foothill at Fullerton Ave	Signal	31.6	C
11. Foothill at Rimpau Ave	Signal	33.7	C
12. Foothill at California Ave	Signal	38.5	D
13. Foothill at Via Gunnoe Ct*	Signal	17.6	B
14. Foothill at Bedford Cyn Rd	Signal	53.3	D
15. El Cerrito at I 15 SB Ramps	Signal	12.2	B
16. El Cerrito at I 15 NB Ramps	Signal	18.0	B

*Queuing issues not fully captured by LOS/delay

91 Eastbound Off-Ramp Volume Distribution

- "StreetLight Data" captured origin-to-destination data from cell phone and connected vehicle data
- Noticeable trips on Lincoln/Upper corridor towards I-15
- Assumption of distribution from data model



Aerial Image Source: Nearmap

2024 Study Results

- Methodology combines peak hour of traffic volume with peak hour cut-through traffic along Green River Rd and Foothill Parkway for worst-case scenario
- SR-91 River Rd Off-Ramp to be revised to include triple right turn lanes
 - Restricting a Right Turn on Red movement (NRTOR) is best option
- Intersection delay and LOS are noticeably impacted at the following intersection:
 - California Ave at Foothill Pkwy with LOS E (2050 Build)
 - Returns to LOS D with signal timing improvements
 - Bedford Canyon Rd at Foothill Pkwy with LOS E (2050 Build and No Build)
 - Returns to LOS D with signal timing improvements
- Queues at closely spaced intersections can be mitigated with signal timing improvement and signal coordination



Image Source: Advance Your Placement

Updated Green River Road / Foothill Parkway Study

Revised Study Performed in 2025

Why an updated study?



Big data used for modeling

Staff had concerns with data used to establish volume and direction of travel from GRR ramp to I-15



Traffic diversion

Modeling suggested increase to traffic on the Lincoln/Upper/Masters corridor



Traffic growth factor

New study used 2% growth factor on traffic for future build out scenario



Friday traffic

Additional traffic counts were collected for Friday traffic, including license plate reader data (5 locations)

What additional information will this study evaluate and identify?



The study evaluated

- Same 5 scenarios as initial study plus:
 - +2% annual growth of cut-through traffic
 - +330 vph at Green River Road offramp
- New scenarios for Friday PM traffic
- Lincoln/Upper/Masters corridor
- Confirm cut-through assumption



The study identified

Impacts to all intersections and provide recommendations to mitigate these impacts

2025 Study Area

- All signalized intersections from SR-91 at Green River Road Eastbound Off Ramp to Foothill Parkway/ I-15 ramps
- Additional evaluation of Lincoln/Upper/Masters
- Modeling software will be utilized to determine LOS, delay and v/c
- Analysis of Eastbound PM peak (including Fridays)
- Data and assumptions in prior study will be validated using License Plate Readers (LPR)



Aerial Image Source: Nearmap

Data Collection

- Traffic data used includes historical counts (provided by CoC), PM counts for Eastbound Foothill Parkway travel
- Turning movement counts
- License plate readers and 24-hr (tube counts)



Aerial Image Source: Nearmap

2025 Study Results - Project Volume Distribution

- LPR data collected compared to "StreetLight Data"
 - Percentages were similar along Foothill Pkwy
 - LPR data was much lower along Upper/Masters
- 16% of trips making right-turn show up east of California Ave
- 15% show up north of Eagle Glen Pkwy
- Approximately 400 vph total during PM peak hour
- Data comparison confirms that the StreetLight data is suitable for modeling trip distribution and origin/destination trips



2025 Study Results – Project Volume Distribution at Study Intersections

- Volume impact due to ECOP assumed at 330 vehicles per hour (highest 1-hr impact per modeling software VISSIM)
- Streetlight Data suggests impact should dissipate throughout the city
- GRR at EB Off Ramp
 - 1660 vph is baseline, 330 vph is approx. 20% added traffic volume
- Foothill at California
 - 980 vph is baseline, 50 vph is approx. 5% added traffic volume

