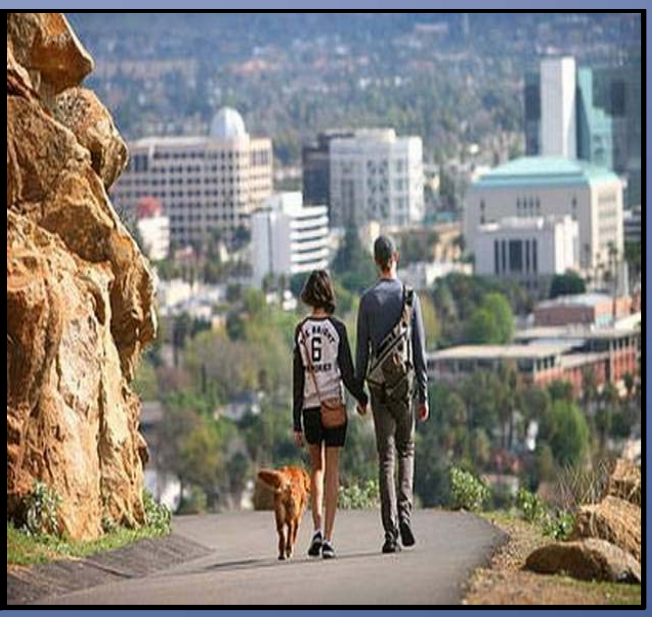
ORIGINAL



Active Transportation Program Cycle 1

CITY OF RIVERSIDE, PUBLIC WORKS DEPARTMENT

DOWNTOWN & ADJOINING AREAS BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

GRANT APPLICATION

Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

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ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Riverside Public Works Department 3900 Main St., 4th Floor, Riverside, CA 92522	2. PROJECT FUNDING ATP funds Requested $ 877,000.00 Matching Funds (If Applicable) $ 120,000.00 Other Project funds $ TOTAL PROJECT COST $ 997,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Gilbert Hernandez, City Traffic Engineer ghernandez@riversideca.gov (951) 826-05148	
4. APPLICANT CONTACT (Address & zip code) Traffic Engineering Division 3900 Main St., 4th Floor, Riverside, CA 92522	5. PROJECT COUNTY(IES): Riverside
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	7. Application # 1 of 8 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 08-5058R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00221S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☒

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure

Bicycle only:	☐ Class I	☒ Class II	☒ Class III
Ped/Other:	☒ Sidewalk	☒ Crossing Improvement	☒ Multi-use facility

Other: Bicycle station, bike share terminals, bike corrals, and HAWK signals

23. ☒ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 0
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 877
Construction Phase-Non-infrastructure	$ 0
Total for ALL Phases	**$** 877

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
City of Riverside Matching Funds	$ 120
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 997
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$ 0
Request for Safe Routes to Schools Infrastructure work	$ 0
Request for Safe Routes to Schools Non-Infrastructure work	$ 0
Request for other Non-Infrastructure work (non-SRTS)	$ 2
Request for Recreational Trails work	$ 0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	10/31/2014	04/30/2015
PS&E	12/31/2014	
Right-of-Way		03/31/2015
Construction	05/31/2015	08/31/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
08/01/2015	08/31/2015	Design map/guide materials for handout at kiosks
09/02/2015	09/15/2015	Print map/guide materials for handout at kiosks
09/02/2015	09/15/2015	Prepare/select public educational materials or handouts for City events
09/02/2015	10/15/2015	Print and/or purchase public educational materials/handouts for City events

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: Gilbert Hernandez, P.E., T.E. Phone: (951) 826-5148
Title: City Traffic Engineer e-mail: ghernandez@riversideca.gov

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: Thomas J. Boyd, P.E. Phone: (951) 826-5670
Title: Public Works Director / City Engineer e-mail: tboyd@riversideca.gov

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Gilbert Hernandez, P.E., T.E. Phone: (951) 826-5148
Title: City Traffic Engineer e-mail: ghernandez@riversideca.gov

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

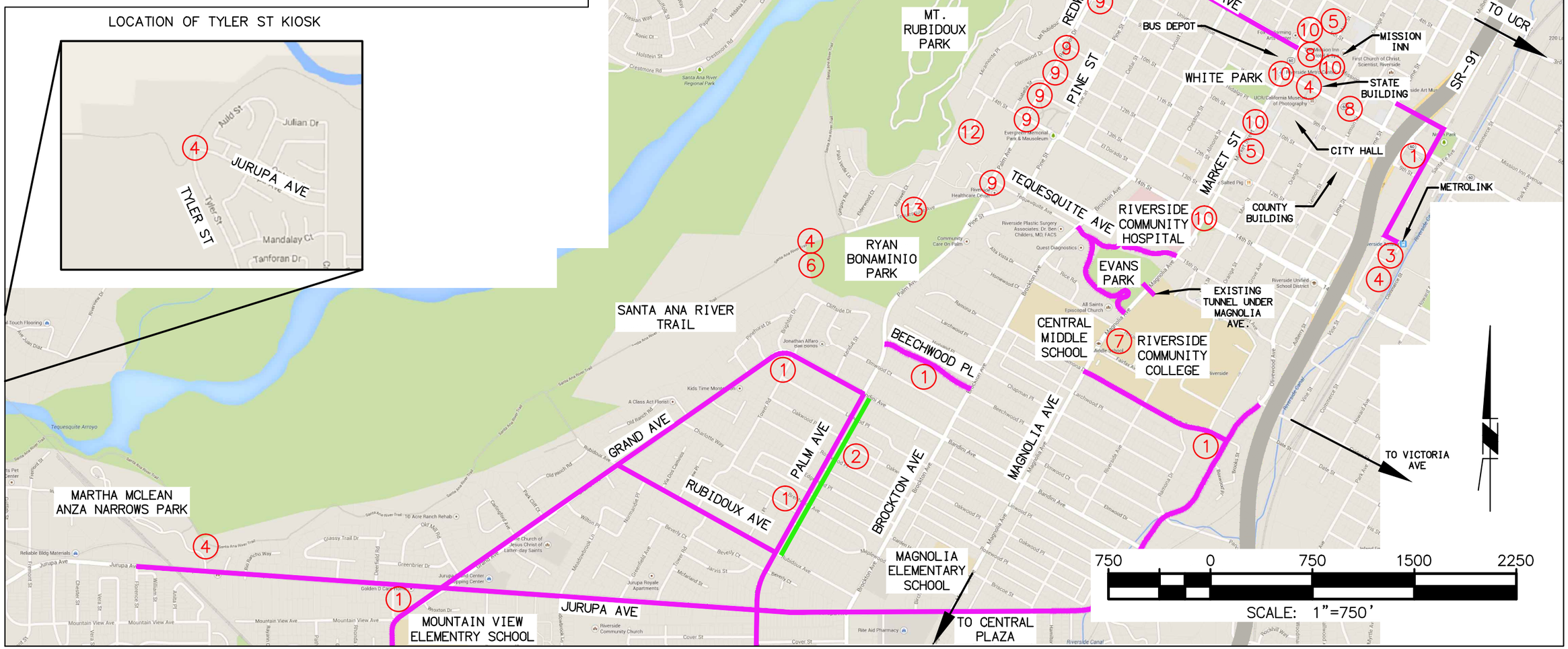
VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
  www.riversideca.gov/traffic/pdf/Plan-Update.pdf
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

ATP – PROJECT LOCATION MAP

1. CLASS II BIKE LANES
2. SIDEWALK IMPROVEMENTS
3. BIKE STATION
4. KIOSKS
5. HAWK SIGNALS
6. BIKE STAGING AREA
7. BIKE SHARE PROGRAM
8. BIKE CORRALS
9. BIKE BYPASS, BULB-OUTS & TRAFFIC CIRCLES
10. ACCESSIBLE PEDESTRIAN SYSTEMS
11. CROSSWALK & PEDESTRIAN PHASE
12. ASPHALT BERM & WALKING PATH
13. INSTALL ALL WAY STOP, CROSS WALK & SIDEWALK



COMPONENT #1: INSTALLATION OF CLASS II BIKE LANES

1 of 12 Street Segments: Ramona Dr. west of Magnolia Ave.

2 of 12 Street Segments: Grand Ave. North of Rubidoux Ave.

COMPONENT #2: INSTALLATION OF SIDEWALK IMPROVEMENTS

Palm Ave. Project Location: Pictured Palm Ave. south of Bandini Ave.

COMPONENT #3: INSTALLATION OF A BIKE STATION

Project Location: Downtown Metrolink Station

COMPONENT #4: ADDITION OF KIOSKS AT KEY LOCATIONS

Potential Kiosk Location: Main St. Pedestrian Mall near State Building

COMPONENT #5: UPGRADE FLASHING BEACONS TO HAWK SIGNALS

Existing Uncontrolled Crosswalk: Market St. at Sixth St.

COMPONENT #6: CREATION OF BICYCE STAGING AREA

Project Location: West End of Tequesquite Ave. near SART

COMPONENT #7: EXPANSION OF BIKE SHARE PROGRAM

Potential Location: Near Riverside Community College (RCC) Campus

COMPONENT #8: CONVERT 2 PARKING SPACES INTO BIKE CORRALS

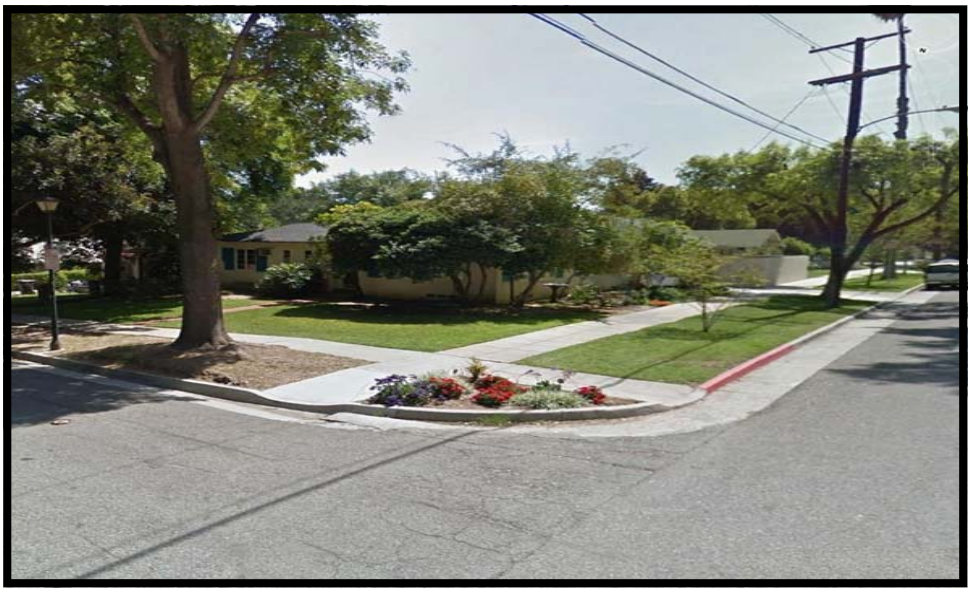
1st Potential Location: Mission Inn Ave. west of Main St. (Downtown)

2nd Potential Location: University Ave. east of Orange St. (Downtown)

COMPONENT #9: BICYCLE BYPASSES, BULB-OUTS & TRAFFIC CIRCLE

Bicycle Bypasses at T-intersections: One Location at Redwood Dr. & Twelfth St.

Curb Bulb-outs: Project Location at Ninth St. & Redwood Dr.



Traffic Circle: Project Location at Redwood Dr. & Fourteenth St.

COMPONENT #10: INSTALLATION OF ACCESSIBLE PEDESTRIAN SYSTEMS

1 of 5 Potential Locations: University Ave. at Market St. (Downtown)

COMPONENT #11: ADDITION OF CROSSWALK & PEDESTRIAN PHASE

Project Location: Mission Inn Ave. at Redwood Dr.

