

IRIS AVENUE CORRIDOR SAFETY IMPROVEMENTS BETWEEN HEACOCK STREET AND NASON STREET

Class 1 Categorical Exemption

Applicant:

City of Moreno Valley

14177 Frederick Street

Moreno Valley, CA 92553

Contact: Guadalupe Cortes

Associate Engineer

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Owner:

City of Moreno Valley

14177 Frederick Street

Moreno Valley, CA 92553

Project Access:

Iris Avenue

January 2024

1.0 PROJECT DESCRIPTION

The City of Moreno Valley (City), located in Riverside County, California proposes safety improvements to existing transportation facilities. The Iris Avenue Corridor Safety Improvements Project (Project) is located east of Interstate 215 (I-215) and south of State Route 60 (SR-60) as mapped on [Figure 1, *Regional Location*](#). The Project is within a three-mile, west-east corridor located along Iris Avenue between the intersections of Iris Avenue and Heacock Street to the west and Iris Avenue and Nason Street to the east. Traffic safety improvements include retroreflective backplates, advanced stop bar and high-visibility crosswalk striping, leading pedestrian intervals, advanced warning signs, object markers, and edge lines. [Figure 2, *Project Overview*](#), shows a snapshot of the safety improvement plans along the three-mile Project site and Project details are provided in [Appendix A, *Iris Avenue Corridor Conceptual Plans*](#).

1.1 Project Implementation

As described in further detail below, the proposed Project components will not require expansion of roadway, excavation, or demolition. All proposed traffic safety improvements are within the existing, paved City right-of-way.

1.2 Project Elements

TRAFFIC SAFETY IMPROVEMENTS

This section describes the proposed Iris Avenue Corridor traffic safety improvements. The transportation safety element descriptions, below, were summarized from the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (FHWA, 2009); also referred to as the MUTCD.

Retroreflective Backplates

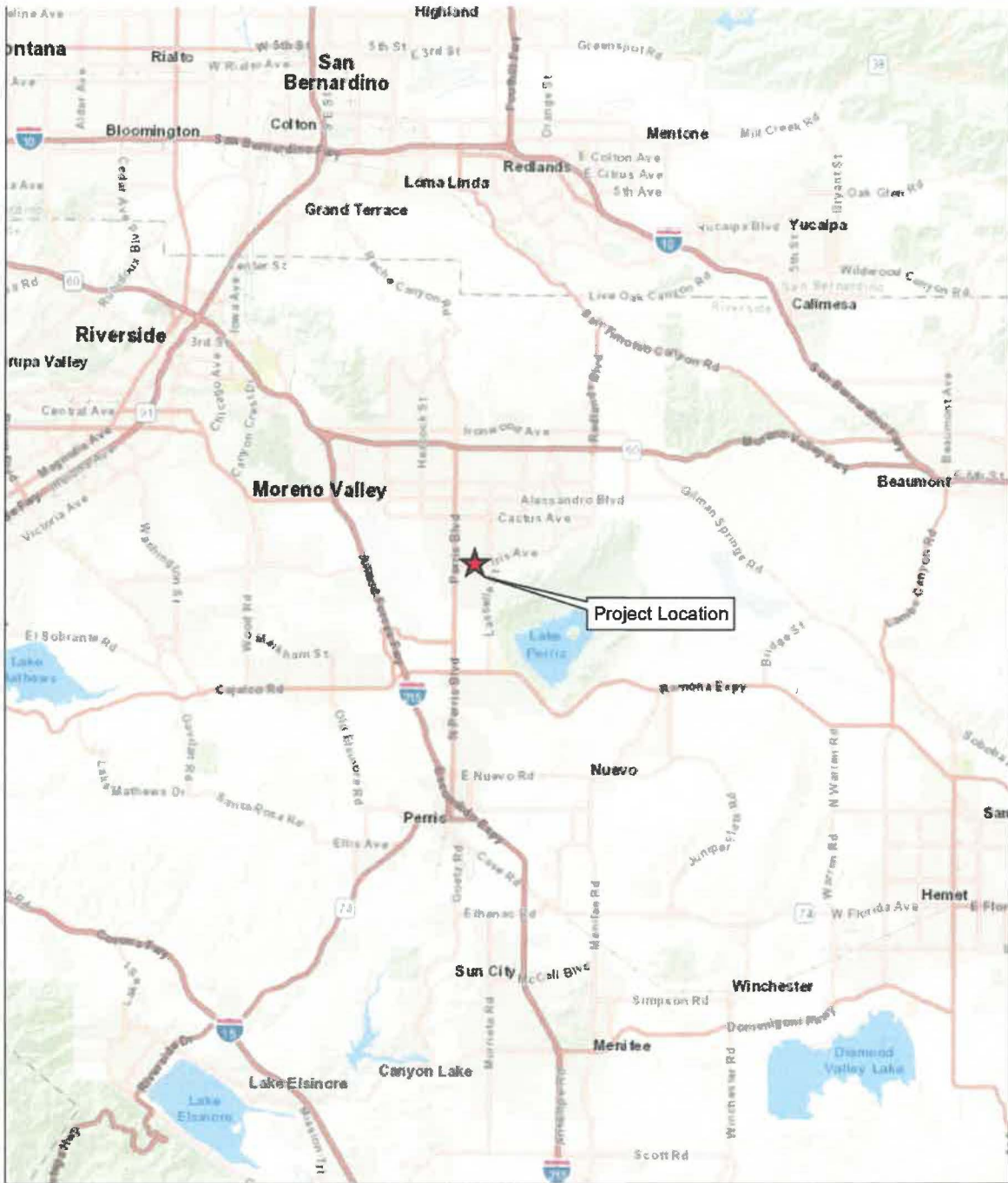
A retroreflective backplate is a safety feature that can be added to existing traffic signal heads to improve their visibility, particularly at night and for drivers with vision limitations. It is a controlled-contrast background that is added to the illuminated face of the signal head and is framed with a 1- to 3-inch yellow retroreflective border. The Federal Highway Administration (FHWA) has approved the use of retroreflective tape after a seven-year safety study showed that the use of retroreflective backplates reduces crashes by providing greater visibility and conspicuity of traffic signal heads. Retroreflective backplates are an FHWA Proven Safety Countermeasure known to reduce total crashes at intersections by 15 percent by providing greater visibility of traffic signal heads, particularly at night and for drivers with vision limitations. This treatment is recognized as an enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers.

Marked Crosswalks

Marked crosswalks are painted pedestrian crossings that specify proper locations for pedestrians to cross the street. Advance stop or yield lines encourage drivers to stop further back from the crosswalk, promoting better visibility between pedestrians and motorists, and helping to prevent multiple-threat collisions at mid-block or uncontrolled crossings.

Leading Pedestrian Intervals

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter and exit the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.



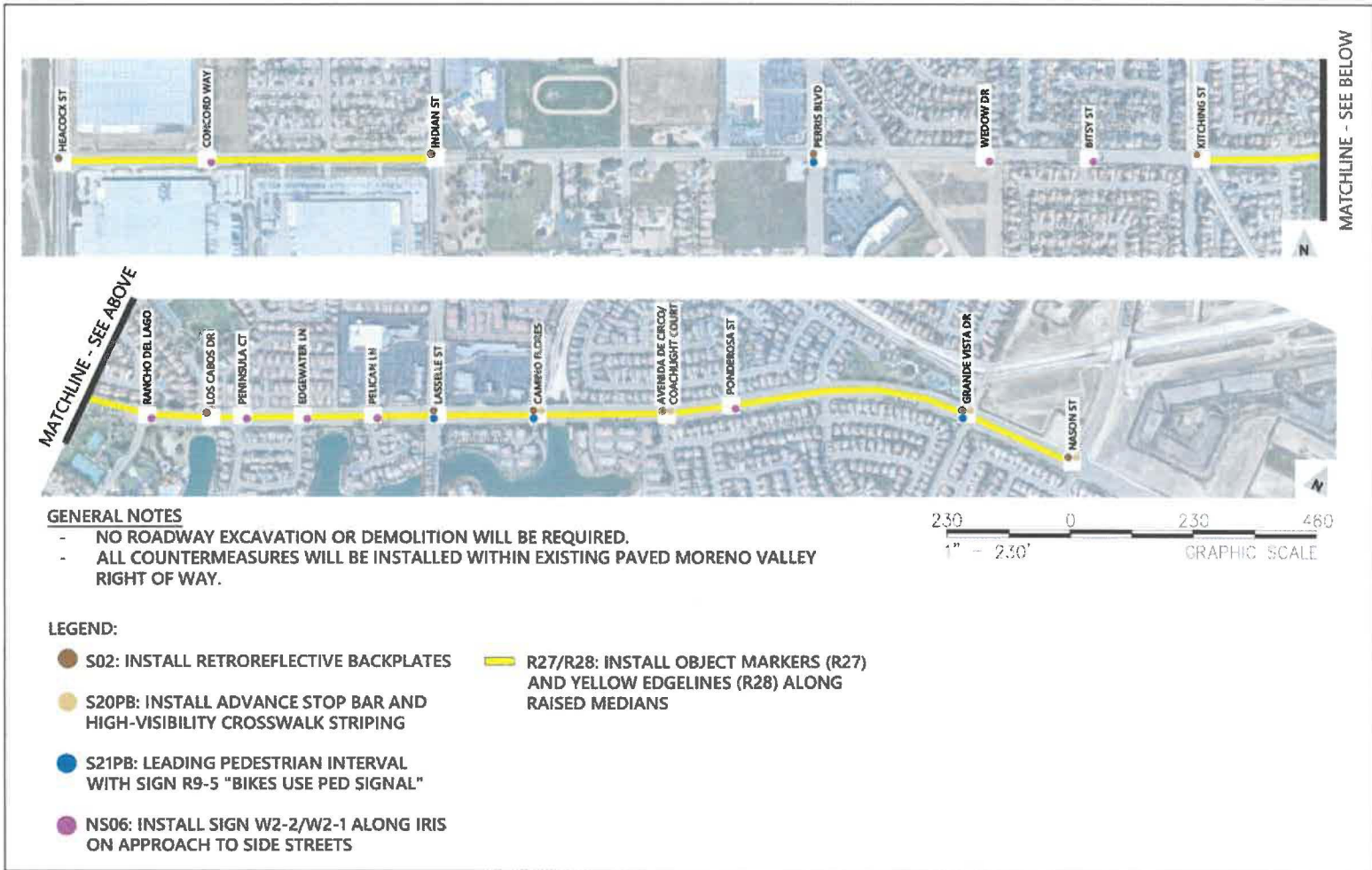
Source: ESRI and County of Riverside; December 2023.