Intersection	Approach Project Volume Data			Total
	EBL	EBT	EBR	
1. GRR at SR 91 WB Ramps*	-	-	-	+36
2. GRR at SR 91 EB Ramps**	36	0	294	+330
3. GRR at Dominguez Ranch Rd	0	279	12	+291
4. GRR at Palisades Dr	17	259	0	+276
5. GRR at Ridgeline Dr (E)	21	238	0	+259
6. GRR at Serfas Club Dr	0	208	0	+208
7. GRR at Paseo Grande	6	179	0	+185
8. Foothill at Lincoln Ave	5	90	69	+164
9. Foothill at Main St	10	64	0	+74
10. Foothill at Fullerton Ave	0	53	4	+57
11. Foothill at Rimpau Ave	1	45	9	+55
12. Foothill at California Ave	5	45	0	+50
13. Foothill at Via Gunnoe Ct	0	47	0	+47
14. Foothill at Bedford Cyn Rd	0	46	1	+47
15. El Cerrito at I 15 SB Ramps	0	6	41	+47
16. El Cerrito at I 15 NB Ramps	0	6	0	+6
17. Upper at Masters	0	0	44	+44
18. Masters at Eagle Glen Pkwy	42	0	2	+44

*Approach volumes increase in WB direction

**NB movement volumes shown at this intersection

2025 Study Results – Project Volume Distribution at Study Intersections **Friday**

- Friday volume assumes same ramp volume as weekdays (+330 vph)
- GRR at EB Off Ramp
 - Approach volume is 1370 vph, 330 vph is approx. 24% added traffic volume
- Foothill at California
 - Approach volume is 1170 vph, 48 vph is approx. 4% added traffic volume

Intersection	Approach Project Volume Data			Total
	EBL	EBT	EBR	
1. GRR at SR 91 WB Ramps*	-	-	-	+46
2. GRR at SR 91 EB Ramps**	46	0	284	+330
3. GRR at Dominguez Ranch Rd	0	272	12	+284
4. GRR at Palisades Dr	11	256	0	+267
5. GRR at Ridgeline Dr (E)	22	234	0	+256
6. GRR at Serfas Club Dr	0	203	0	+203
7. GRR at Paseo Grande	4	172	0	+176
8. Foothill at Lincoln Ave	8	86	67	+161
9. Foothill at Main St	15	63	4	+82
10. Foothill at Fullerton Ave	0	53	9	+62
11. Foothill at Rimpau Ave	0	47	7	+54
12. Foothill at California Ave	0	48	0	+48
13. Foothill at Via Gunnoe Ct	0	45	0	+45
14. Foothill at Bedford Cyn Rd	0	45	0	+45
15. El Cerrito at I 15 SB Ramps	0	10	35	+45
16. El Cerrito at I 15 NB Ramps	0	0	0	+10
17. Upper at Masters	0	0	34	+34
18. Masters at Eagle Glen Pkwy	34	0	0	+34

*Approach volumes increase in WB direction

**NB movement volumes shown at this intersection

2025 Study Results - Existing Intersection LOS and Delay Results

- Highest delay modeled at California Ave and Bedford Canyon Dr
- Friday results show LOS E and F at California and Bedford Canyon Rd
- Masters/California shown as All Way Stop

Intersection	Traffic Control	Weekdays (Existing)		Fridays (Existing)	
		PM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. GRR at SR 91 WB Ramps	Signal	14.6	B	15.5	B
2. GRR at SR 91 EB Ramps	Signal	16.0	B	13.3	B
3. GRR at Dominguez Ranch Rd	Signal	11.2	B	11.5	B
4. GRR at Palisades Dr	Signal	4.4	A	4.3	A
5. GRR at Ridgeline Dr (E)	Signal	11.2	B	15.0	B
6. GRR at Serfas Club Dr	Signal	22.7	C	23.7	C
7. GRR at Paseo Grande	Signal	7.2	A	10.8	B
8. Foothill at Lincoln Ave	Signal	25.2	C	28.5	C
9. Foothill at Main St	Signal	27.1	C	29.9	C
10. Foothill at Fullerton Ave	Signal	32.6	C	42.8	D
11. Foothill at Rimpau Ave	Signal	38.9	D	50.6	D
12. Foothill at California Ave	Signal	56.3	E	80.4	F
13. Foothill at Via Gunnoe Ct	Signal	15.8	B	22.4	C
14. Foothill at Bedford Cyn Rd	Signal	40.1	D	65.7	E
15. El Cerrito at I 15 SB Ramps	Signal	13.3	B	20.2	C
16. El Cerrito at I 15 NB Ramps	Signal	18.8	B	17.9	B
17. Upper at Masters	AW Stop	21.4	C	28.3	D
18. Masters at Eagle Glen Pkwy	Signal	13.9	B	16.3	B