COMPONENT #12: CONSTRUCT ASPHALT BERM & WALKING PATH

Project Location: Glenwood Drive south side near Mt. Rubidoux Park

COMPONENT #13: INSTALL ALL-WAY STOP, CROSSWALK & SIDEWALK

Project Location: Tequesquite & San Andreas Aves. near 2 City Parks

Active Transportation Program (ATP)

Public Works Department

City of Riverside

Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

PROJECT COMPONENTS

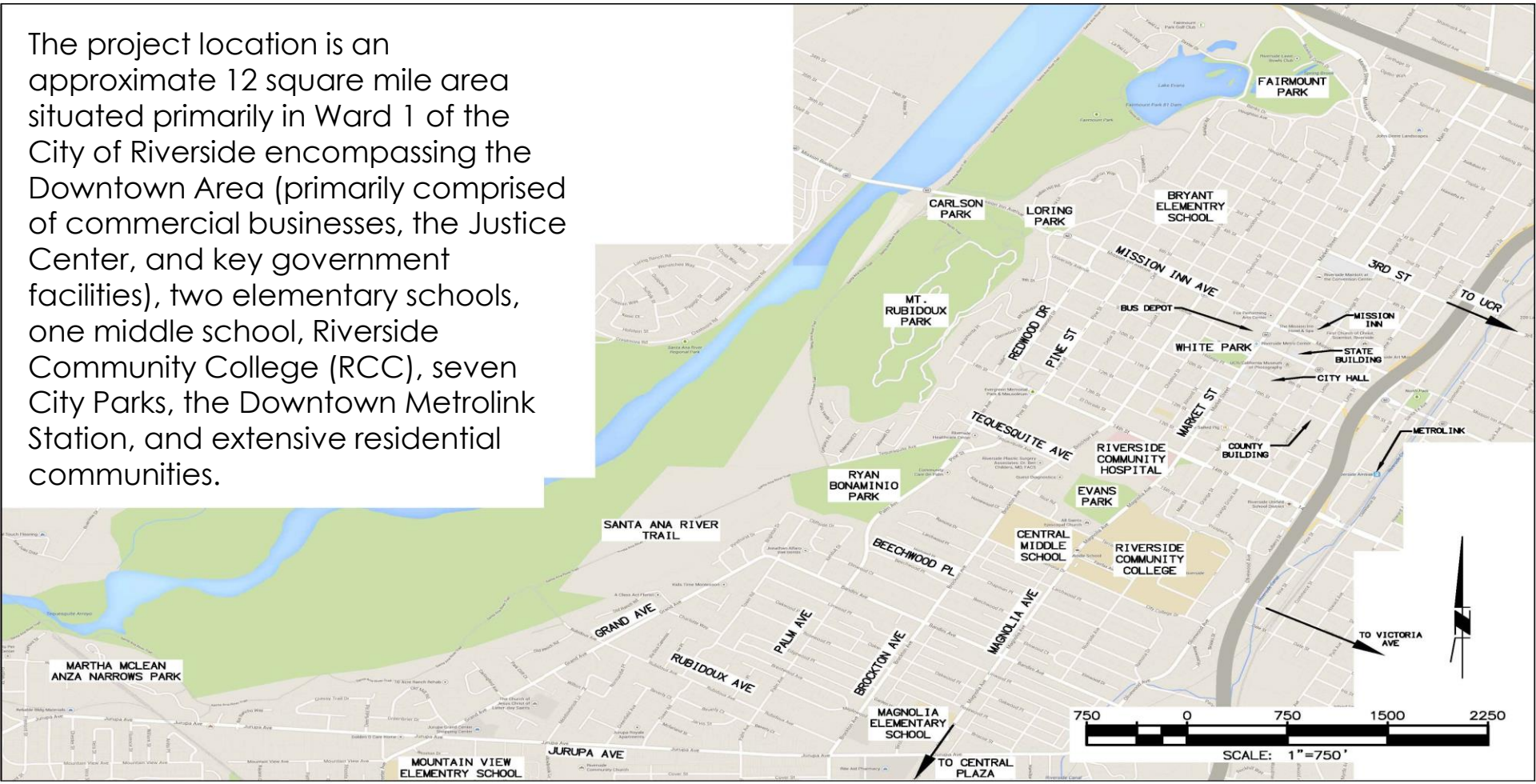
1. Expansion of the City's existing class II bike lanes by 17 miles
2. Connection of existing sidewalks and improvements
3. Installation of a bike station at the Metrolink station
4. Installation of connectivity map kiosks
5. Upgrade existing rapid flash beacons to HAWK signals at two uncontrolled crosswalks
6. Installation of a new bicycle staging area
7. Installation of two City Bike Share Program terminals

PROJECT COMPONENTS

8. Conversion of two parking locations to bike corrals
9. Construction of berms/traffic circles for bike boulevard
10. Installation of five accessible pedestrian signals
11. Addition of a cross walk and pedestrian phase
12. Creation of walking path connecting to Mt. Rubidoux
13. Installation of a controlled crossing, crosswalk and new sidewalk to Mt. Rubidoux

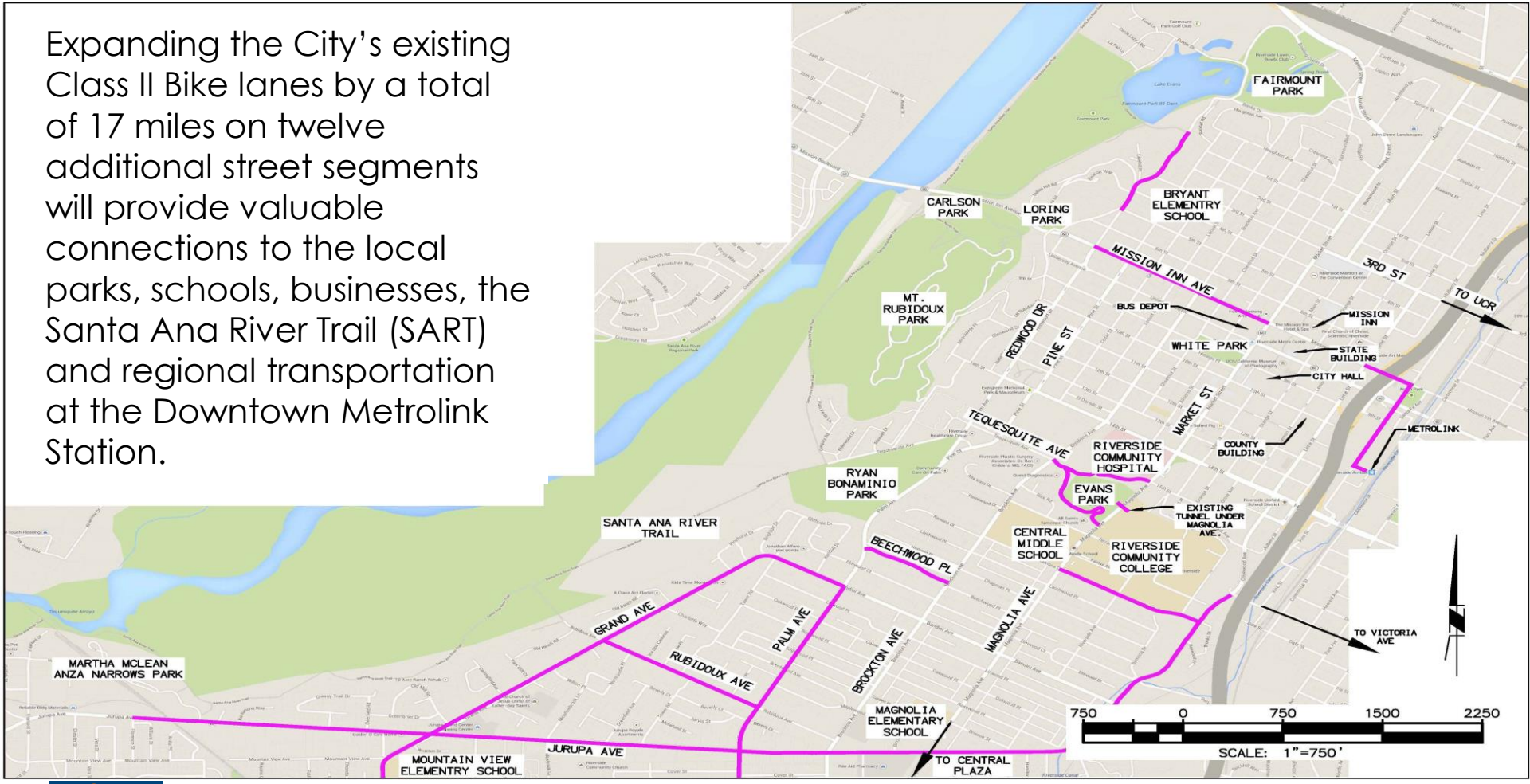
PROJECT LOCATION

The project location is an approximate 12 square mile area situated primarily in Ward 1 of the City of Riverside encompassing the Downtown Area (primarily comprised of commercial businesses, the Justice Center, and key government facilities), two elementary schools, one middle school, Riverside Community College (RCC), seven City Parks, the Downtown Metrolink Station, and extensive residential communities.



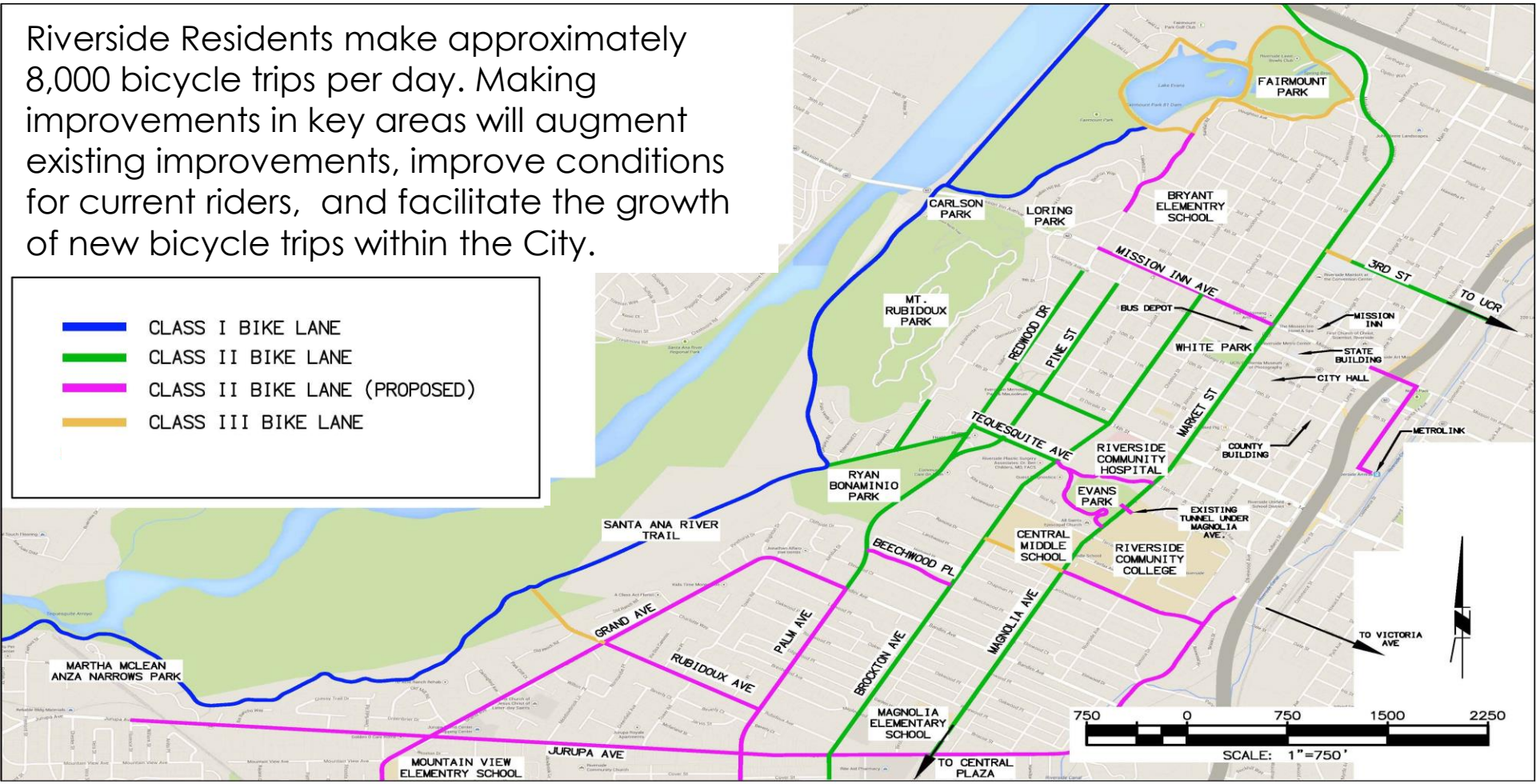
CLASS II BIKE LANE EXTENSIONS

Expanding the City's existing Class II Bike lanes by a total of 17 miles on twelve additional street segments will provide valuable connections to the local parks, schools, businesses, the Santa Ana River Trail (SART) and regional transportation at the Downtown Metrolink Station.