IRIS AVENUE CORRIDOR SAFETY IMPROVEMENTS
 BETWEEN HEACOCK STREET AND NASON STREET
Regional Location



VCS Environmental

Figure 1



Source: City of Moreno Valley, September 6, 2023.

IRIS AVENUE CORRIDOR SAFETY IMPROVEMENTS
BETWEEN HEACOCK STREET AND NASON STREET
Project Overview

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection

Advanced Warning Sign

According to the Manual on Uniform Traffic Control Devices (MUTCD), “Warning signs call attention to unexpected conditions on or adjacent to a highway, street, or private roads open to public travel and to situations that might not be readily apparent to road users. Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations.” (Source: Chapter 2C - MUTCD 2009 Edition - FHWA (dot.gov)). There are several types of advanced warning that can be used by agencies to improve roadway safety such as “Road Narrows” or “Lane Ends”. The signs or plaques are diamond-, rectangular-, or square-shaped.

Object Markers

There are four types of object markers, those that: 1) identify obstructions in the road, 2) identify obstructions adjacent to the roadway, 3) identify obstructions both within and adjacent to the road, and 4) identify end of roadway.

Edge Lines

Drivers’ inability to clearly see edge lines accounts for a significant number of accidents and fatalities in the United States, according to FHWA. Repainting and widening edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered wider when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches. In addition to the safety benefit of enhancing edge lines, wider edge lines are relatively low cost and can be implemented using existing equipment during maintenance procedures like re-striping and resurfacing, with the only cost increase being the additional materials. The more durable materials (e.g., thermoplastic) may result in a lower life cycle cost based on their longer service life. In addition, as the number of automated vehicles increases on roadways, enhanced edge lines may provide better guidance for these vehicles’ sensors.

Table 1, *Safety Features at Iris Avenue Intersections and Segments*, provides an overview of transportation safety enhancements that are proposed along the Iris Avenue Corridor.

**Table 1
Safety Features at Iris Avenue Intersections and Segments**

Name of Street at Iris Avenue	Retro-reflective Backplates	Advanced Stop Bar & High-Visibility Crosswalk Striping	Leading Pedestrian Intervals	Advanced Warning Sign	Object Markers	Edge Lines	Yellow Paint on Median Nose
Heacock Street	X			X	X	X	X
Concord Way				X	X	X	X
Perris Blvd	X		X				X
Wedow Drive				X			

Name of Street at Iris Avenue	Retro-reflective Backplates	Advanced Stop Bar & High-Visibility Crosswalk Striping	Leading Pedestrian Intervals	Advanced Warning Sign	Object Markers	Edge Lines	Yellow Paint on Median Nose
Bitsy Street				X			
Kitching Street to La Fortuna Lane	X			X	X	X	X
Rancho Del Lago				X	X	X	X
Los Cabos Drive	X			X	X		
Peninsula Court						X	
Edgewater Lane					X	X	X
Pelican Lane						X	
Lasselle Street	X		X	X	X	X	X
Camino Flores	X	X	X	X			
Avenida Del Circulo	X	X		X	X	X	X
Ponderosa Street				X		X	
Mesa Verde Drive					X	X	X
Grande Vista Drive	X	X	X	X	X	X	X
Nason Street	X	X			X	X	X

2.0 SURROUNDING LAND USES AND SETTING

The Iris Avenue Corridor (from Heacock Street to Nason Street) is within an urbanized area in the City of Moreno Valley. According to the City of Moreno Valley General Plan 2040 Land Use Map (November 2020), land uses along the Iris Avenue Corridor include Commercial, Business Park/Light Industrial, Residential (from 5 dwelling units [du] per acre to 30 du per acre), Open Space, and Public Facilities.

3.0 GENERAL PLAN DESIGNATION

According to the City of Moreno Valley General Plan Circulation Element (accessed on January 4, 2024, https://moreno-valley.ca.us/city_hall/general-plan/06gpfinal/gp/5-circu.pdf), Iris Avenue is designated as an arterial highway from Heacock Street to Kitching Street and as a divided major arterial from Kitching Street to Nason Street, as shown in [Figure 3, Circulation Diagram](#).

4.0 CLASS 1 CATEGORICAL EXEMPTION CHECKLIST

INFORMATION DEMONSTRATING THAT THE PROJECT SATISFIES THE CONDITIONS DESCRIBED IN SECTION 15301 OF TITLE 14 OF THE CALIFORNIA CODE OF REGULATIONS:

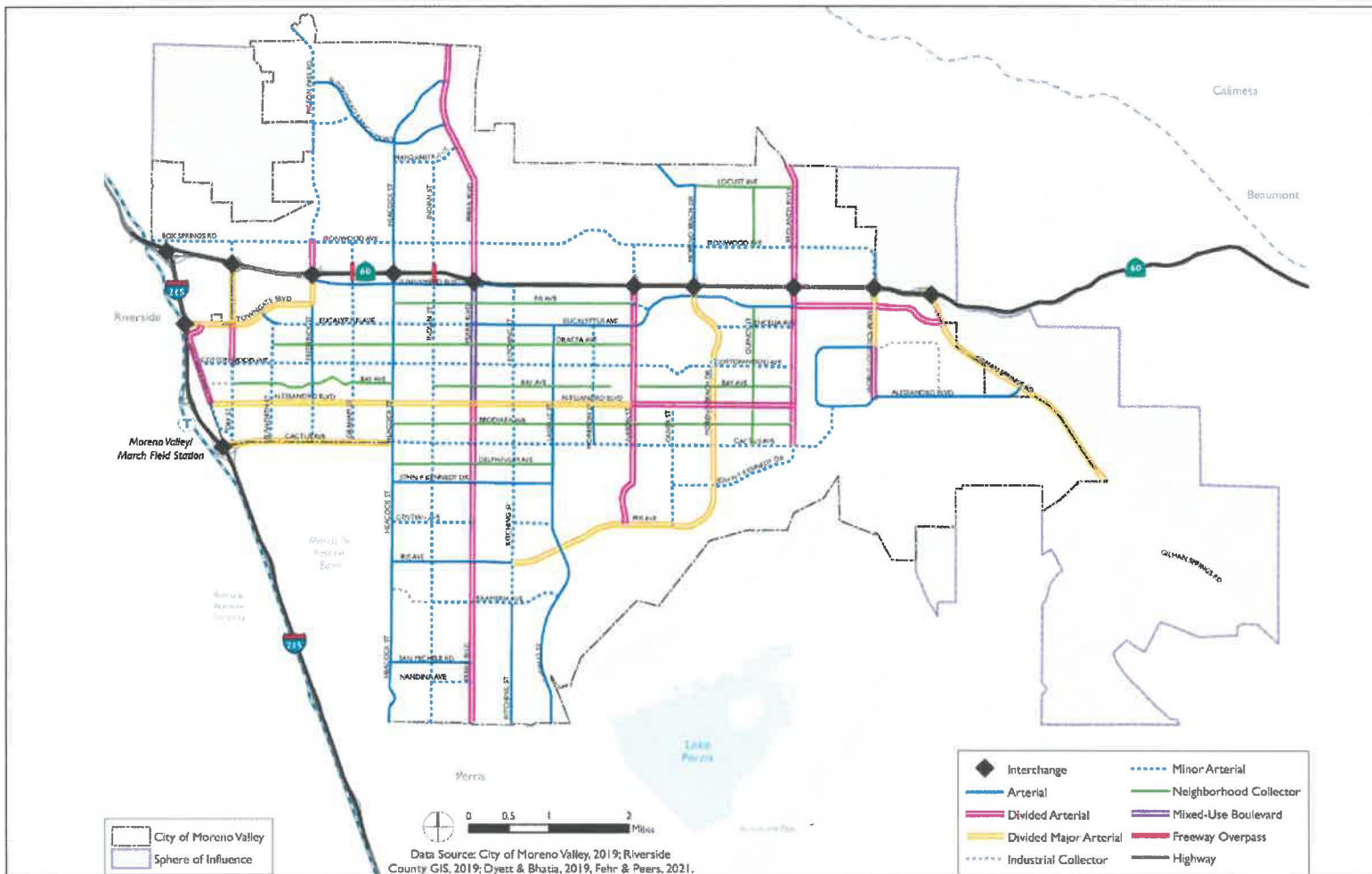
Exempt Status

Class 1 Categorical Exemptions

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.

Type, Section or Code

Section 15301: EXISTING FACILITIES



Source: City of Moreno Valley General Plan 2040, Circulation Element; Adopted June 15, 2021.

IRIS AVENUE CORRIDOR SAFETY IMPROVEMENTS
BETWEEN HEACOCK STREET AND NASON STREET
Circulation Diagram

Figure 3



Reasons for Exemption

CEQA Guidelines Section 15301(c) Existing Facilities, Class 1.