2025 Study Results – 2030 Intersection LOS with Mitigation Weekday

- Build conditions increases delay to several intersections
- California Ave is improved to LOS D with timing improvements
- Signal optimization mitigate most delays
- Upper/Masters improves to LOS C in 2030 due to signalization

Intersection	Traffic Control	2030 No Build		2030 Build		Project Volume Delta	2030 Build w/ Signal Opt.		Delay Delta (Opt-NB)
		PM Peak Hour		PM Peak Hour			PM Peak Hour		
		Delay	LOS	Delay	LOS		Delay	LOS	
1. GRR at SR 91 WB Ramps	Signal	14.9	B	14.9	B	+36	13.0	B	-1.9
2. GRR at SR 91 EB Ramps*	Signal	20.9	C	16.0	B	+330	16.0	B	-4.9
3. GRR at Dominguez Ranch Rd	Signal	11.7	B	13.2	B	+291	12.3	B	0.6
4. GRR at Palisades Dr	Signal	4.4	A	4.4	A	+276	4.4	A	0.0
5. GRR at Ridgeline Dr (E)	Signal	12.1	B	13.5	B	+259	12.9	B	0.8
6. GRR at Serfas Club Dr	Signal	24.1	C	27.7	C	+208	27.7	C	3.6
7. GRR at Paseo Grande	Signal	7.6	A	8.1	A	+185	7.2	A	-0.4
8. Foothill at Lincoln Ave	Signal	29.0	C	37.0	D	+164	25.8	C	-3.2
9. Foothill at Main St	Signal	28.1	C	28.7	C	+74	28.7	C	0.6
10. Foothill at Fullerton Ave	Signal	35.9	D	39.4	D	+57	34.0	C	-1.9
11. Foothill at Rimpau Ave	Signal	46.6	D	53.9	D	+55	35.8	D	-10.8
12. Foothill at California Ave	Signal	53.3	E	62.3	E	+50	40.9	D	-14.4
13. Foothill at Via Gunnoe Ct**	Signal	16.1	B	16.0	B	+47	15.3	B	-0.8
14. Foothill at Bedford Cyn Rd	Signal	43.2	D	49.4	D	+47	44.6	D	1.4
15. El Cerrito at I 15 SB Ramps	Signal	13.1	B	13.5	B	+47	13.5	B	0.4
16. El Cerrito at I 15 NB Ramps	Signal	19.3	B	19.7	B	+6	19.7	B	0.4
17. Upper at Masters	AW Stop	25.7	C	26.4	C	+44	26.4	C	0.7
18. Masters at Eagle Glen Pkwy	Signal	14.8	B	15.8	B	+44	15.3	B	0.5

*Build condition assumes 3-RT lanes and No RTOR. **Queuing issues not fully captured by LOS/delay

2025 Study Results – 2030 Intersection LOS with Mitigation Friday

- Several intersections worsen to LOS E/F but improve to LOS D with timing improvements
- Bedford Canyon Rd maintains a LOS E in all scenarios
- Signal optimization mitigate most delays
- Upper/Masters improves to LOS C in 2030 due to signalization

Intersection	Traffic Control	2030 No Build		2030 Build		Project Volume Delta	2030 Build w/ Signal Opt.		Delay Delta (Opt-NB)
		PM Peak Hour		PM Peak Hour			PM Peak Hour		
		Delay	LOS	Delay	LOS		Delay	LOS	
1. GRR at SR 91 WB Ramps	Signal	15.7	B	15.7	B	+46	13.8	B	-1.9
2. GRR at SR 91 EB Ramps*	Signal	15.7	B	13.8	B	+330	13.8	B	-1.9
3. GRR at Dominguez Ranch Rd	Signal	11.8	B	12.8	B	+284	11.4	B	-0.4
4. GRR at Palisades Dr	Signal	4.2	A	4.2	A	+267	3.8	A	-0.4
5. GRR at Ridgeline Dr (E)	Signal	15.6	B	16.6	B	+256	14.9	B	-0.7
6. GRR at Serfas Club Dr	Signal	24.6	C	26.2	C	+203	25.9	C	1.3
7. GRR at Paseo Grande	Signal	11.9	B	13.0	B	+176	11.0	B	-0.9
8. Foothill at Lincoln Ave	Signal	32.3	C	40.8	D	+161	27.6	C	-4.7
9. Foothill at Main St	Signal	31.1	C	31.8	C	+82	31.8	C	0.7
10. Foothill at Fullerton Ave	Signal	49.9	D	57.5	E	+62	41.2	D	-8.7
11. Foothill at Rimpau Ave	Signal	60.5	E	69.8	E	+54	39.0	D	-21.5
12. Foothill at California Ave	Signal	75.7	E	84.6	F	+48	54.3	D	-21.4
13. Foothill at Via Gunnoe Ct**	Signal	18.8	B	29.6	C	+45	23.8	C	5.0
14. Foothill at Bedford Cyn Rd	Signal	65.3	E	66.5	E	+45	67.1	E	1.8
15. El Cerrito at I 15 SB Ramps	Signal	20.4	C	23.8	C	+45	23.8	C	3.4
16. El Cerrito at I 15 NB Ramps	Signal	18.2	B	18.1	B	+0	18.1	B	-0.1
17. Upper at Masters	AW Stop	30.4	C	31.2	C	+34	31.2	C	0.8
18. Masters at Eagle Glen Pkwy	Signal	17.3	B	18.4	B	+34	18.4	B	1.1