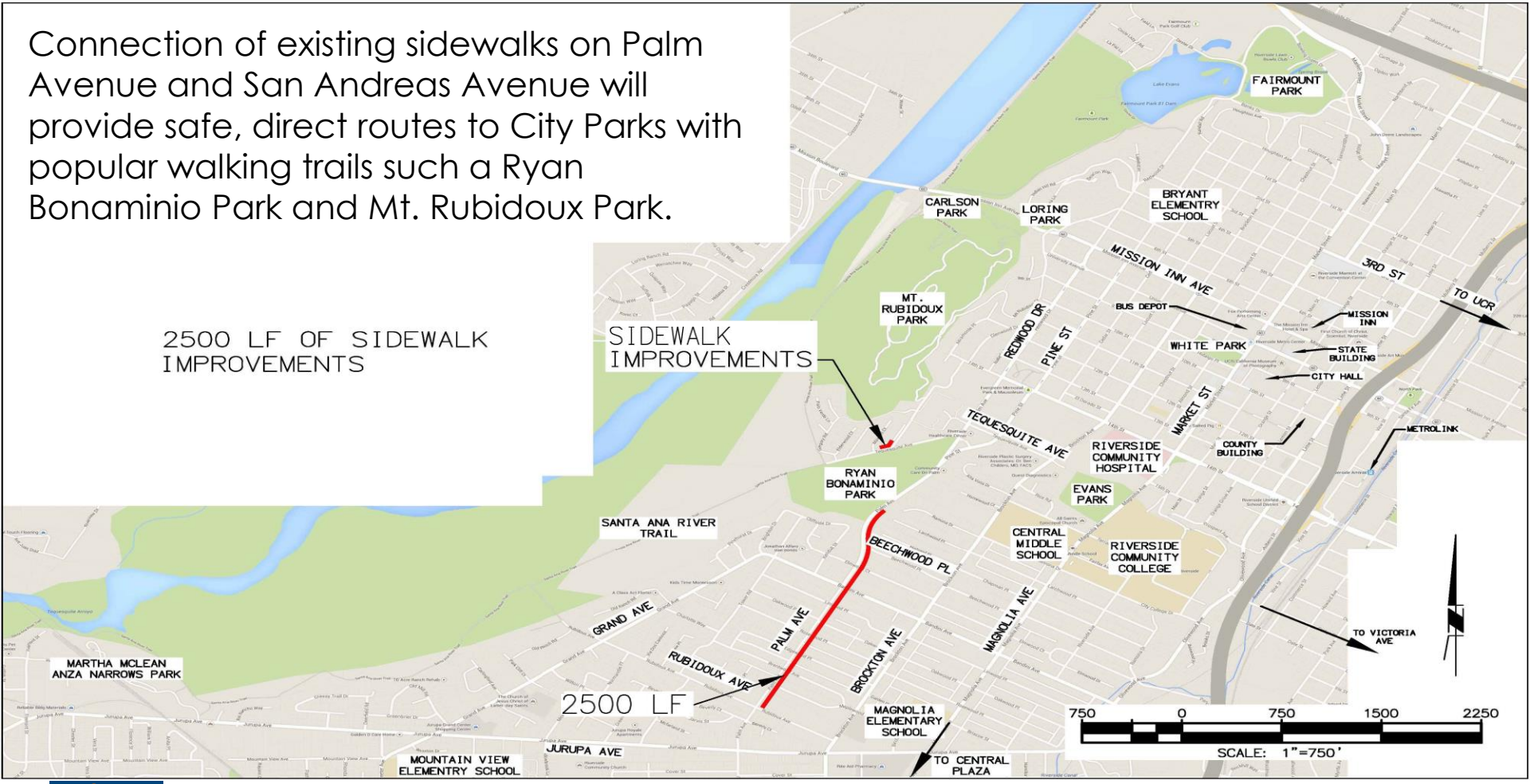
FULL BIKE NETWORK

Riverside Residents make approximately 8,000 bicycle trips per day. Making improvements in key areas will augment existing improvements, improve conditions for current riders, and facilitate the growth of new bicycle trips within the City.



SIDEWALK IMPROVEMENTS

Connection of existing sidewalks on Palm Avenue and San Andreas Avenue will provide safe, direct routes to City Parks with popular walking trails such a Ryan Bonaminio Park and Mt. Rubidoux Park.



SIDEWALK EXTENSION

Improvements will preserve existing trees and overall ambiance of the neighborhood.

Sidewalk Concept

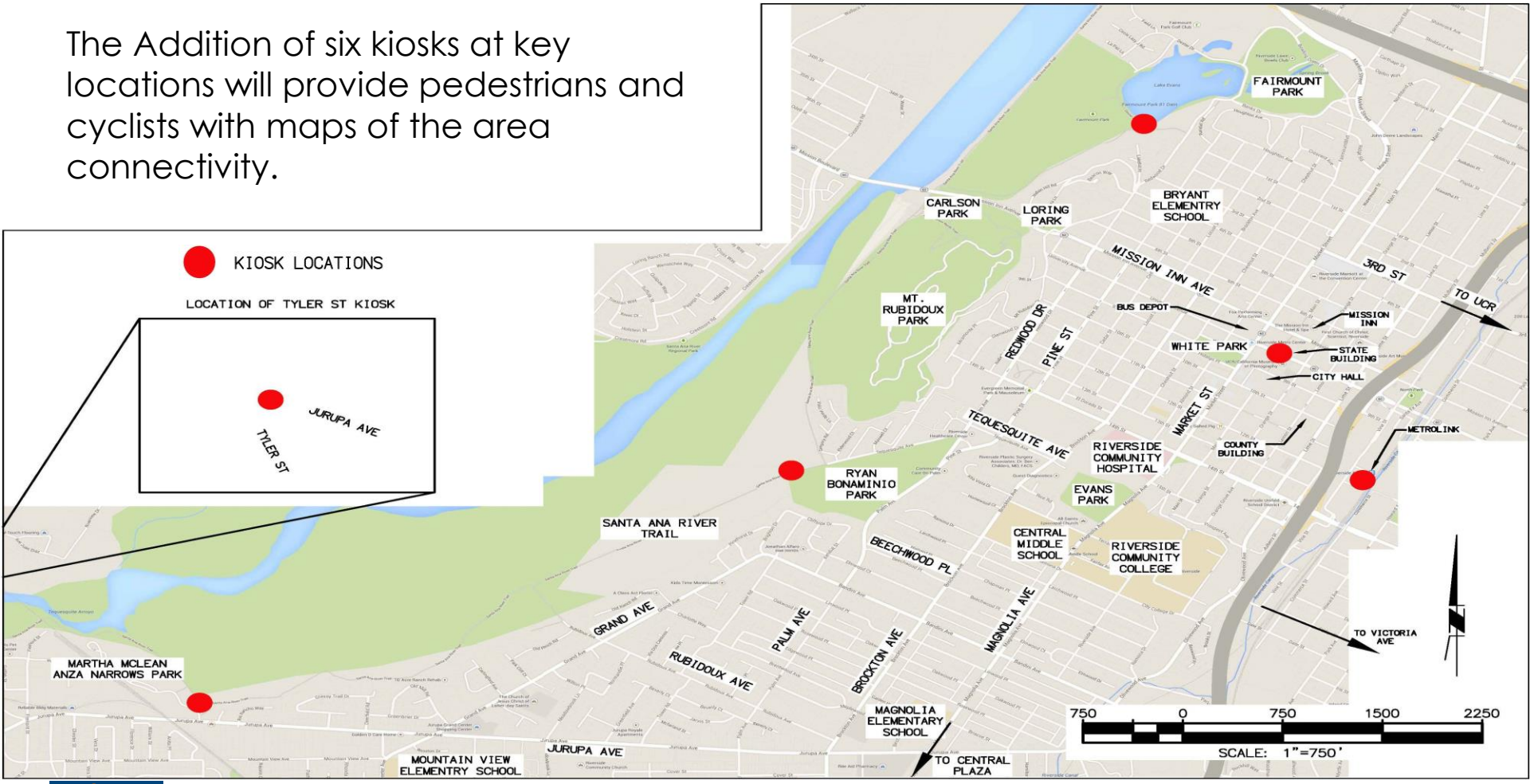
Palm Avenue

BIKE STATION

Installation of a bike station at the Downtown Metrolink Station will provide bicyclists with showers, lockers, and repair equipment.

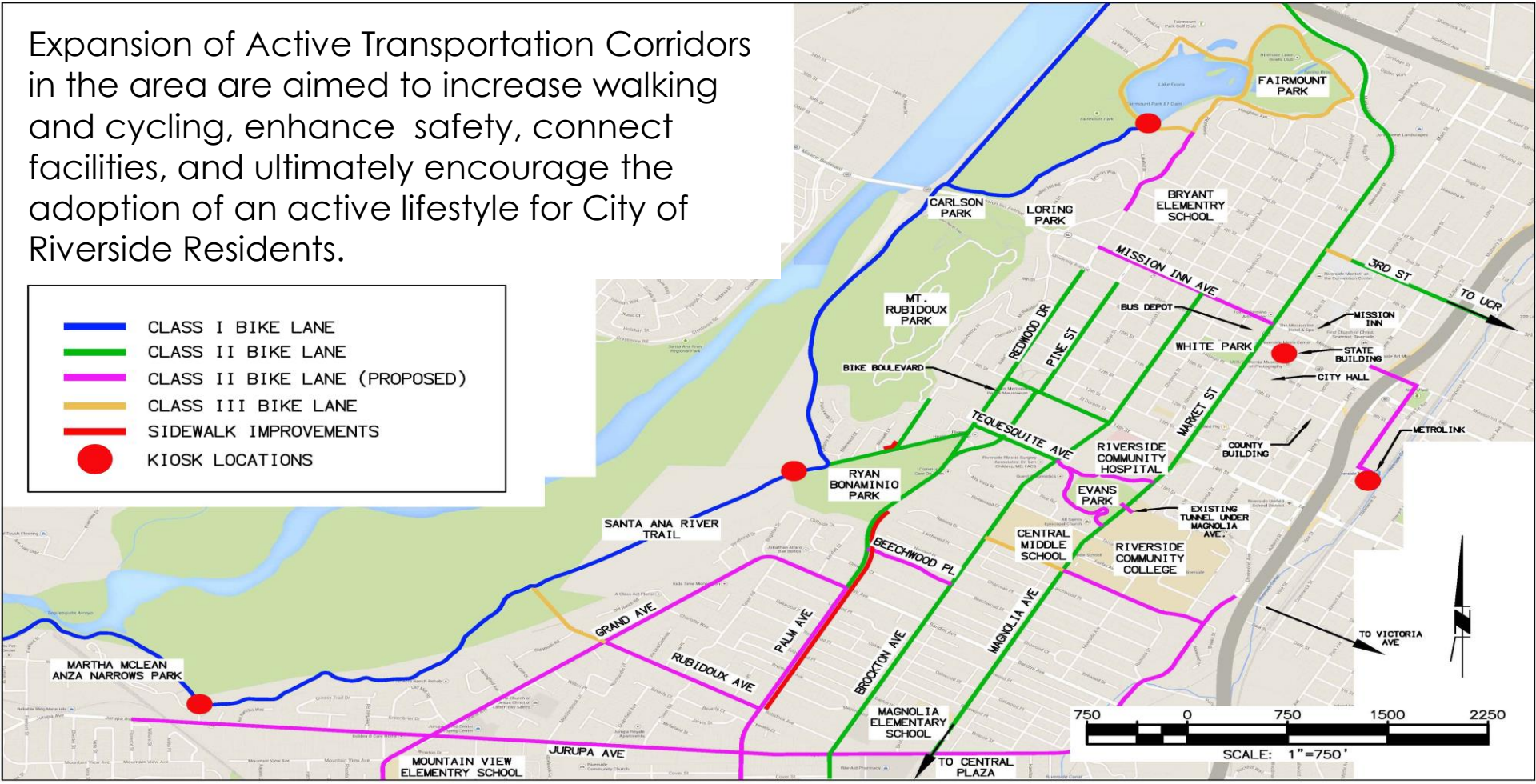
CONNECTIVITY MAP KIOSKS

The Addition of six kiosks at key locations will provide pedestrians and cyclists with maps of the area connectivity.