This Project meets the requirements of the Section 15301 Existing Facilities Class 1 categorical exemption, because the Project consists of safety improvements within an existing public transportation corridor involving negligible or no expansion of existing use.

- 1. ***Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.***

The Iris Avenue Corridor Project involves implementation of minor transportation safety improvements along Iris Avenue, an existing road. The improvements would not be considered significant.

- 2. ***A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.***

The Iris Avenue Corridor Safety Improvements Project is contained within an existing paved roadway in the City of Moreno Valley. There are no unusual circumstances related to this segment of road or the Project activities that would have a significant effect on the environment.

- 3. ***A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.***

The Iris Avenue Corridor Safety Improvements Project will not result in damage to scenic resources, including trees, historic buildings, rock outcroppings or similar resources. The Project footprint is in an existing urban environment and would not result in tree removal or changes to natural geological aesthetic areas. Therefore, there would be no impacts to natural scenic resources with implementation of the Project.

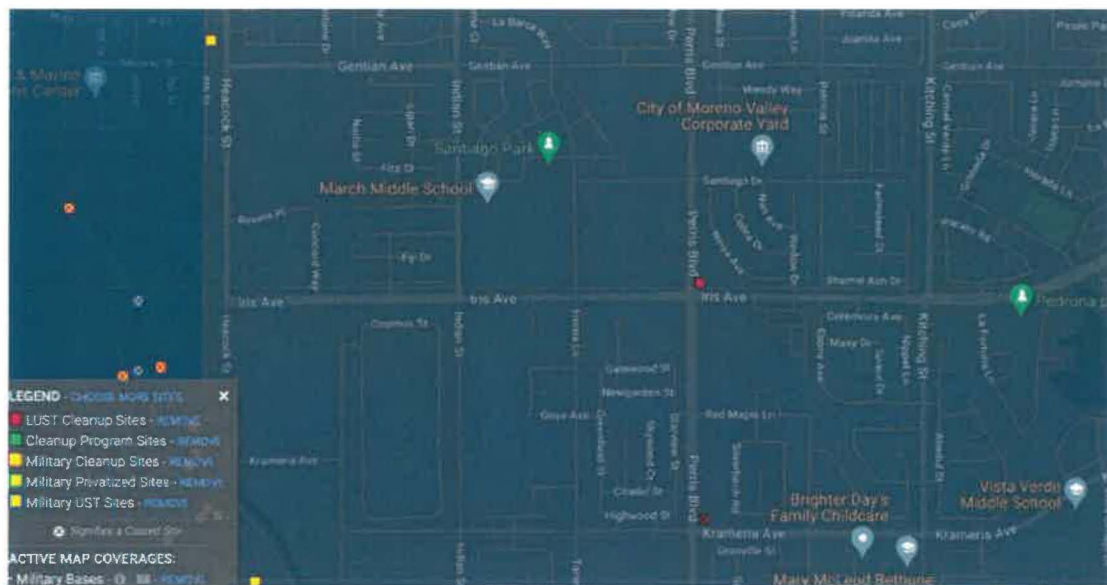
According to the City’s General Plan, there are no historical structures within the Iris Avenue Corridor. Iris Avenue is not listed as an eligible or designated scenic route in the California Department of Transportation State Scenic Highway system (accessed on January 2, 2024, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways#Scenic%20Highways%20Guidelines>). Therefore, the Iris Avenue Corridor Safety Improvements Project will not impact historical buildings or scenic highways.

- 4. ***A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.***

According to the California Geotracker database of hazardous waste sites, one leaking underground storage (LUST) site was located on the northeast corner of Iris Avenue and Perris Boulevard, identified as follows:

Shell Perris Blvd. (T0606517323) 15980 Perris Blvd. Moreno Valley, CA 92551	LUST Cleanup Site	Status: Open - Verification Monitoring RB Case #: T0606517323 Loc Case #: 200420313
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This site was cleaned up between the years 2003 and 2010 as described on the Geotracker website (accessed on January 4, 2024, https://geotracker.waterboards.ca.gov/profile_report?global_id=T0606517323&mytab=esidata&subcmd=edfsummarytable#esidata). The Iris Avenue Corridor Safety Improvements Project is located adjacent to the identified LUST site. Because the site has been cleaned up and the Iris Avenue Corridor Safety Improvements Project involves implementation of transportation safety features to existing road facilities and does not involve ground disturbance, the Project remains exempt pursuant to Section 65962.5 of the Government Code.



5. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

According to the City of Moreno General Plan 2040, there are no historical structures within or near the Project footprint that would be impacted by the Project. The proposed safety improvements will be in the existing right of way on Iris Avenue and will not result in the removal or disturbance of any historical resources.

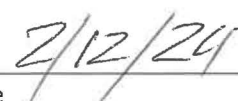
In summary, the Iris Avenue Corridor Safety Improvements Project involves no expansion of use or capacity and qualifies for CEQA Code Section 15301 (c) Existing Facilities, Class 1 Categorical Exemption.

5.0 DETERMINATION

I find that the answers given above are adequately supported by the information sources cited following each question and that the effects of the proposed Project are typical of those generated with that class of projects (i.e., Class 1) meeting the requirements of Section 15301 of Title 14 of the California Code of Regulations. The proposed Project will not have a significant effect on the environment and is, therefore, categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act.



 Melissa Walker, P.E., Public Works Director/City Engineer



 Date

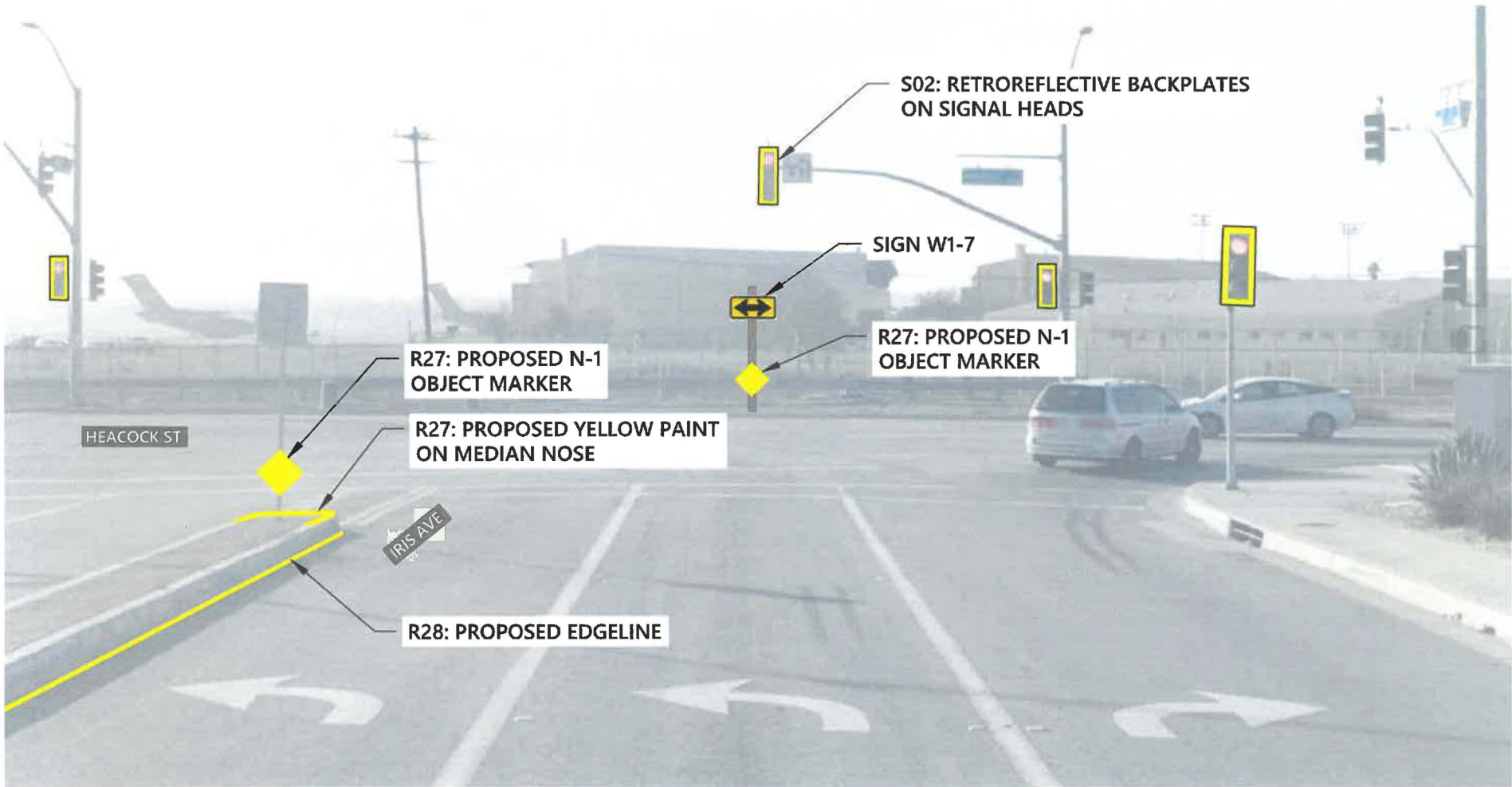
6.0 APPENDICES

Appendix A – Iris Avenue Conceptual Plans (City of Moreno Valley, 2023)

In addition, the following document was used as an information source during preparation of this document. It is available for public review at the City of Moreno Valley Community Development Department.