*Build condition assumes 3-RT lanes and No RTOR. **Queuing issues not fully captured by LOS/delay

2025 Study Results - 2050 Intersection LOS with Mitigation Weekday

- Resulted with LOS E and F and several intersections
- Serfas Club Dr impacted and worsens to LOS E
- Modeling identified areas may need signalization downstream of Upper/Masters
- Signal optimization improves most intersections

Intersection	Traffic Control	2050 No Build		2050 Build		Project Volume Delta	2050 Build w/ Signal Opt.		Delay Delta (Opt-NB)
		PM Peak Hour		PM Peak Hour			PM Peak Hour		
		Delay	LOS	Delay	LOS		Delay	LOS	
1. GRR at SR 91 WB Ramps	Signal	15.7	B	15.7	B	+36	13.6	B	-2.1
2. GRR at SR 91 EB Ramps*	Signal	65.5	E	35.3	D	+330	35.3	D	-30.2
3. GRR at Dominguez Ranch Rd	Signal	14.2	B	16.8	B	+291	12.8	B	-1.4
4. GRR at Palisades Dr	Signal	4.6	A	4.6	A	+276	4.6	A	0.0
5. GRR at Ridgeline Dr (E)	Signal	14.0	B	16.0	B	+259	16.3	B	2.3
6. GRR at Serfas Club Dr	Signal	35.6	D	62.1	E	+208	37.0	D	1.4
7. GRR at Paseo Grande	Signal	9.0	A	10.7	B	+185	8.8	A	-0.2
8. Foothill at Lincoln Ave	Signal	49.1	D	62.7	E	+164	59.3	E	10.2
9. Foothill at Main St	Signal	30.7	C	31.3	C	+74	31.3	C	0.6
10. Foothill at Fullerton Ave	Signal	63.0	E	72.3	E	+57	43.5	D	-19.5
11. Foothill at Rimpau Ave	Signal	85.3	F	96.8	F	+55	44.5	D	-40.8
12. Foothill at California Ave	Signal	94.4	F	103.3	F	+50	53.5	D	-40.9
13. Foothill at Via Gunnoe Ct**	Signal	36.7	D	44.6	D	+47	18.8	B	-17.9
14. Foothill at Bedford Cyn Rd	Signal	66.2	E	67.2	E	+47	63.4	E	-2.8
15. El Cerrito at I 15 SB Ramps	Signal	21.4	C	24.4	C	+47	24.4	C	3.0
16. El Cerrito at I 15 NB Ramps	Signal	22.2	C	22.2	C	+6	22.2	C	0.0
17. Upper at Masters	AW Stop	33.8	C	38.3	D	+44	31.9	C	-1.9
18. Masters at Eagle Glen Pkwy	Signal	20.4	C	23.6	C	+44	19.7	B	-0.7

*Build condition assumes 3-RT lanes and No RTOR. **Queuing issues not fully captured by LOS/delay

2025 Study Results - 2050 Intersection LOS with Mitigation Friday

- LOS F expected at several intersections
- Lincoln Ave worsens to LOS E
- Signal optimization improves a few LOS F to LOS E