ATP CORRIDORS

Expansion of Active Transportation Corridors in the area are aimed to increase walking and cycling, enhance safety, connect facilities, and ultimately encourage the adoption of an active lifestyle for City of Riverside Residents.



CROSSWALK UPGRADES

The upgrade of existing rapid flashing beacons to HAWK signals at two uncontrolled crosswalks on Market street will increase safety along heavily used walking routes.

Current rapid flashing beacon crosswalk

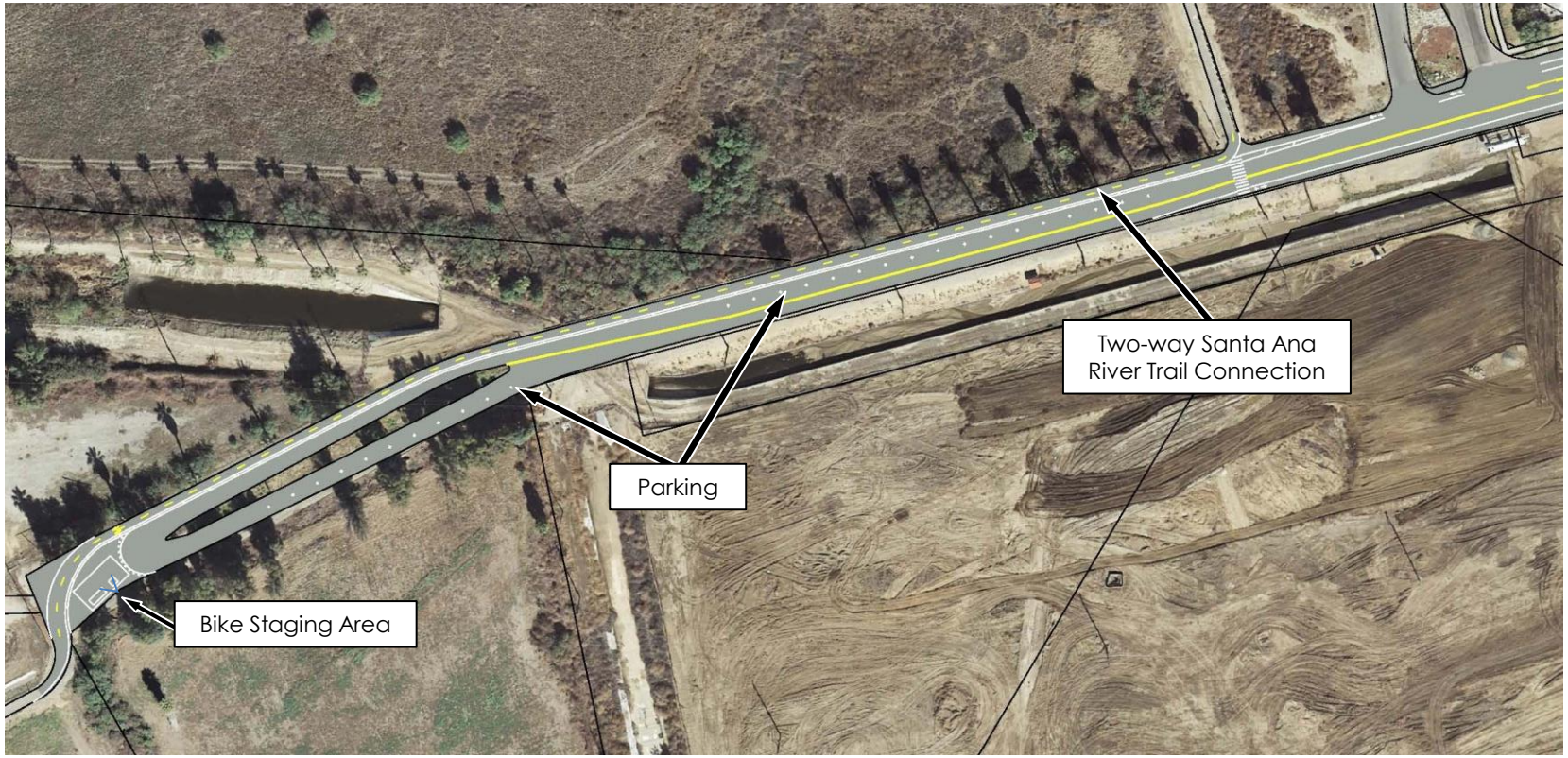
CROSSWALK UPGRADES

The upgrade of existing rapid flashing beacons to HAWK signals at two uncontrolled crosswalks on Market street will increase safety along heavily used walking routes.

Upgraded HAWK signal crosswalk concept

BIKE STAGING AREA

The installation of a bike staging area by relocating a gate and roadway striping at the West end of Tequesquite Avenue will offer additional parking and closer access to the SART and community garden within the adjacent Ryan Bonaminio Park.



BIKE SHARE TERMINALS

Further development of the City's new and innovative Bike Share Program by installing new terminals and depots will make it even easier for residents to utilize the new, active transportation alternative.

BIKE CORRALS

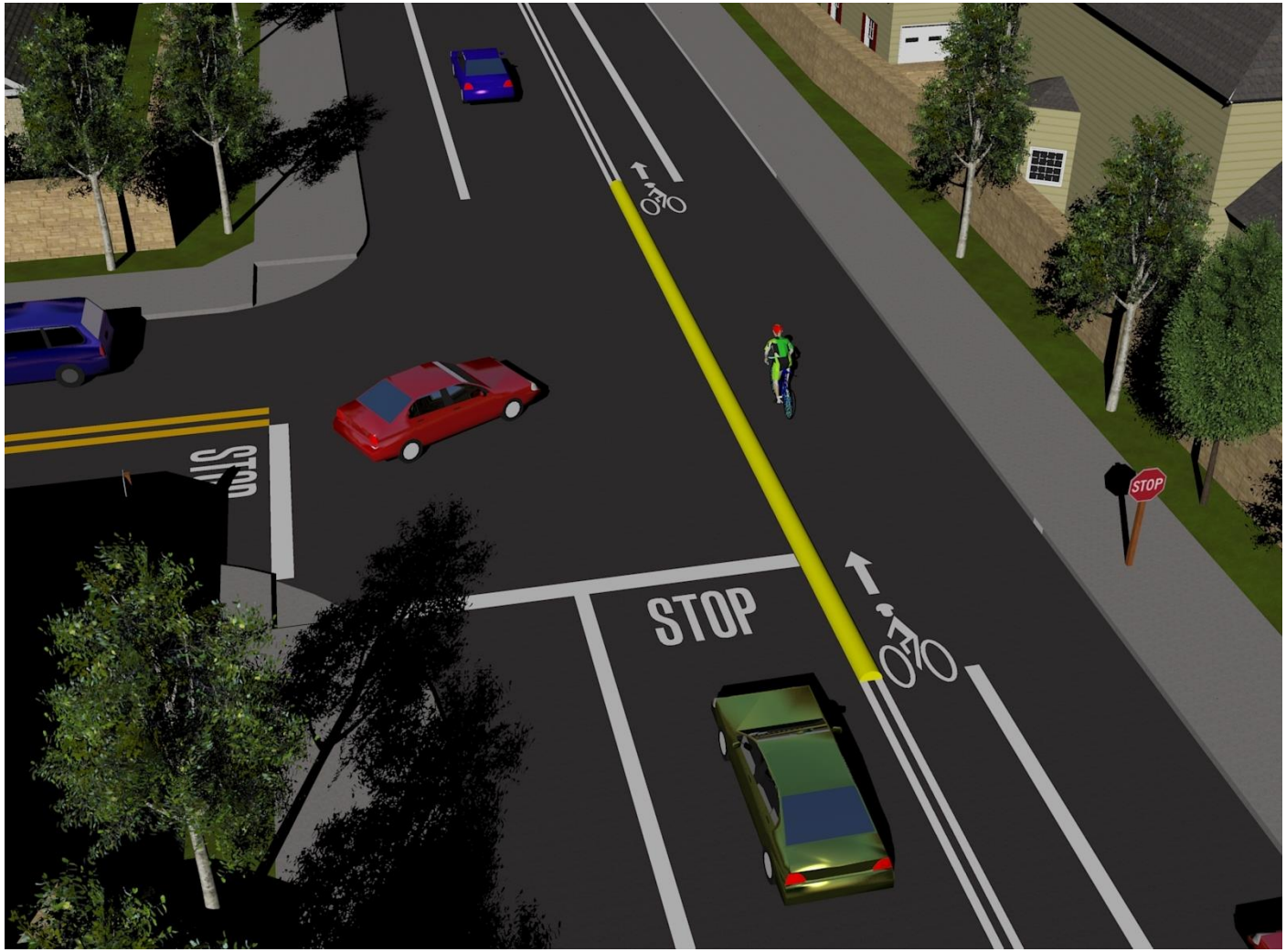
University Avenue – Lined with restaurants, coffee houses and local pubs.

The conversion of two Downtown Area locations into bike corrals will encourage business patrons and employees to cycle to their destinations.

Main Street and Mission Inn Avenue – the center of the Main St. pedestrian mall and Downtown attractions

REDWOOD BERMS

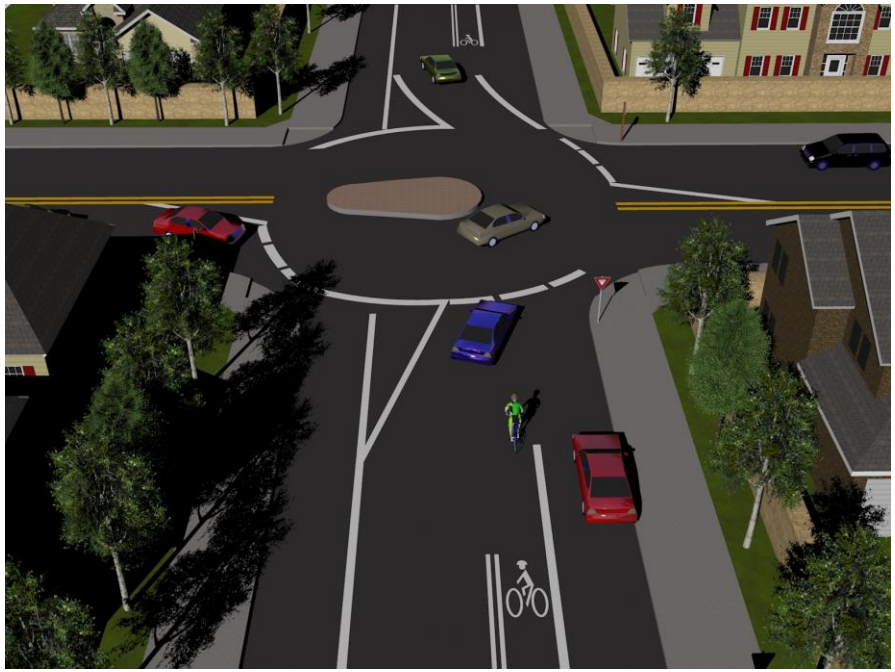
Construction of Berms along Redwood Drive at 12th Street and 13th Street will create a more bike-able corridor and eliminate stopping for bicyclists at stop controlled T intersections.



REDWOOD TRAFFIC CIRCLES

Roundabout at Tequesquite Avenue, 14th street, and 11th Street will improve the flow of bicycle traffic along Redwood Drive.

Current MWS Intersection



Proposed Traffic Circle Intersection

REDWOOD BULB-OUT

Curb bulb-outs and marked crosswalk at Ninth Street will increase safety at high volume pedestrian crossing to access the Mt. Rubidoux Trail.

ACCESSIBLE PEDESTRIAN SYSTEMS

Installation of accessible pedestrian systems at five key locations will improve safety and walkability.

System Features:

- Ambient noise controlled locator tone
- Easy to activate 2" ADA button with raised arrow
- High quality digital audio messages
- Automatic volume adjustment to ambient noise levels
- Vibro-tactile walk phase indication
- Meets and exceeds ADA, MUTCD, TAC, and PROWAAC guidelines

CROSSWALK AND PEDESTRIAN PHASE

The addition of a crosswalk and pedestrian phase on the West leg of the traffic signal controlled intersection of Mission Inn Avenue and Redwood Drive will provide a safe and direct route to Mt. Rubidoux Trail while connecting two neighborhoods

Current Intersection

Proposed Intersection

WALKING PATH

The creation of a walking path separated from traffic by an asphalt berm within the curve on the south side of Glenwood Drive near the Southerly Mt. Rubidoux Park entrance will provide a sustainable walkway for Park visitors, connectivity to the neighborhood and remove pedestrians from the travel lanes.