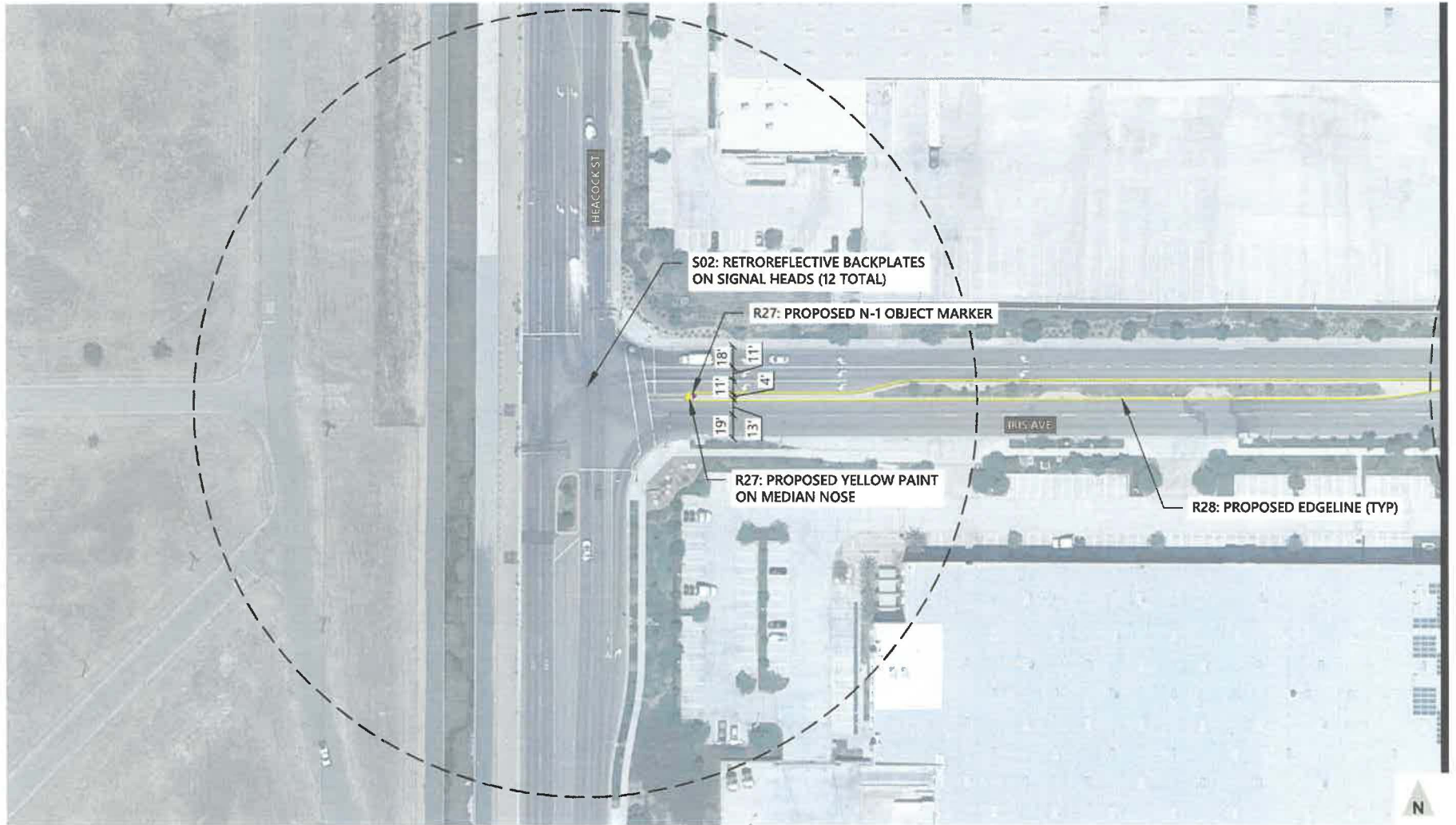
1. City of Moreno Valley General Plan 2040, Adopted June 15, 2021.

APPENDIX A
Iris Avenue Conceptual Plans



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Iris Avenue and Heacock Street
08-Moreno Valley-2



MATCHLINE - SEE PAGE 2

GENERAL NOTES

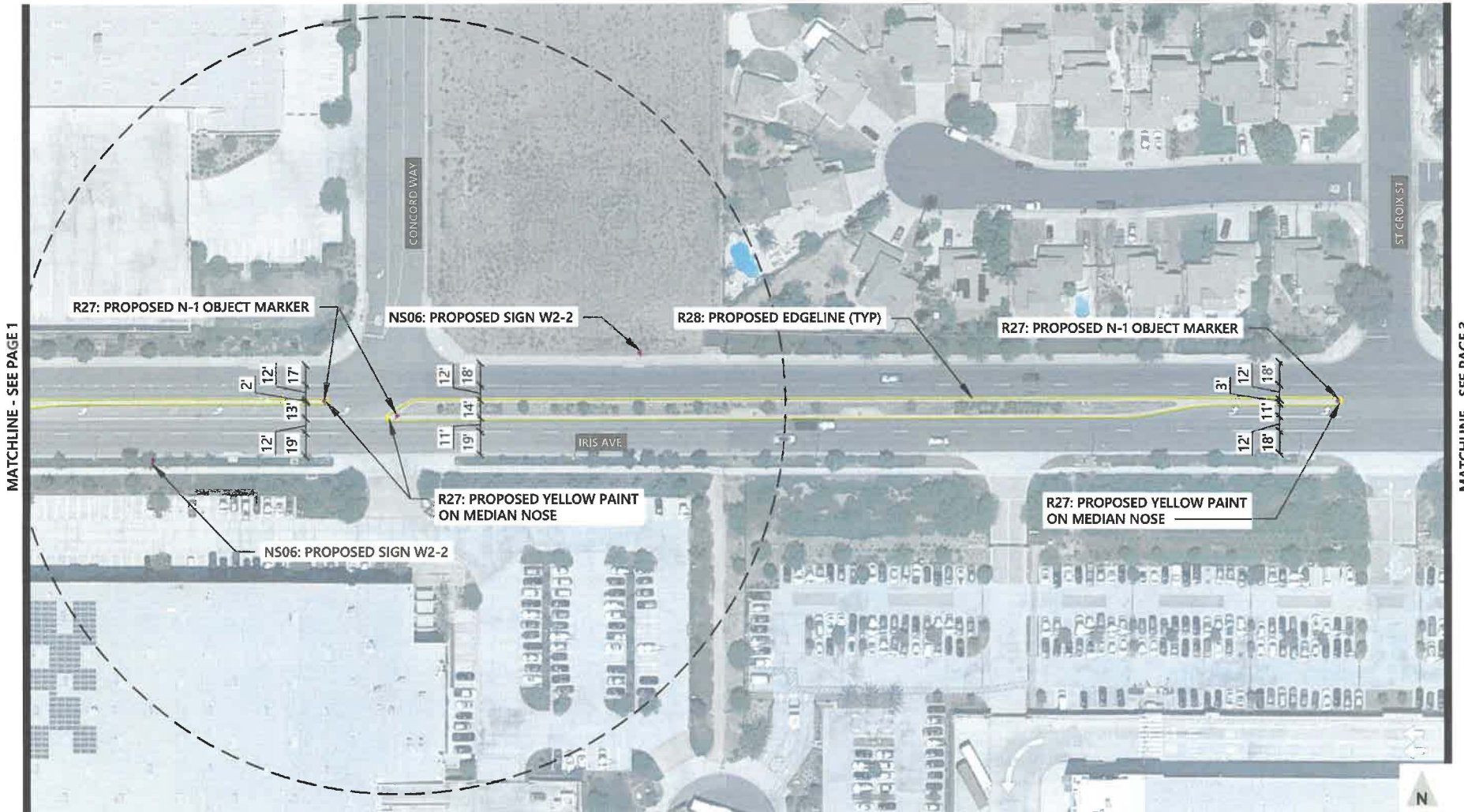
- NO ROADWAY EXCAVATION OR DEMOLITION WILL BE REQUIRED.
- ALL COUNTERMEASURES WILL BE INSTALLED WITHIN EXISTING PAVED MORENO VALLEY RIGHT OF WAY.
- NO CHANGES TO EXISTING LANE OR SHOULDER WIDTHS ARE PROPOSED. WIDTHS ARE SHOWN WHERE MEDIAN EDGELINE STRIPING IS PROPOSED FOR REFERENCE.

LEGEND:

 250 FT
 INFLUENCE AREA



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MATCHLINE - SEE PAGE 1

MATCHLINE - SEE PAGE 3

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LEGEND:

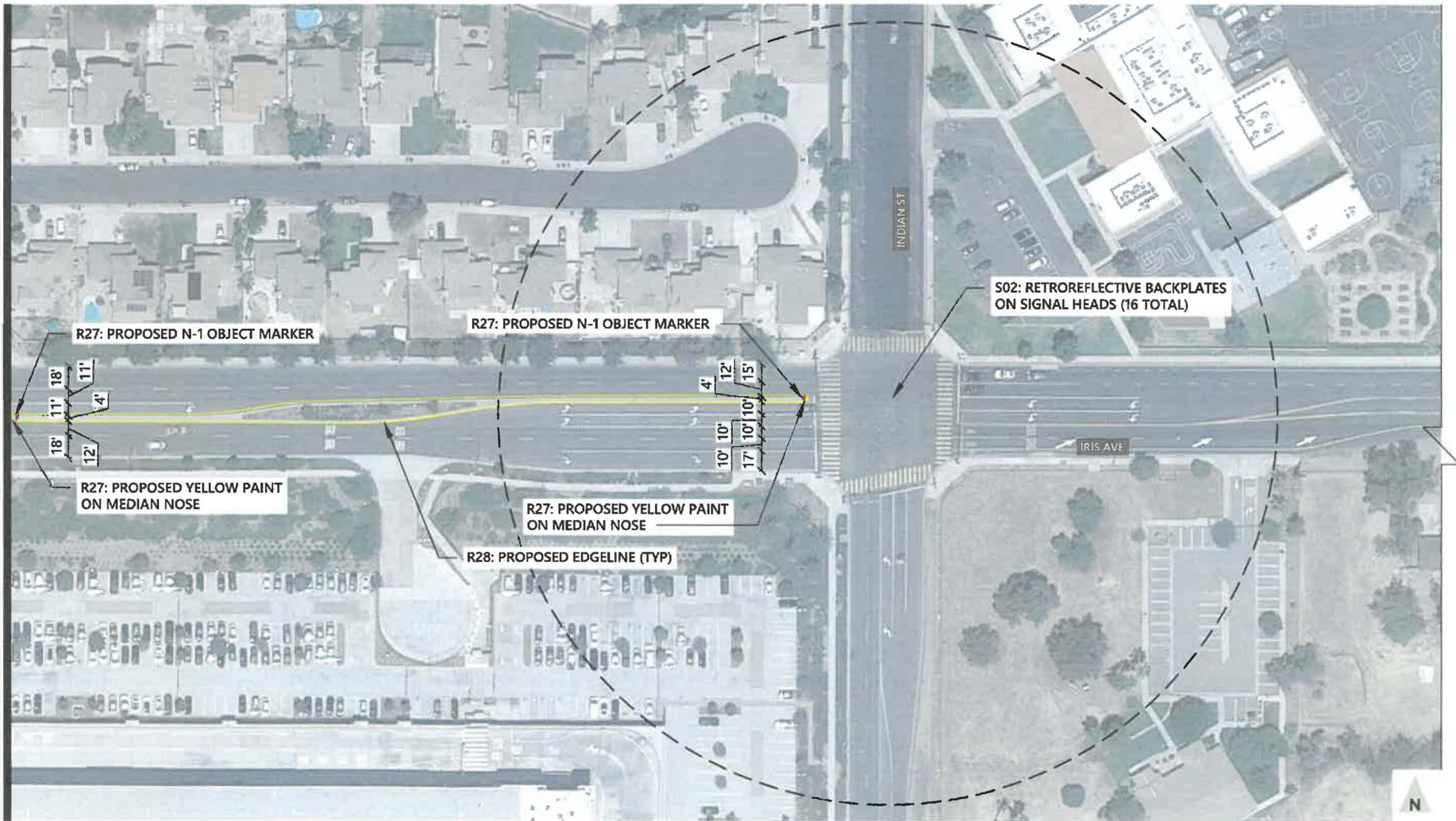
○ 250 FT INFLUENCE AREA



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Iris Avenue Between Concord Way and St Croix Street Concept Plan
08-Moreno Valley-2

MATCHLINE - SEE PAGE 2



GENERAL NOTES

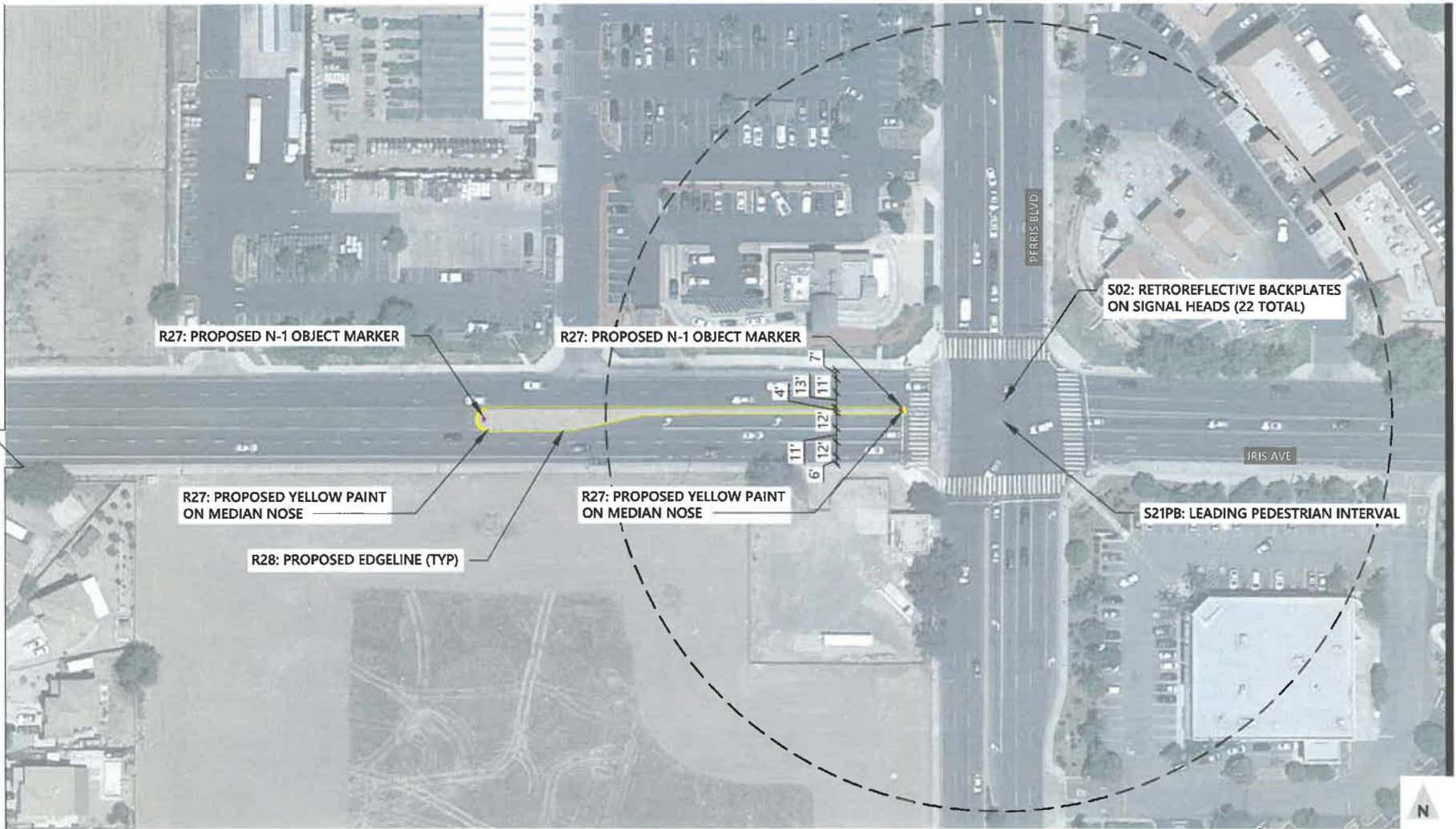
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LEGEND:

○ 250 FT INFLUENCE AREA





MATCHLINE - SEE PAGE 5

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LEGEND:

○ 250 FT INFLUENCE AREA



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MATCHLINE - SEE PAGE 4



MATCHLINE - SEE PAGE 6

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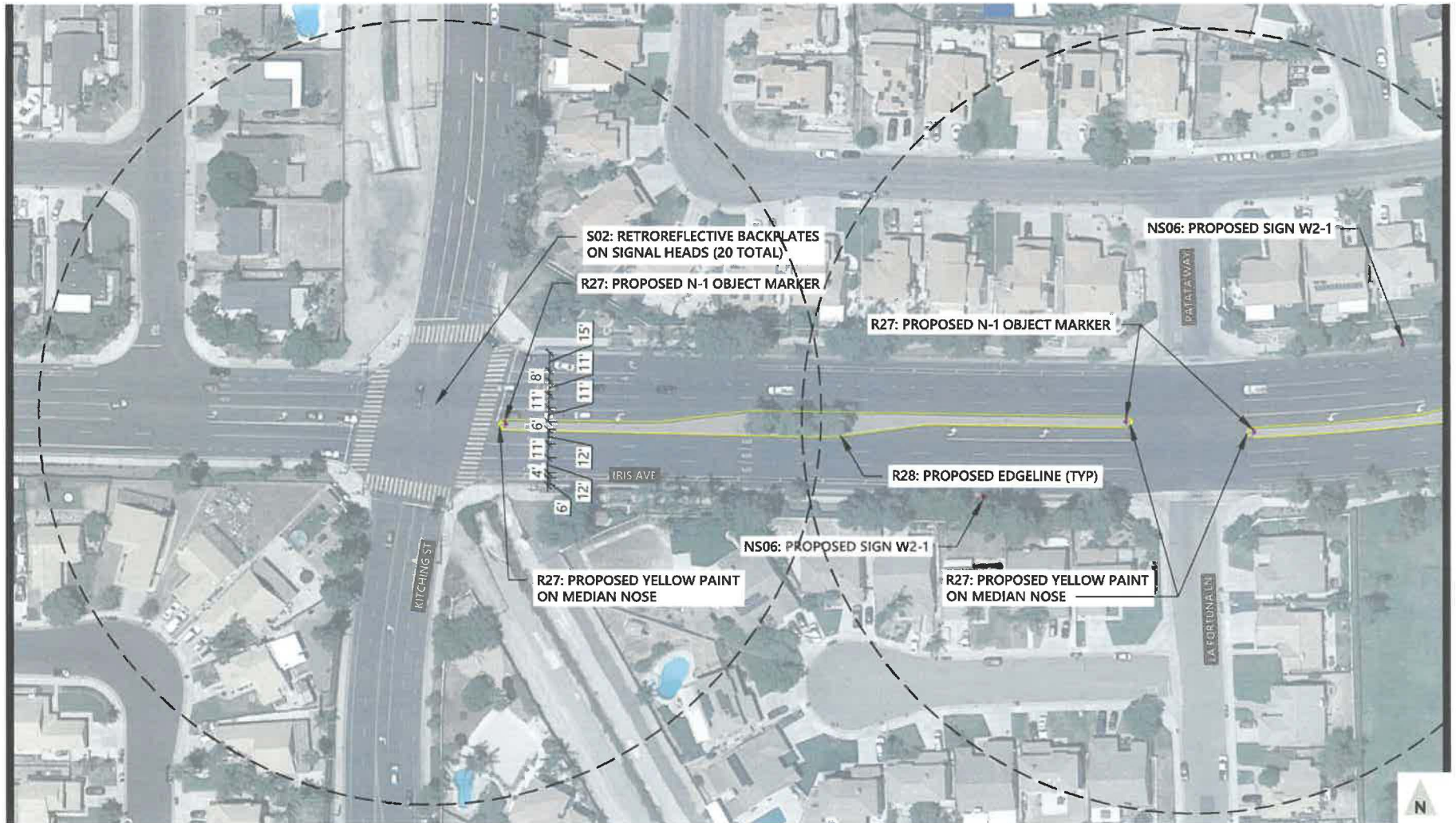
LEGEND:

○ 250 FT
INFLUENCE AREA



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MATCHLINE - SEE PAGE 6



MATCHLINE - SEE PAGE 8

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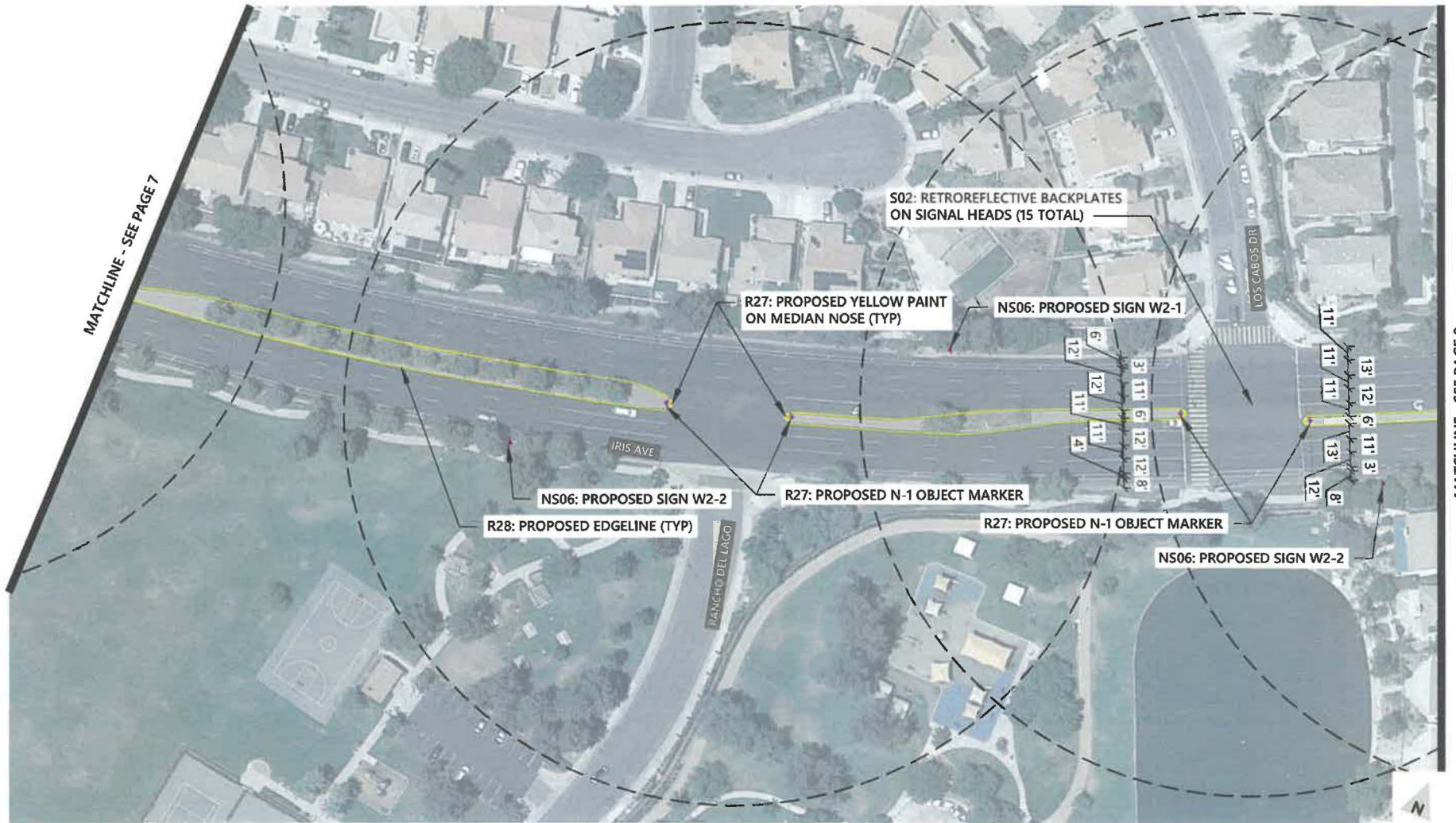
LEGEND:

○ 250 FT INFLUENCE AREA



Iris Avenue Between Kitching Street and La Fortuna Lane Concept Plan
08-Moreno Valley-2

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MATCHLINE - SEE PAGE 7

MATCHLINE - SEE PAGE 9

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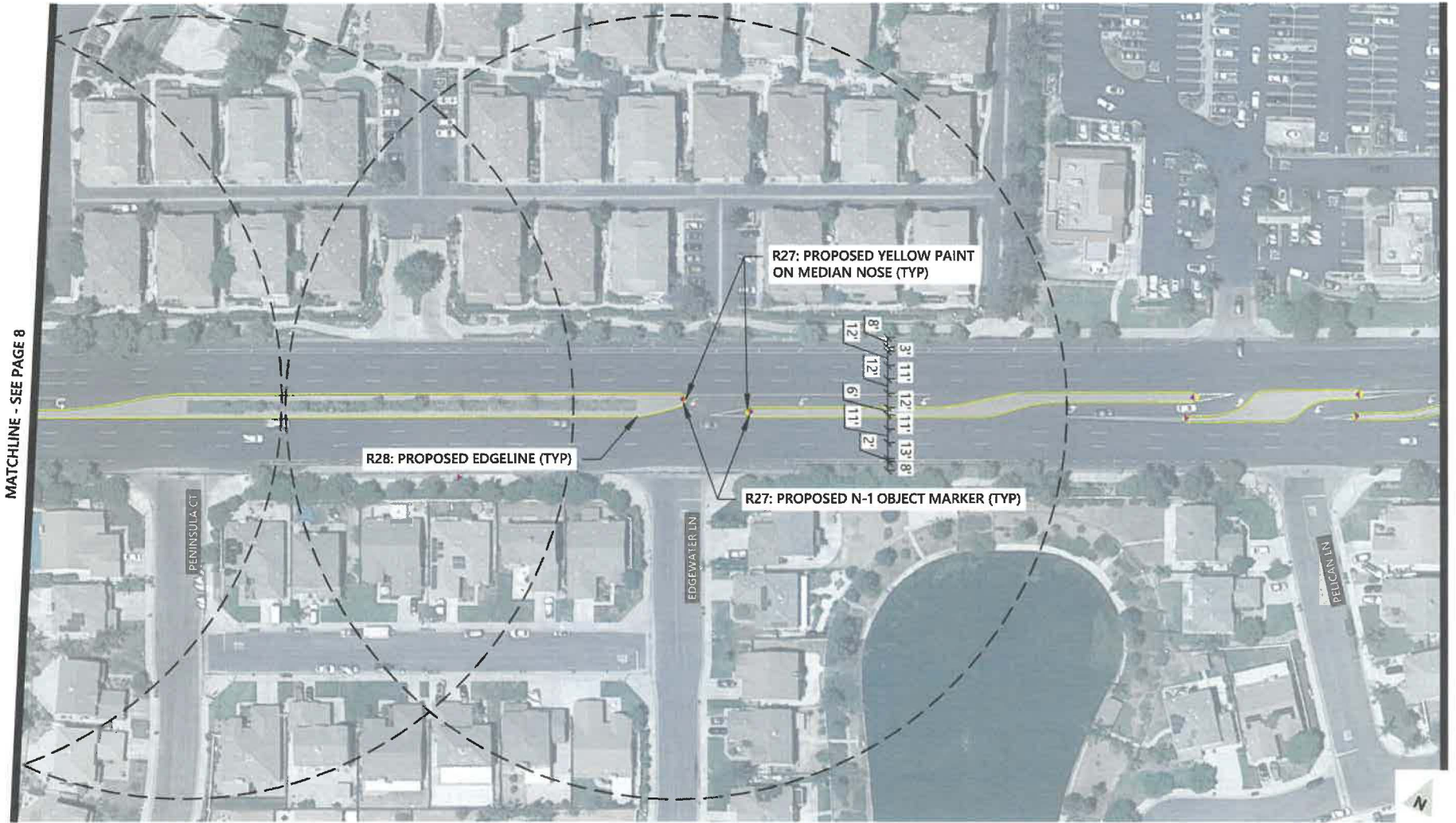
LEGEND:

○ 250 FT INFLUENCE AREA



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Iris Avenue Between Rancho Del Lago and Los Cabos Drive Concept Plan
08-Moreno Valley-2



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LEGEND:

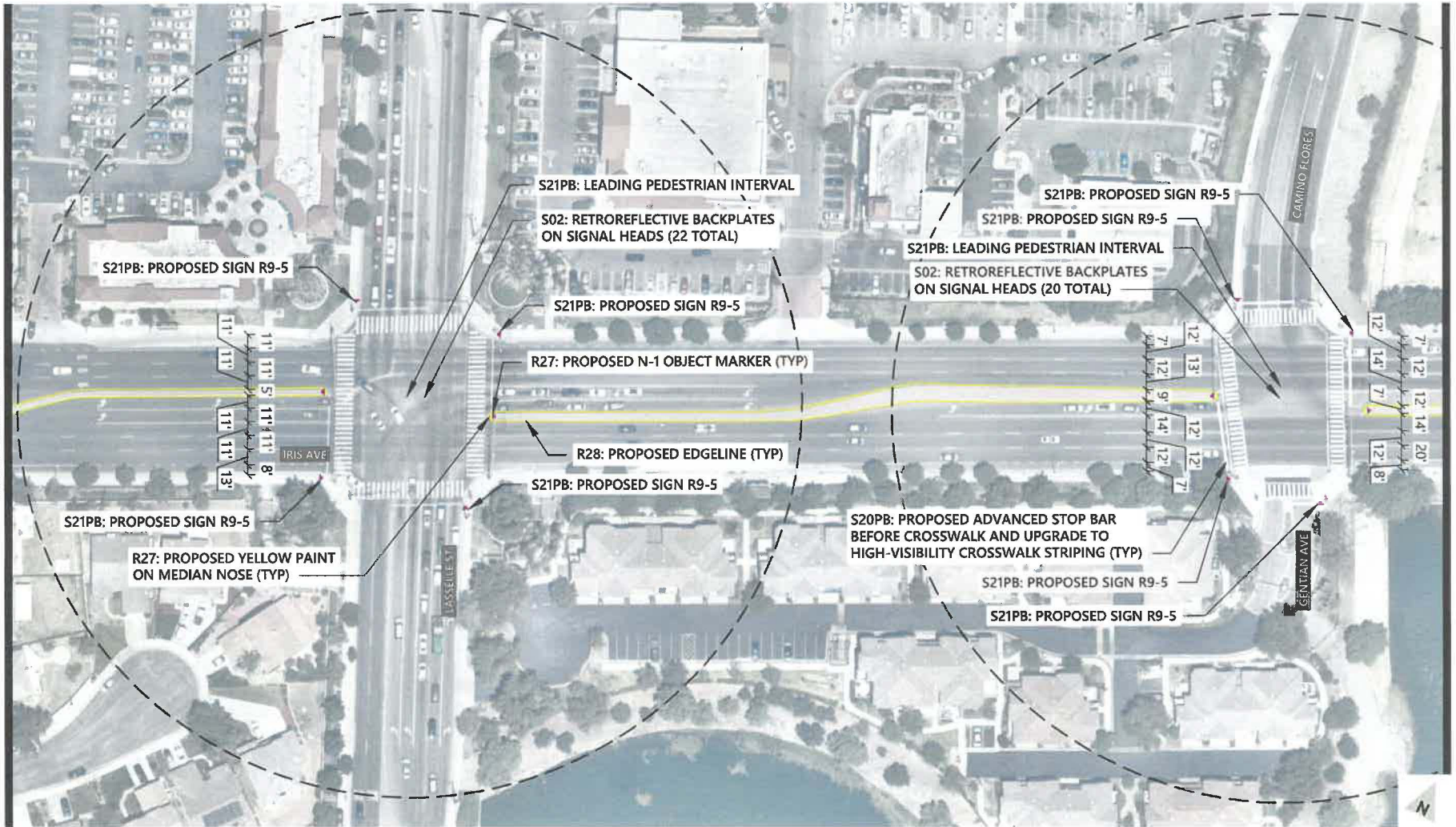
○ 250 FT INFLUENCE AREA



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Iris Avenue Between Peninsula Court and Pelican Lane Concept Plan
08-Moreno Valley-2

MATCHLINE - SEE PAGE 9



MATCHLINE - SEE PAGE 11

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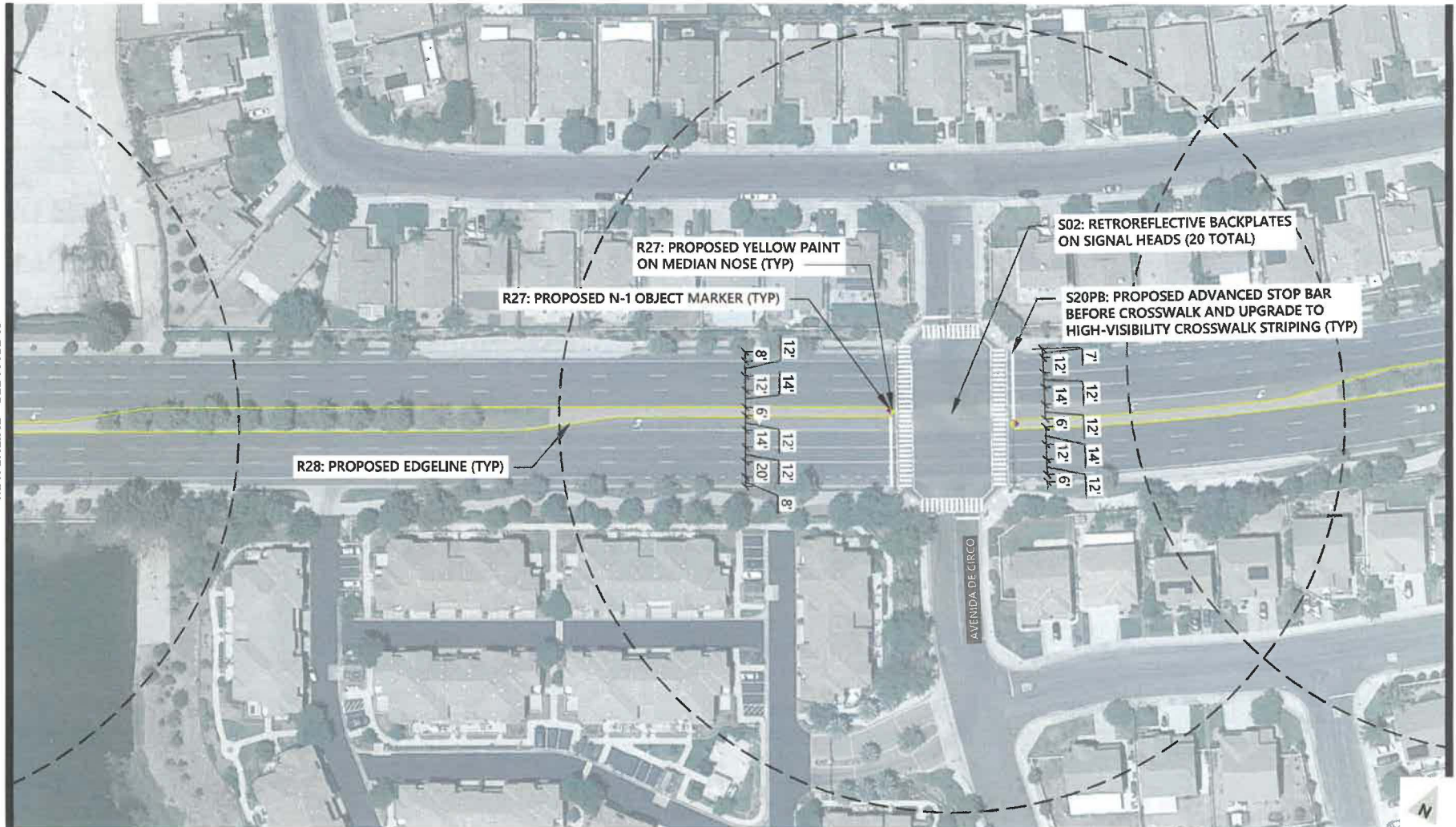
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Iris Avenue Between Lasselle Street and Camino Flores Concept Plan
08-Moreno Valley-2