Intersection	Traffic Control	2050 No Build		2050 Build		Project Volume Delta	2050 Build w/ Signal Opt.		Delay Delta (Opt-NB)
		PM Peak Hour		PM Peak Hour			PM Peak Hour		
		Delay	LOS	Delay	LOS		Delay	LOS	
1. GRR at SR 91 WB Ramps	Signal	16.6	B	16.6	B	+46	14.5	B	-2.1
2. GRR at SR 91 EB Ramps*	Signal	23.0	C	18.5	B	+330	18.5	B	-4.5
3. GRR at Dominguez Ranch Rd	Signal	13.2	B	14.9	B	+284	12.9	B	-0.3
4. GRR at Palisades Dr	Signal	4.3	A	4.3	A	+267	3.9	A	-0.4
5. GRR at Ridgeline Dr (E)	Signal	16.8	B	18.5	B	+256	17.8	B	1.0
6. GRR at Serfas Club Dr	Signal	31.0	C	47.2	D	+203	35.9	D	4.9
7. GRR at Paseo Grande	Signal	14.0	B	15.7	B	+176	11.6	B	-2.4
8. Foothill at Lincoln Ave	Signal	49.7	D	62.5	E	+161	55.4	E	5.7
9. Foothill at Main St	Signal	34.0	C	34.8	C	+82	34.8	C	0.8
10. Foothill at Fullerton Ave	Signal	80.2	F	89.7	F	+62	44.7	D	-35.5
11. Foothill at Rimpau Ave	Signal	98.7	F	110.6	F	+54	49.7	D	-49.0
12. Foothill at California Ave	Signal	120.6	F	130.8	F	+48	76.3	E	-44.3
13. Foothill at Via Gunnoe Ct**	Signal	21.3	C	27.0	C	+45	16.0	B	-5.3
14. Foothill at Bedford Cyn Rd	Signal	72.3	E	71.6	E	+45	66.3	E	-6.0
15. El Cerrito at I 15 SB Ramps	Signal	40.9	D	47.1	D	+45	47.1	D	6.2
16. El Cerrito at I 15 NB Ramps	Signal	20.6	C	20.6	C	+10	20.6	C	0.0
17. Upper at Masters	AW Stop	37.6	D	39.3	D	+34	39.3	D	1.7
18. Masters at Eagle Glen Pkwy	Signal	25.5	C	29.9	C	+34	23.8	C	-1.7

*Build condition assumes 3-RT lanes and No RTOR. **Queuing issues not fully captured by LOS/delay

2025 Study Results – Eastbound Travel Time & Average Speed

- Travel time from Lincoln to I-15 ramps reduced to No Build conditions with signal optimization

2025 Travel Time Average (Friday):
9:45 (min:sec)

<u>SimTraffic model results:</u>	2030 No Build Friday		2030 Build Friday		2030 Build w/ Signal Opt.	
	PM Peak Hour		PM Peak Hour		PM Peak Hour	
	Travel Time	Speed (mph)	Travel Time	Speed (mph)	Travel Time	Speed (mph)
8. Lincoln & Foothill	57.1	24	58.5	24	56.9	24
Highgrove & Foothill (not studied)	47.6	39	47.6	39	47.4	39
9. Main & Foothill	63.4	25	65.1	24	61.4	26
Monticello & Foothill (not studied)	47.0	38	47.4	38	46.9	38
10. Fullerton & Foothill	69.0	26	73.2	25	68.2	27
11. Rimpau & Foothill	87.4	21	136.9	13	72.2	25
12. California & Foothill	300.3	5	311.0	5	105.6	14
Teddy Bear & Foothill (not studied)	37.9	36	37.6	37	56.4	24
13. Via Gunnoe & Foothill	53.8	23	68.1	18	198.0	7
14. Bedford Canyon & Foothill	23.9	8	23.6	8	22.3	8
15. I-15 SB Ramps & El Cerrito	23.0	9	21.4	9	21.8	9
16. I-15 NB Ramps & El Cerrito	16.9	17	16.8	16	17.3	16
Total	13:48	18 mph	15:06	17 mph	12:54	20 mph

2025 Study Results

- Updated methodology includes Friday PM analysis and Upper/Masters corridor
- Intersection delay and LOS E or F following intersection:
 - Serfas Club Dr at Green River Rd with LOS E (2050 Build)
 - Returns to LOS D with signal timing improvements
 - Lincoln Ave, Fullerton Ave, Rimpau Ave, and California Ave at Foothill Pkwy with LOS E or F (2050 Build and No Build)
 - Signal timing may return to LOS D for Fullerton, Rimpau, and California
 - Lincoln Ave maintains at a LOS E even with signal timing modifications
 - Bedford Canyon Rd at Foothill Pkwy with LOS E (2050 Build and No Build)
 - Maintains LOS E with signal timing improvements
- Signal optimization should improve operations to No Build conditions, or close to them, at most intersections