TEQUESQUITE AND SAN ANDREAS

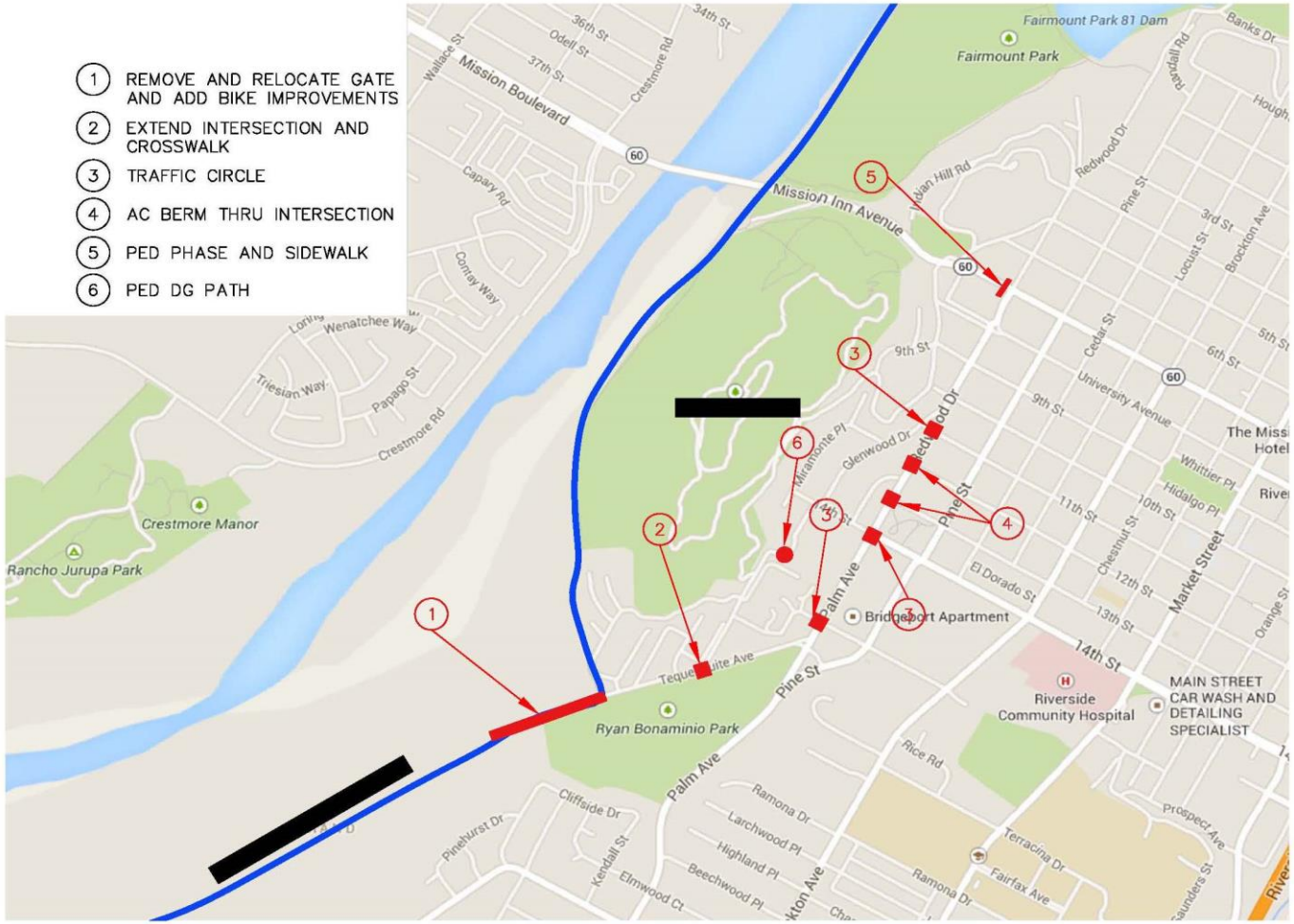
Many of the 1 million annual visitors to Mt. Rubidoux prefer to park their vehicles at Ryan Bonaminio Park and walk up San Andreas Avenue to the trailhead, but there is currently no crosswalk, traffic control, or direct sidewalk.

STOP, CROSS, AND WALK

Improvements including an all-way stop, crosswalk, and new sidewalk extending out to the intersection will improve safety and access for this heavily utilized pedestrian approach to Mt. Rubidoux.

MT. RUBIDOUX & SART ACCESS

Mt. Rubidoux and the SART are two of the most popular trails in the City of Riverside. These improvements will provide residents with a safe and convenient route to the trails.



SUMMARY

The project components were selected to collectively provide the most significant impact in the project area on **increasing walking and cycling** by creating **safer**, more **direct** and **connected paths** to schools, parks and trails, regional and local transportation, surrounding neighborhoods, workplaces, shopping and dining venues, museums, libraries, and other key attractions Downtown.

- 17 miles of bike lanes
- Connecting sidewalks
- Bike station at Metrolink
- Connectivity map kiosks
- Two new HAWK signals
- Bicycle staging area
- Bike Share terminals
- Bike corrals
- Bike boulevard
- Accessible pedestrian signals
- Crosswalk/pedestrian phase
- Walking path
- All way stop, crosswalk and new sidewalk

DOWNTOWN AND ADJOINING AREAS BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

Preliminary Engineer's Estimate

Plan Nos.:

Amount rounded to Nearest: $.01

No.	CONTRACT BID ITEMS	Quantity	Unit	Unit Price	Total
	INCIDENTAL ITEMS				
1	**Note:** All items subject to any special notes or footnotes appearing on this Engineer's estimate included with the bid documents. (Input "0" in this line item)	.....	.....	.....	.....
2	**Note:** The Contract lump sum or unit price for each Contract Bid Item shall include full compensation for all labor, materials, tools, taxes, profit, overhead, incidentals and appurtenant work necessary for performing and completing the work of the Contract Bid Item as required by the Project Plans, Specifications, Special Provisions and other Contract Documents. Such compensation shall also include or take into consideration any additional provisions or conditions specifically stated immediately following the Contract Bid Item. (Input "0" in this line item)	.....	.....	.....	.....
3	**Note**: In the absence of a specific bid item or specific payment provisions for any portion of the work required by the Contract Documents, the bidder shall include the bidder's compensation for that portion of the Contract work in the Contract unit price(s) and/or lump sum price(s) of the bid item(s) that require such work, or are closely related to such work. Therefore, no separate or additional payment will be made to the Contractor for any such work on the premise that such work lacks specific bid item(s) or specific payment provisions. (Input "0" in this line item)	.....	.....	.....	.....
4	**Note: "(F)"** adjacent to a Contract bid item designates a Final Pay Quantity per Section 9-3.2.1 of the Special Provisions. (Input "0" in this line item)	.....	.....	.....	.....
5	**Note: "(S)"** adjacent to a Contract bid item designates a "Specialty Item" per Section 2-3.2 of the Special Provisions. (Input "0" in this line item)	.....	.....	.....	.....
6	**Note: "(P)"** adjacent to a Contract bid item designates a "Partial Pay Item" per Section 9-3.2 of the Special Provisions. (Input "0" in this line item)	.....	.....	.....	.....
7	**Mobilization (P)**	1	LS	$40,000.00	$40,000.00
8	**Traffic Control and Access**	1	LS	$30,000.00	$30,000.00
9	**Water Pollution Control**	1	LS	$20,000.00	$20,000.00
	Sub-Total: Incidental Items				**$90,000.00**
	CLASS II BIKE LANE				
10	**Detail 39 (Thermoplastic)**	85,000	LF	$1.25	$106,250.00
11	**Detail 39A (Thermoplastic)**	2,640	LF	$1.00	$2,640.00
12	**Pavement Markings (Thermoplastic)**	1,800	SF	$2.50	$4,500.00
	Sub-Total: Class II Bike Lane Project				**$113,390.00**
	PALM AVENUE SIDEWALK				
13	**Clearing and Grubbing**	1	LS	$5,000.00	$5,000.00
14	**Removal of AC and Base Material**	5,000	SF	$1.00	$5,000.00
15	**Replacement DGAC**	12	TON	$90.00	$1,080.00
16	**Concrete Curb and Gutter per City Std. 200**	420	LF	$25.00	$10,500.00
17	**Concrete Driveway per City Std. 302**	120	SF	$8.00	$960.00
18	**PCC Wheelchair Ramp per City Std. 304**	9	EA	$2,500.00	$22,500.00
19	**PCC Sidewalk per City Std. 325**	14,040	SF	$5.00	$70,200.00
20	**4" Solid Stripe (Thermoplastic)**	2,500	LF	$1.00	$2,500.00
	Sub-Total: Palm Ave Sidewalk Project				**$117,740.00**
	TEQUESQUITE AVE AT SAN ANDREAS AVE				
21	**Unclassified Excavation (F)**	135	CY	$100.00	$13,500.00
22	**Replacement Unclassified Fill (F)**	50	CY	$75.00	$3,750.00
23	**Curb & Gutter - Std. 200, Type I, 6" C.F.**	200	LF	$35.00	$7,000.00
24	**Furnish and Install 18" RCP Storm Drain**	50	LF	$200.00	$10,000.00
25	**Catch Basin - Std 405 (W=5')**	1	EA	$5,000.00	$5,000.00
26	**Junction Structure No. 4 - Std. 422**	1	EA	$2,500.00	$2,500.00
27	**PCC Sidewalk per City Std. 325**	700	SF	$5.00	$3,500.00
	Sub-Total: Tequesquite Ave at San Andreas Ave Project				**$45,250.00**

DOWNTOWN AND ADJOINING AREAS BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

Preliminary Engineer's Estimate

Plan Nos.:

Amount rounded to Nearest: $.01

No.	CONTRACT BID ITEMS	Quantity	Unit	Unit Price	Total
	A.C. BERM AT GLENWOOD DRIVE				
28	**Base Material**	1,400	SF	$1.00	$1,400.00
29	**Asphalt Concrete Berm per City Std. 250**	350	LF	$15.00	$5,250.00
30	**Furnish and Install 18" RCP Storm Drain**	4	LF	$200.00	$800.00
31	**Catch Basin - Std 405 (W=4')**	1	EA	$5,000.00	$5,000.00
	Sub-Total: A.C. Berm at Glenwood Drive Project				**$12,450.00**
	MISSION INN AVE AT REDWOOD DR - PEDESTRIAN INDICATIONS AND XWALK				
32	**Pedestrian Indications**	2	EA	$600.00	$1,200.00
33	**SP-1-T Framework**	2	EA	$800.00	$1,600.00
34	**Remove Pedestrian Indications**	2	LF	$150.00	$300.00
35	**TP-1-T Framework**	4	EA	$700.00	$2,800.00
36	**No. 6 Pullbox**	1	EA	$700.00	$700.00
37	**No. 6E Pullbox**	1	EA	$1,200.00	$1,200.00
38	**2" Conduit (Trenched)**	80	LF	$35.00	$2,800.00
39	**3" Conduit (Trenched)**	100	LF	$45.00	$4,500.00
40	**4" Conduit (Trenched)**	20	LF	$50.00	$1,000.00
41	**2070 Controller and 332 Cabinet**	1	EA	$15,000.00	$15,000.00
42	**Pole (Type 1-A)**	2	EA	$700.00	$1,400.00
43	**Foundation 1A**	2	EA	$500.00	$1,000.00
44	**Rewire Signal - 4 Legs**	1	LS	$7,000.00	$7,000.00
45	**Remove Sign**	2	EA	$50.00	$100.00
	Sub-Total: Mission Inn Ave at Redwood Dr Project				**$40,600.00**
	BIKE STATION AT METROLINK STATION				
46	**Clearing and Grubbing**	1	LS	$15,000.00	$15,000.00
47	**Bike Station**	1	LS	$150,000.00	$150,000.00
	Sub-Total: Bike Station at Metrolink Station Project				**$165,000.00**
	ACCESSIBLE PEDESTRIAN SIGNALS				
48	**Remove Existing Pedestrian Push Buttons**	5	LS	$500.00	$2,500.00
49	**Accessible Pedestrian Signals - 4 Wire Systems - 4 Legs**	5	LS	$6,500.00	$32,000.00
	Sub-Total: Accessible Pedestrian Signals Project				**$34,500.00**
	BIKE CORRALS				
50	**Remove Traffic Stripe**	100	LF	$4.00	$400.00
51	**Bike Corral**	2	EA	$2,500.00	$5,000.00
	Sub-Total: Bike Corrals Project				**$5,400.00**
	HAWK SIGNALS AT MARKET ST AT: SIXTH ST AND ELEVENT ST				
52	**Remove Flashing Beacon System**	2	LS	$1,000.00	$2,000.00
53	**Install HAWK Signal System at Market St at Sixth St**	1	LS	$65,000.00	$65,000.00
54	**Install HAWK Signal System at Market St at Eleventh St**	1	LS	$65,000.00	$65,000.00
	Sub-Total: HAWK Signal Installation Project				**$132,000.00**