MATCHLINE - SEE PAGE 10



MATCHLINE - SEE PAGE 12

GENERAL NOTES

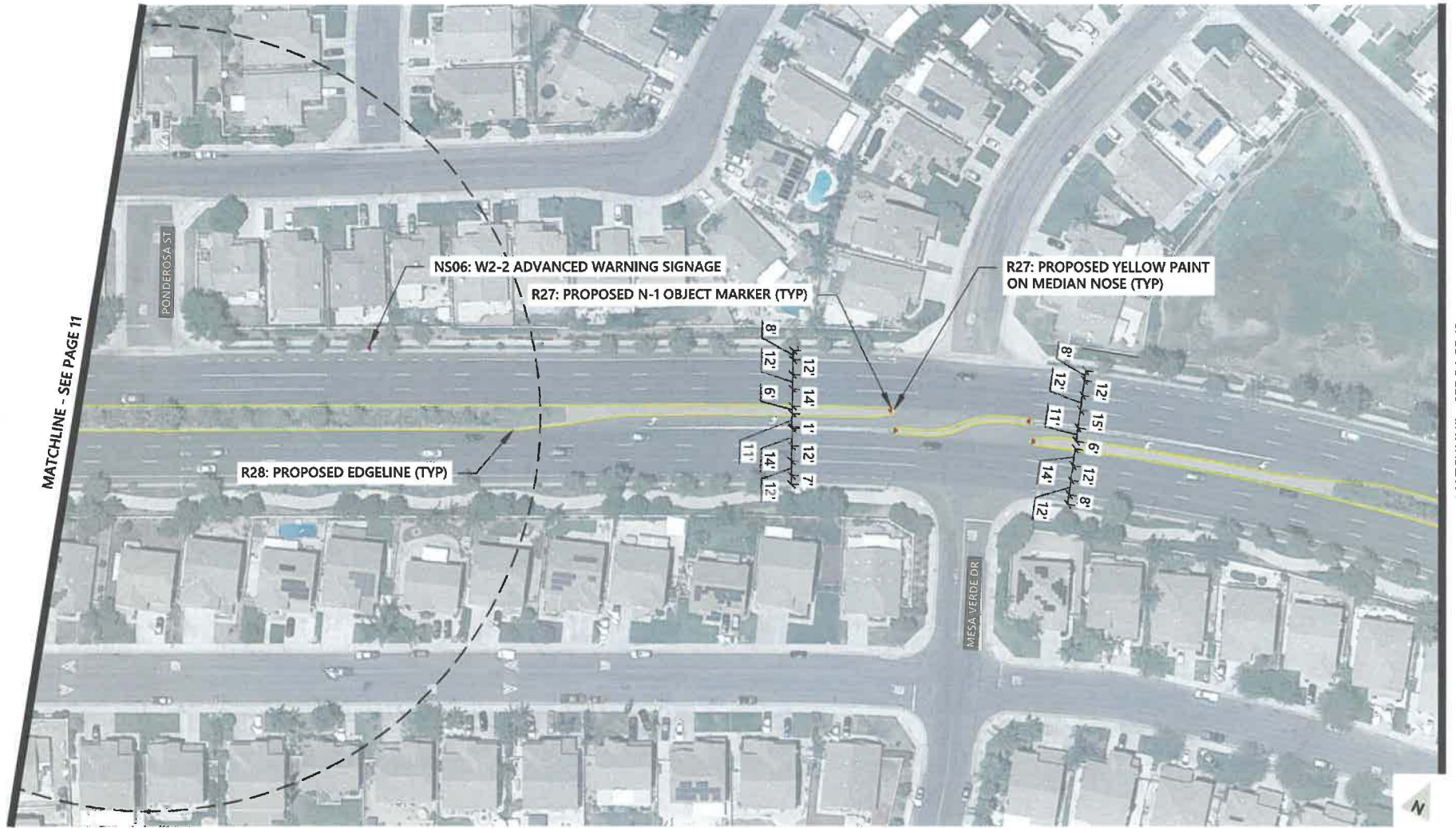
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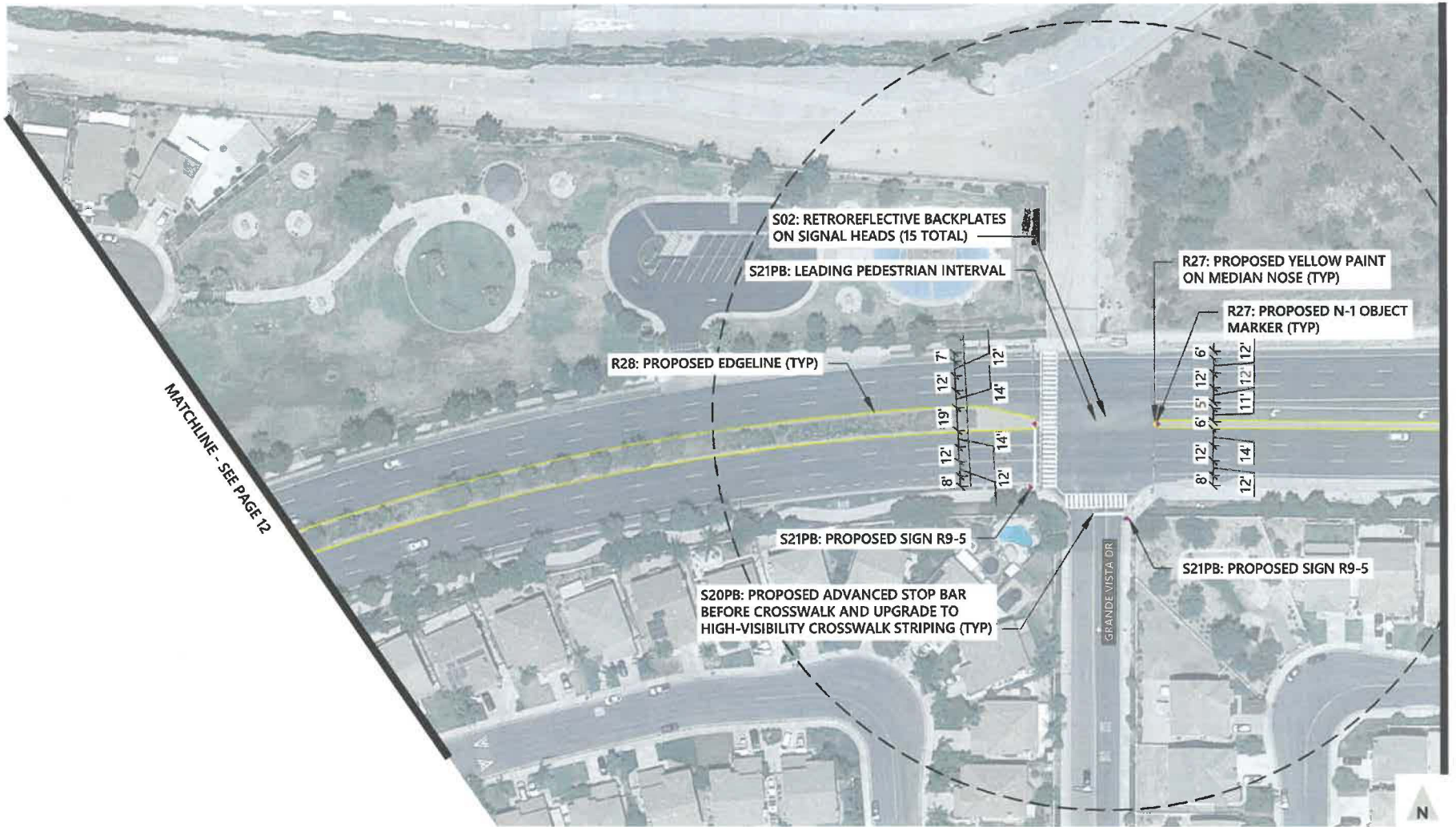
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Iris Avenue Between Ponderosa Street and Mesa Verde Drive Concept Plan
08-Moreno Valley-2



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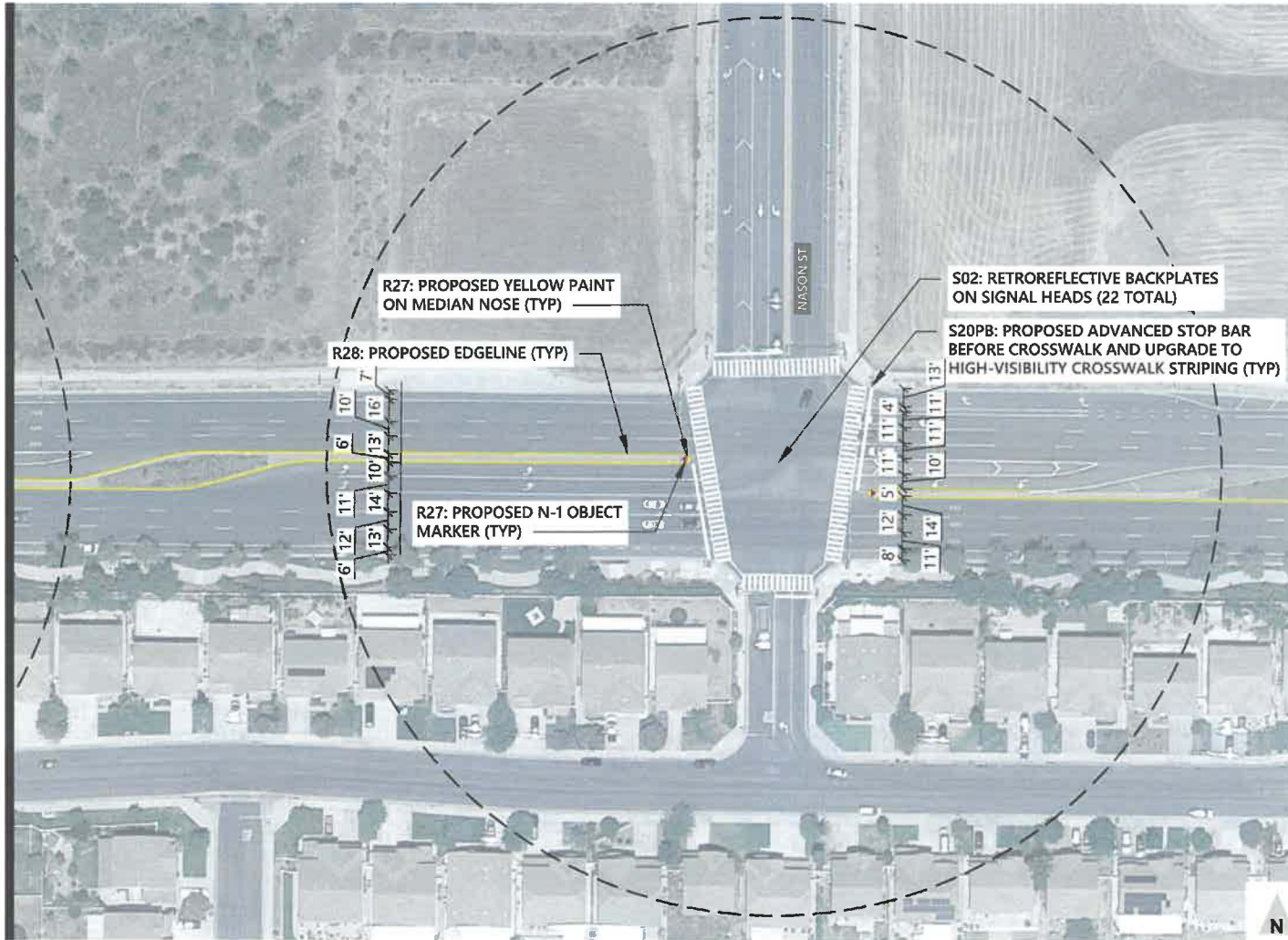


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MATCHLINE - SEE PAGE 12

MATCHLINE - SEE PAGE 14

MATCHLINE - SEE PAGE 13



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