Summary

Initial (2024) vs.
Updated (2025)

Comparison of the Initial (2024) and Updated (2025) Study

2024 Green River Road/Foothill Study	2025 Green River Road/Foothill Study
Traffic data used includes historical counts and data provided by CoC	Additional traffic counts collected for Friday traffic Included license plate reader data Establish volume of travel from GRR ramp to I-15 (end-to-end)
Analysis for EB movement in the PM peak hour	Included analysis for EB movement Friday PM
Scenarios include: <ul style="list-style-type: none"> • Existing conditions 2024 • 2030 No Build (0.5% annualized growth) • 2030 Build (0.5% annualized growth, +300 VPH at GRR ramp) • 2050 No Build (0.5% annualized growth) • 2050 Build (0.5% annualized growth, +300 VPH at GRR ramp) 	Scenarios include: <ul style="list-style-type: none"> • Existing conditions 2025 • 2030 No Build +2% annual growth of cut-through traffic • 2030 Build +2% annual growth of cut-through traffic +330 VPH at GRR ramp • 2050 No Build +2% annual growth of cut-through traffic • 2050 Build +2% annual growth of cut-through traffic +330 VPH at GRR ramp
Build condition include Green River off-ramp scenarios allowing and prohibiting RTOR	No change
Volumes distributed utilizing “Streetlight Data” and existing count data	Used license plate reader to compare distribution data
Synchro model of signalized intersections along GRR/Foothill Pkwy from SR-91 to I-15	Added Lincoln/Upper/Masters corridor

Summary of Results

2024 (Initial) Green River Road/Foothill Study	2025 (Revised) Green River Road/Foothill Study
<p><u>No ECOP Project:</u></p> <ul style="list-style-type: none"> In 2050 scenario, Bedford Canyon Rd operates at LOS E 	<p><u>No ECOP Project:</u></p> <ul style="list-style-type: none"> High demands and right turns to Bedford Canyon and SB 15 Upper/Masters intersections delays are due to downstream stop-controlled intersection
<p><u>With ECOP Project and No Mitigation:</u></p> <ul style="list-style-type: none"> In 2030 scenario, Bedford Canyon Rd operates at LOS E In 2050, California Ave and Bedford Canyon Dr resulted with LOS E 	<p><u>With ECOP Project and No Mitigation:</u></p> <ul style="list-style-type: none"> Intersections that will be impacted are (Weekday) <ul style="list-style-type: none"> Serfas Club Dr – (2050: LOS E) Lincoln Ave – (2050: LOS E) Fullerton Ave – (2050: LOS E) Rimpau Ave – (2030: LOS D & 2050: LOS F) California Ave – (2030: LOS E & 2050: LOS F) Bedford Canyon Dr– (2030: LOS D & 2050: LOS E) Incremental ECOP related volume impacts at California Ave and Bedford Canyon Rd, especially on Fridays
<p><u>With ECOP Project AND Signal Optimization Mitigation:</u></p> <ul style="list-style-type: none"> Mitigating with signal optimization reduces delay at all intersections (LOS D or better) (2050 Build) <ul style="list-style-type: none"> California Ave is improved to LOS D Bedford Canyon Rd operates at acceptable LOS D (2030 and 2050) 	<p><u>With ECOP Project AND Signal Optimization Mitigation:</u></p> <ul style="list-style-type: none"> Mitigating with signal optimization reduces delay at intersections (similar to No-Build levels) California/Masters similar to No-Build 2030 <ul style="list-style-type: none"> Note this signal will be signalized, resulting with LOS C

Conclusion

- Staff is satisfied with how the updated study validated the StreetLight Data with License Plate Readers, utilized more conservative information, and confirmed its suitability for modeling trip distribution and origin/destination trips.
- There will be more cars on the streets as a result of this project, which will impact calls for service, infrastructure, enforcement, etc.
- Signal optimization is an acceptable mitigation, as proposed in the study
 - However, staff will advocate and recommend that RCTC mitigate impacts in the following ways:
 - Funding for signal optimization and implementation
 - Funding for additional street rehabilitation and maintenance
 - Funding for additional public safety enforcement efforts
 - Funding and implementation of infrastructure upgrades such as LPR's, speed feedback signs, and traffic signalization installation
 - Additional resources and funding to monitor signal operations



The Ask

Provide the City Council an update on the
Green River Road/Foothill Parkway
Traffic Study



Questions