DOWNTOWN AND ADJOINING AREAS BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

Preliminary Engineer's Estimate

Plan Nos.:

Amount rounded to Nearest: $.01

No.	CONTRACT BID ITEMS	Quantity	Unit	Unit Price	Total
	TEQUESQUITE AVE west of ELDERWOOD COURT - BIKE STAGING				
55	**Detail 39 (Thermoplastic)**	2,700	LF	$1.50	$4,050.00
56	**Detail 9 (Thermoplastic)**	1,300	LF	$1.25	$1,625.00
57	**Detail 22 (Thermoplastic)**	1,100	LF	$2.50	$2,750.00
58	**12" White (Thermoplastic)**	140	LF	$4.50	$630.00
59	**4" White (Thermoplastic)**	200	LF	$1.00	$200.00
60	**Concrete Removable Bollards**	13	EA	$500.00	$6,500.00
61	**Bike Staging**	1	LS	$15,000.00	$15,000.00
	Sub-Total: Bike Staging Project				**$30,755.00**
	BICYCLE AND WALKING KIOSKS				
62	**Bicycle and Walking Kiosks**	5	EA	$1,250.00	$6,250.00
63	**Educational Brochures**	1	LS	$1,000.00	$1,000.00
64	**Educational Materials**	1	LS	$2,000.00	$2,000.00
	Sub-Total: Bike Staging Project				**$9,250.00**
	TWO NEW BIKE TERMINALS - BIKE SHARE PROGRAM				
65	**Bike Station Facility**	2	LS	$20,000.00	$40,000.00
66	**Maintenance of Bike Station Facility (1 Year)**	2	LS	$10,000.00	$20,000.00
	Sub-Total: Bike Terminals Project				**$60,000.00**
	BICYCLE BYPASS IMPROVEMENTS AT "T" INTERSECTIONS - REDWOOD DRIVE, BULB OUTS AT NINTH ST AT REDWOD DR				
67	**Unclassified Excavation (F)**	20	CY	$100.00	$2,000.00
68	**Replacement Unclassified Fill (F)**	7	CY	$75.00	$525.00
69	**Curb and Gutter - Std 200, Type I, 6" C.F.**	90	LF	$35.00	$3,150.00
70	**Stamped Concrete - Std. 325 (Type Per Plan0**	470	SF	$6.00	$2,820.00
71	**Detail 22 w/ RPM's (Thermoplastic)**	100	LF	$2.50	$250.00
72	**Detail 38 w/ RMP's (Thermoplastic)**	100	LF	$3.50	$350.00
73	**4" Solid Stripe (Thermoplastic)**	100	LF	$1.00	$100.00
74	**Pavement Markings (Thermoplastic)**	250	SF	$2.50	$625.00
75	**Remove Traffic Stripe**	450	LF	$1.00	$450.00
76	**Remove Pavement Markings**	120	SF	$5.00	$600.00
77	**Base Material**	3,000	SF	$1.00	$3,000.00
78	**Asphalt Concrete Berm per City Std. 250**	500	LF	$15.00	$7,500.00
	Sub-Total: Bicycle Bypass and Bulb Outs Project				**$10,500.00**
TOTAL FOR ALL CONTRACT BID ITEMS					**$866,835.00**
				Contingency (10%)	$86,683.50
				Construction Engineering (5%)	$43,341.75
				Total Construction Cost	**$997,000.00**
				Total Project Cost	**$997,000.00**

riversideca.gov/traffi ×
riversideca.gov/traffic/pdf/Plan-Update.pdf
Apps Sign in craigslist Twitter Google Hotmail ESPN Maps Dropbox BofA Ebay FF ICMA OCE Riv Intra Std Dwgs IEPBL MUTCD Godaddy LS Indians RTA Rancho Cucam...

City of Riverside Bicycle Master Plan Update: Addendum

March, 2012

PREPARED BY:
Alta Planning + Design
PREPARED FOR:
City of Riverside

City of Arts & Innovation

News Release

FOR IMMEDIATE RELEASE:
April 3, 2014

Contact:
Phil Pitchford
(951) 826-5975
riversideca.gov

Grant Funding Could Reduce Neighborhood Traffic; Public Input Sought

Meeting on April 9 to help determine whether to seek funds and how they would be used

RIVERSIDE, Calif. – The City of Riverside is holding a public meeting at 6 p.m. Wednesday (4/9) at the Dales Senior Center in White Park to gather input on ways the City could use potential grant funds to improve traffic in neighborhoods.

The Active Transportation grant could fund projects like adding sidewalks, adding bike lanes both on and off the street and installing traffic calming measures like roundabouts, possibly in place of stop signs. The city is seeking community input on whether to file the grant application and, if so, what area should be covered and what measures should be considered.

The grant application is due in early May, so timely input is crucial. The public meeting from 6 to 8 p.m. will include a presentation on possible locations and measures, and interested residents are invited to share their views on the initial suggestion and help craft a final product.

The attached map shows the area being suggested and the location of some potential measures that will better connect neighborhoods and resources like parks within the neighborhoods. Due to time constraints, the City will stick with the general area shown if the grant is filed, but boundaries can be adjusted and measures can be added, subtracted and moved.

Questions can be directed to City Councilmember Mike Gardner at (951) 826-5991 or mgardner@riversideca.gov or City Traffic Engineer Steve Libring at (951) 826-5368 or slibring@riversideca.gov

6 p.m., Wednesday, April 9

Dales Senior Center, 3936 Chestnut Street

Riverside, CA 92501

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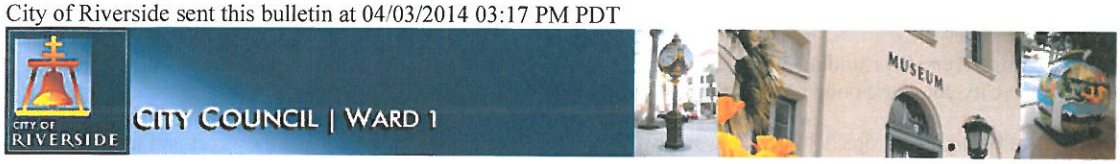
Receive Updates Go

City of Riverside Ward 1 Update

City of Riverside sent this bulletin at 04/03/2014 03:17 PM PDT



Mike Gardner
City Council Member - Ward 1

Hello All,

Riverside has an opportunity to compete for a grant that is intended to help improve traffic of all sorts in neighborhoods. The below press release announces a community meeting which will help the city decide whether to apply for the grant and if so what to include in the application.

As a point of interest please note as shown on the map below that a Class 3 Bicycle Lane is marked, but does not preclude vehicle parking. The items suggested for consideration by Public Works include a substantial amount of Class 3 Bicycle Lanes in areas where parking availability is important to the neighborhoods. Parking and Class 3 Bicycle lanes are not mutually exclusive.

I hope to see you at the April 9 meeting. If you are unable to attend but have comments please feel free to contact me by email or phone.

Best regards,

Mike
mgardner@riversideca.gov
Office 826-5991
Cell 941-7084

CITY OF RIVERSIDE
City of Arts & Innovation

News Release

FOR IMMEDIATE RELEASE:

April 3, 2014

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Phil Pitchford
(951) 826-5975
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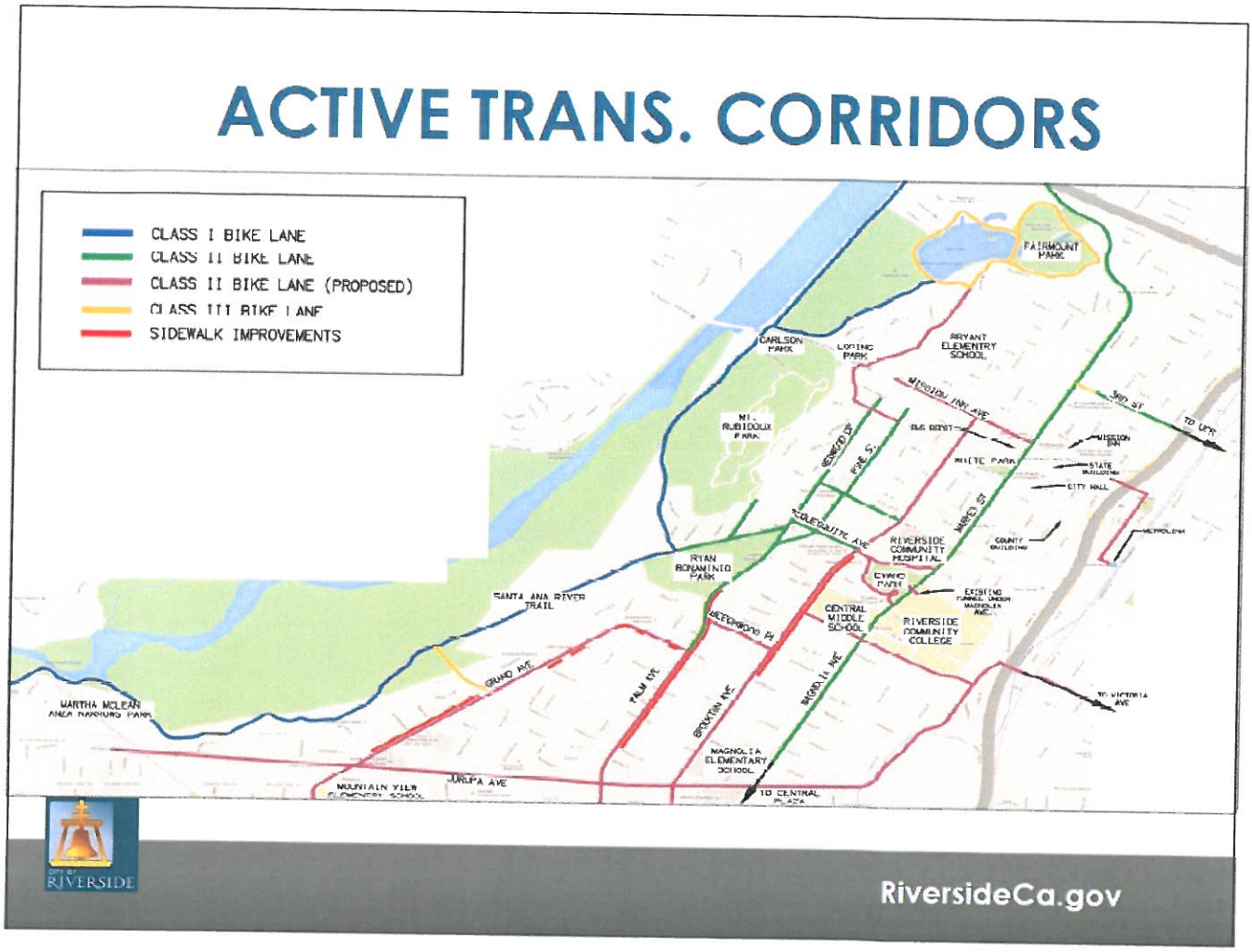
6 p.m., Wednesday, April 9

Dales Senior Center, 3936 Chestnut Street
Riverside, CA 92501



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Riverside Unified School District
3380 14TH Street – P.O. Box 2800
Riverside, California 92516

KIRK R. LEWIS, Ed.D.
ASSISTANT SUPERINTENDENT, OPERATIONS
(951) 788-7135, Ext. 80413
FAX: (951) 778-5668
klewis@rusd.k12.ca.us

RUSD
Innovation in Education

Michael H. Fine
Interim District Superintendent

May 16, 2014

Mr. Thomas J. Boyd
Public Works Director
City of Riverside
3900 Main Street
Riverside, CA 92522

Dear Mr. Boyd:

Please accept this as a letter of support from the Riverside Unified School District for the proposed Active Transportation Program project which incorporates thirteen important components aimed at increasing walking, cycling and safety in the Downtown and adjoining areas of the City. The proposed project would provide valuable bike lane connections linking routes to three of our district schools, including Magnolia Elementary, Bryant Elementary, and Central Middle Schools. The cyclist and pedestrian improvements would provide a safer bicycling and walking environment for our students. It is our understanding that the City is submitting this project in an attempt to obtain grant funding under the Active Transportation Program.

We believe that this project would encourage and increase walking and cycling as well as greatly enhance safety for our students walking and bicycling to and from Magnolia Elementary, Bryant Elementary, and Central Middle Schools located within Riverside Unified School District by minimizing potential pedestrian/cyclist and vehicle conflicts and reducing vehicular speeds along neighboring street segments.

We support and encourage pursuit of this very important project.

Sincerely,

Kirk R. Lewis, Ed.D.
Assistant Superintendent, Operations

Wood Streets Green Team

May 5, 2014

Mr. Thomas J. Boyd
Public Works Director
City of Riverside
3900 Main Street
Riverside, CA 92522

Dear Mr. Boyd:

The Wood Streets Green Team (WSGT), a local neighborhood group concerned with sustainability in Riverside, has been asked to provide a letter of support for the city of Riverside's Active Transportation Program grant application.

The WSGT supports the city of Riverside in efforts to address alternative transportation approaches and to encourage their use. The proposed Active Transportation Program project incorporates components aimed at increasing walking, cycling and safety in the Downtown and adjoining areas of the City. The proposed project would provide valuable sidewalk, walkway and bike lane connections linking routes to schools, parks, the Santa Ana River Trail, the Downtown Metrolink Station, the Downtown and Justice Center Areas, and community neighborhoods. These improvements would provide a safer bicycling and walking environment for area residents, students, employees and business patrons.

The proposed project also supports the Green Team's sustainability goals that include the expansion of bicycling facilities citywide and the promotion of alternative modes of transportation. As one of many active neighborhood groups in the city, we want to support a project that will enhance the viability of a healthy, active community.

Sincerely,

Susan Fahrney, MPH
Chair, Wood Streets Green Team
sfahrney@charter.net
951-323-7343

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location:** The project is situated in the northwesterly part of the City of Riverside primarily within Ward 1 and includes adjoining areas of Wards 2 and 3. Ward 1 is approximately 11.8 square miles with an estimated population of 100,000, which includes area businesses, patrons, and employees. The project area is bounded by Beatty Avenue to the south, SR-60 Freeway to the north, the Santa Ana River Trail (SART) to the west, and Commerce Street to the east, encompassing the Downtown area (primarily comprised of commercial businesses, the Justice Center, key government facilities, a library and several museums), two elementary schools, one middle school, Mission Inn Historic landmark, Riverside Community College (RCC), seven City parks, the Downtown Metrolink Station, and extensive residential communities. Specific project locations are outlined below.

2. **Project Coordinates** Latitude N33.978348 (Decimal degrees) Longitude W-117.3830494 (Decimal degrees)

3. **Project Description**: The Project is comprised of thirteen components that collectively help increase walking and cycling, enhance safety, expand and connect bicycle and pedestrian facilities, and educate to encourage adoption of active lifestyles including:

   1) Provide valuable connections to area schools, key Downtown destination, the local SART and regional transportation at the Downtown Metrolink Station through expansion of the City's existing Class II bike lanes adding seventeen miles of new bike lanes on twelve street segments (as shown on the accompanying map) including designated portions of: Jurupa Avenue; Olivewood Avenue; Grand Avenue; Rubidoux Avenue; Palm Avenue; Bandini Avenue; Beechwood Place; Ramona Drive; Mission Inn Avenue (2 segments); Vine Street; and Redwood Drive

   2) Install 2,500 linear feet of connecting sidewalk improvements on Palm Avenue leading to residential neighborhoods and Ryan Bonaminio Park

   3) Construct a bike station to include showers, lockers, and available repair equipment at the Downtown Metrolink Station

   4) Add kiosks at five key locations providing pedestrians and cyclists maps of area connectivity

   5) Upgrade of the existing rapid flashing beacons to HAWK signals at uncontrolled crosswalks on Market Street at the intersections of Sixth and Eleventh Streets

   6) Relocate a gate and install roadway striping to create a bicycle staging area at the west end of Tequesquite Avenue to offer additional parking, separated two-way bike lane, and closer access to the SART and community garden within adjacent Ryan Bonominio Park

   7) Expand development of the City's new and innovative bike share program to include two new terminals at key locations

   8) Convert two Downtown on-street parking spaces to bike corrals to encourage business patrons and employees to cycle

   9) Construct AC reflectorized berms to create bicycle bypasses and traffic circles on Redwood Drive and establish a more bike-able corridor with improved flow, eliminate stopping at stop controlled intersections at Eleventh, Twelfth, Thirteenth and Fourteenth Streets and Tequesquite Avenue, and install curb bulb-outs at Ninth Street to increase safety for the high volume of pedestrians crossing to access Mt. Rubidoux Park

   10) Installation of Accessible Pedestrian Systems at five key locations to improve safety and walkability for the blind and visually impaired and encourage mobility

11) Addition of a crosswalk and pedestrian phase on the west leg of the signalized intersection at Mission Inn Avenue and Redwood Drive
12) Construction of a decomposed granite walking path separated from traffic by an asphalt berm within the curve on the south side of Glenwood Drive near the southerly Mt. Rubidoux Park entrance
13) Installation of improvements including an all-way stop, crosswalk, and new sidewalk to extend out the intersection of Tequesquite and San Andreas Avenues to improve safety and access for this heavily utilized pedestrian approach to Mt. Rubidoux Park

4. **Project Status**

Preliminary conceptual designs have been prepared for all 13 project components and the City does not anticipate any of the project components requiring CEQA or NEPA review/clearance. All projects are within City right-of-way and avoid potential impacts to the social and natural environment. Additionally, the Project does not anticipate permits from other agencies. The City would develop educational and connectivity maps to be made available at the kiosks.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding: The selected infrastructure improvements are intended to collectively incorporate and expand the use of active transportation modes within the community. The project components were selected to provide the most significant impact on increasing walking and cycling in the project area by creating safer, more direct and connected paths to target areas including local schools, a community college, City parks, regional transportation, local transportation, surrounding neighborhoods, and the vast array of workplaces, shopping and dining venues, museums, library facilities, Mission Inn landmark, and other key attractions located in the City's Downtown Area. Further, many of these project components such as bike corrals, kiosks, separated two-way bike lanes, bike station, High-Intensity Activated crosswalk (HAWK) signals, and reflectorized AC berms at "T" intersections are new and enhanced approaches by City of Riverside that would stimulate similar construction projects in other parts of the City as well as adjoining agencies such as City of Corona, City of Moreno Valley and County of Riverside to increase biking and walking.

The proposed addition of Class II bike lanes is supported by and in accordance with the goals of the City's Bicycle Advisory Committee aimed at building connectivity and uninterrupted routes to highly visited Ward 1 and 2 destinations. The project would enable the City to achieve important safety enhancements such as moving pedestrians from the roadway onto sidewalks and walkways at three locations, separating cyclists from vehicular traffic on twelve street segments, heightening driver awareness at two highly utilized uncontrolled crosswalks through the use of HAWK signals, minimizing crossing distance by installing bulb-outs at a high pedestrian activity intersection, eliminating unexpected crossings at one leg of an intersection by installing a crosswalk and pedestrian phase, providing Accessible Pedestrian Systems for the blind and visually impaired to facilitate street crossings at key intersections, and providing a controlled crossing for the substantial number of pedestrians accessing the southerly entrance to Mt. Rubidoux Park. Each of these vital safety improvements is ultimately targeted at reducing the number of collisions and injuries involving pedestrians and cyclists throughout the project area. Incorporated into our project are elements aimed specifically at expanding walking and cycling within the community, including installation of a bike station at the Downtown Metrolink Station to promote both cycling for commuters and students and Metrolink ridership, creation of a

bicycle staging area and separated two-way bike lane to provide additional, improved and more convenient access to the SART and the community garden at Ryan Bonaminio Park, and addition of two new bike share terminals to promote use of this innovative bike rental program. Additionally, the education elements including kiosk maps, brochures and items promoting walking and cycling will be distributed at key locations, neighborhood meetings, Mayor's Night Out Events, Safe Routes to School Workshops, and other community events.

2. **Consistency with Regional Transportation Plan (100 words or less)**
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The City of Riverside's proposed Project exemplifies the goals of the Western Riverside Council of Governments (WRCOG) June 2010 Non-Motorized Transportation Plan (NMTP). Our project combines multiple elements designed to increase "non-motorized transportation" in our local community by creating safe, inviting, new facilities that promote walking and biking within the City's Downtown and extensive adjoining residential zones. The various components of the Project embody WRCOG's goal of providing a regional backbone network of bicycle and pedestrian facilities to provide enhanced transportation mobility. The proposed Project would reduce congestion, emissions, vehicle trips, and provide for a more healthy and sustainable community.

IV. NARRATIVE QUESTIONS

1. **POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.** *(0-30 POINTS)*

A. **Describe how your project encourages increased walking and bicycling, especially among students.** The project includes installation of seventeen miles of Class II (delineated) bike lanes on streets that connect to Magnolia Elementary, Bryant Elementary, Central Middle School, and Riverside Community College (RCC) encouraging and facilitating cycling to and from school, parks, local trails, and key Downtown destinations. Expansion of the bike share program and bike station construction at Metrolink Station will encourage both college students and commuters to cycle to and from school or work and potentially increase Metrolink ridership. Construction of the bike staging area near the entrance to the SART will encourage recreational biking and trail use. Installation of missing sidewalk, walking path, crosswalks, HAWK signals, and use of Accessible Pedestrian Systems will increase safety and promote walking within the Downtown Area and throughout the community.

B. **Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.** Our project combines a variety of elements chosen specifically to include improvements at locations which will impact the greatest number of people. Addition of Class II bike lanes on twelve area streets will encourage students from the nearby schools to bicycle to school by offering safe, delineated paths on their routes to school. The new bike lanes have the potential to impact over 1,000 students combined who attend local Magnolia and Bryant Elementary Schools, 700 students who are enrolled at Central Middle School, and over 20,500 students who attend Riverside Community College by giving them a safe alternative to getting to and from school. These bike lanes would link existing facilities to provide residents, commuters,

employees, and bicycle enthusiasts crucial connections to the SART, Downtown Metrolink Station (which has an estimated ridership of approximately 1,100 passengers as of 4th Quarter 2013), area parks, other frequented Downtown locations including museums, Downtown Public Library, the historic Mission Inn, the Convention Center, businesses, restaurants, government facilities, and the Justice Center which attract hundreds of thousands of visitors annually. The proposed bike station, two bike corrals, Tequesquite Avenue bike staging area at the entrance to the SART, and improvements to make Redwood Drive a more bicycle friendly corridor are all aimed at achieving a growing interest in cycling and an increase in the number of cyclists using Riverside roadways, trails and facilities. The 2009 National Household Travel Survey (NHTS) reported that a mere 0.67% of students ages K-12 used cycling as a means of transportation. The US Census Bureau's American Communities Survey (ACS) provided 2008-2010 estimates of Walking and Bicycling Commute Mode Share throughout the City of Riverside showing that only 0.9% of employed and 0.9% of college cycle as a mode of transportation. Our goal in implementing these proposed improvements is to increase cycling by 50% on streets proposed to receive Class II bike lane improvements. The project features focused on both enhancing pedestrian safety and increasing walkability were also chosen to yield the greatest benefit for the maximum number of people. Improvements including installation of sidewalk on Palm Avenue leading to a number of residential neighborhoods and Ryan Bonominio Park is expected to both assist thousands of area residents and promote walking to the nearby, recently opened Ryan Bonominio community park. Upgrade of rapid flashing beacons to HAWK signals at two uncontrolled crosswalks on Market Street will impact a number of residents, employees, patrons, and visitors to the Downtown and Justice Center Areas by providing safer, better controlled pedestrian access to these very busy areas. The proposed Tequesquite and San Andreas Avenue multi-way stop, crosswalk and sidewalk extension improvements, the Glenwood Drive pedestrian walkway, Mission Inn Avenue and Redwood Drive addition of a crosswalk and pedestrian phase, and bulb-outs at Ninth Street and Redwood Drive will benefit both area residents and the millions of walkers, hikers, and joggers who enjoy Mt. Rubidoux Park annually by creating safer, more direct paths to their destinations. Installation of Accessible Pedestrian Systems at five key locations, including an intersection in close proximity to the Blind Support Services building will significantly reduce crossing risks for visually impaired individuals and encourage their mobility. These project attributes will also stimulate walking and a healthy and active lifestyle for this community and all others who visit and explore the variety of attractions this area of Riverside has to offer. 2009 NHTS data shows that 10.57% of Riverside students ages K-12 walked to or from school. The ACS survey 2008-2010 estimates reported that a low 3.1% of employed and 3.1% of college students used walking as a form of transportation. Completion of these improvements is aimed at achieving an increase in walking of 15% (Litman 2014).

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park. The project creates improved access to four area schools including two elementary and one middle school as well as a local community college, the Downtown Area which encompasses key points of interest including the historic Mission Inn, the Convention Center, Downtown Public Library, three Downtown Museums including the Riverside Metropolitan Museum, the UCR California Museum of Photography, and the Riverside Art Museum, specialty shops and restaurants, the Downtown Metrolink Station, seven local parks and the SART through installation of seventeen miles of new Class II bike lanes on twelve street segments. This grant would also improve safety and access for pedestrians through a combination of strategically placed improvements along routes to schools,

Mt. Rubidoux and Ryan Bonaminio Parks, residential neighborhoods, and the Downtown and Justice Center Areas.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility. The Class II bike lane installation portion of the Project installs new bike lanes on twelve street segments linking existing bike lane facilities to area schools, local bike trails and the SART, the Downtown Area, and provides direct access to regional transportation at the Downtown Metrolink Station. This component will add seventeen miles of new bike lanes creating pivotal connections and eliminating biking obstacles. The delineated bike lanes would encourage students, residents, commuters, recreational cyclists, bike enthusiasts, and Downtown business and restaurant patrons to bicycle and use these facilities. The Palm Avenue sidewalk component of the project would connect existing portions of sidewalk and provide an uninterrupted path to nearby residential neighborhoods and Ryan Bonaminio Park. Accessible Pedestrian Systems will assist in creating a safer environment by providing definitive crossing guidance to blind and visually impaired individuals, encouraging mobility and use of local bus transportation. Installation of a walking path on Glenwood Drive would connect to existing sidewalk on the east side of San Andreas Avenue adjacent to Mt. Rubidoux Park. Addition of a crosswalk and sidewalk installation at the intersection of Tequesquite and San Andreas would provide direct connection between Ryan Bonaminio Park and the southerly entrance to Mt. Rubidoux Park.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. *(0-25 POINTS)*

A. **Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.** The proposed Project would reduce vehicle vs bicyclist conflicts along twelve street segments (many of which are on routes to local schools) by installing seventeen miles of new Class II bike lanes, delineating an area of the roadway for bicycle travel and separating riders from motor vehicles. Six of the street segments have speed limits at or above 35 MPH and two other segments have a 30 MPH speed limit which increases the accident risk and severity to cyclists when they have to share the road. Based on multiple bike studies, the Project would reduce the rate of cyclist injury by 50% by providing delineated bike lanes and segregating bicyclists by defining the bike path. Additionally, the project would create safer pedestrian environments, thereby reducing the probability of pedestrian involved vehicular collisions. These improvements include: construction of a missing segment of sidewalk on Palm Avenue connecting to Ryan Bonaminio Park, connecting a sector of sidewalk at the intersection of Tequesquite and San Andreas Avenues leading to Mt. Rubidoux Park, installing a pedestrian walking path on the south side of Glenwood Drive approaching Mt. Rubidoux Park, installing a crosswalk and pedestrian phase on the west leg of the signalized intersection at Mission Inn Avenue and Redwood Drive, placement of Accessible Pedestrian Systems at five key intersections several in close proximity to the Blind Support Services Facility located within Ward 3 to heighten safety for this at risk group, installing a crosswalk and multi-way stop at the intersection of Tequesquite and San Andreas

Avenues minimizing exposure of pedestrians to potential vehicular conflicts, and upgrading the existing rapid flashing beacons to HAWK signals at highly traversed uncontrolled crosswalks on Market Street at Sixth and Eleventh Streets to heighten driver awareness of the crossings. This type of signal also enables signal coordination to ensure the pedestrian crossings are activated only when adjacent signals (which are closely spaced) are not green to further reduce the risks for pedestrians. The FHWA published a study titled *Safety Effectiveness of the HAWK Pedestrian Crossing Treatment* in July 2010 that indicated that motorists have a high compliance yield rate, close to 100% at locations with HAWK improvements which would provide enhanced pedestrian safety.

B. Describe if/how your project will achieve any or all of the following:

- **Reduces speed or volume of motor vehicles:** Cycling studies have shown that installation of Class II bike lanes motivate people to bicycle. Metropolitan cities such as New Orleans, Los Angeles, and New York experienced increased bike ridership between 50% and 200% after delineated bike lanes were installed. Also, installation of delineated bike lanes require that the travel lane widths be reduced which has a direct correlation to travel speeds. Per FHWA, travel lanes that are 11-feet and 10-feet in width, experience a 2.0 and 6.6 mile per hour reduction in free-flow speed respectively. Moreover, the City would try to provide bicycle buffers to narrow travel lanes and provide additional separation between motorists and bicyclists. Both the infrastructure and non-infrastructure education elements of the project will promote and encourage cycling and walking to schools, businesses, parks, the Downtown Area, and the Downtown Metrolink Station which would decrease vehicular volumes throughout the Project area.
- **Improves sight distance and visibility:** The HAWK signal component of our project will heighten visibility of the existing heavily used uncontrolled crosswalks at the intersections of Market Street at Sixth and at Eleventh Streets. The intersections are currently equipped with rapid flashing beacons however due to the road width and four lane configuration many motorists do not perceive the devices or pedestrians waiting to enter the crosswalk. The HAWK signals would enhance motorist awareness of the uncontrolled crosswalks, as FHWA findings conclude there is a high driver compliance to these indications even on high-volume, high-speed streets, which would facilitate pedestrian activity resulting in improved safety. Class II bike lanes on roadways will also make cyclists more visible along these routes and would allow existing side street motorists to encroach onto the main street to improve sight distance of approaching traffic.
- **Improves compliance with local traffic laws:** Installation of seventeen miles of new Class II bike lanes on twelve street segments will designate an area for cyclists and encourage cyclists to ride with the direction of traffic as required by law. Addition of asphalt berms on Redwood Drive will enable cyclists to ride along the street segments without having to stop each short block for multi-way stops at T-intersections or otherwise be subject to citation for stop violations. Utilizing HAWK signals will prompt vehicles to yield to pedestrians in the crosswalks.
- **Eliminates behaviors that lead to collisions:** Extension of the intersection at Tequesquite and San Andreas Avenues and installation of a multi-way stop and crosswalk at this location will reduce or eliminate numerous midblock pedestrian crossings from Ryan Bonaminio Park to the southerly access to Mt. Rubidoux Park. Installation of seventeen miles of new Class II bike lanes will separate cyclists from vehicular traffic along these corridors, reducing the potential for collisions. The sidewalk project on Palm Avenue and walking path on Glenwood Drive would move pedestrians walking in these areas out

of the roadway and eliminate the heightened possibility of conflicts when sharing the road. Upgrade of existing rapid flashing beacons with HAWK signals on Market Street at uncontrolled crosswalks at Sixth and Eleventh Streets will increase driver recognition and compliance to pedestrians in the crosswalks. Improving the traffic signal at the intersection of Mission Inn Avenue and Redwood Drive to include a pedestrian phase and crosswalk on the west side of the intersection would eliminate pedestrians crossing unexpectedly and would provide sufficient time for pedestrians to cross the street. Installation of Accessible Pedestrian Systems at five key locations would provide blind and visually impaired pedestrians with audible cues of when to safely enter the crosswalk.

- **Addresses inadequate traffic control devices:** Upgrade of the rapid flashing beacons to HAWK signals at two uncontrolled crosswalks along Market Street will augment traditional pedestrian crossing signage to achieve greater motorist recognition and compliance of the crosswalks. Installation of a multi-way stop at Tequesquite and San Andreas Avenues would help to control and assign right-of-way for vehicles and pedestrians entering/exiting Ryan Bonaminio Park and/or accessing Mt. Rubidoux Park.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks:** The proposed Class II bike lanes would eliminate gaps in bike lane facilities along routes to schools, parks, various Downtown destinations, SART, and Metrolink Station. Addition of two bike corrals at key Downtown locations would provide needed places for cyclists to secure bicycles while patronizing the wide array of Downtown attractions, business and/or restaurants. Kiosks placed at strategic locations will inform and guide cyclists and pedestrians to nearby designated walking and cycling routes to key attractions. Installing a crosswalk at the heavily utilized intersection of Tequesquite and San Andreas Avenue will channelize pedestrians to a central crossing point and reduce or eliminate use of various points of crossing at midblock locations. New sidewalk on Palm Avenue and walking path on Glenwood Drive will move pedestrians out of the roadway and provide safer, more direct, and ADA compliant paths to their destinations.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos. Each of the thirteen project locations has its own unique features, activities, and occurrences. Component:

1) Expansion of the City's existing Class II bike lanes: Collision histories (see attached) show that a total of 34 bicycle involved collisions have occurred within the past ten years along eight of the twelve street segments proposed for bike lane installation. Though no bicycle involved collisions were reported along the remaining four street segments, these streets provide important links to existing facilities and would help create a safer, broader network for cyclists and students to utilize.

2) Connection of existing sidewalk improvements on Palm Avenue: The collision history (see attached) reflects one pedestrian involved collision within the designated project limits, however, pedestrian activity on this segment is anticipated to increase due to the recent opening of Ryan Bonaminio Park within this neighborhood. The park attracts local residents and providing connecting sidewalk improvements leading to and from nearby residential neighborhoods and Ryan Bonaminio Park is an important step in both encouraging walking and enhancing safety.

3) Installation of a bike station at the Downtown Metrolink Station: This element is aimed at increasing the number of students cycling to school and employees cycling to work as well as Metrolink ridership which will enhance safety by decreasing the number of vehicles on the road. Riverside Community College (RCC) and University of California at Riverside (UCR) are in

close proximity to the Downtown Metrolink Station and the station would facilitate bike ridership.

4) Addition of kiosks at key locations: The kiosk education materials will guide pedestrians and cyclists to a variety of routes and destinations in an effort to increase walking and cycling. The brochures will improve safety by encouraging bicyclists' use of delineated bike routes and promoting designated walking paths.

5) Upgrade of the existing rapid flashing beacons to HAWK signals at uncontrolled crosswalks on Market Street at the intersections of Sixth and Eleventh Streets: Collision histories (see attached) at both intersections at Sixth and Eleventh Streets show pedestrian involved collisions. Photos of the locations also depict the motorists' view of one of the uncontrolled crosswalks along this multi-lane roadway and a conceptual diagram demonstrates the potential improvements in driver recognition of the crosswalks and pedestrian crossings with HAWK signals in place. FHWA has noted full motorist compliance to the HAWK signal which would improve pedestrian safety.

6) Relocation of a gate and roadway striping to create a bicycle staging area at the west end of Tequesquite Avenue would offer additional parking and closer and easier access to the SART and community garden within adjacent Ryan Bonominio Park: Completion of these improvements would provide direct, convenient access to the SART and promote cycling and use of this recreational trail.

7) Further development of the City's new and innovative bike share program would include two new terminals at key locations: This exciting new program will offer bicycle rentals for short distance trips to prime locations, promoting cycling in lieu of driving.

8) Conversion of two Downtown parking spaces into bike corrals would encourage business patrons and employees to cycle rather than drive: Bike corrals placed at high activity Downtown locations would provide cyclists a safe, convenient, and high visible place to secure and leave their bicycles while patronizing Downtown businesses, attractions or commuting to jobs.

9) Construction of reflectorized AC berms along Redwood Drive would establish a bike bypass corridor and eliminate stopping at stop controlled T-intersections and curb bulb-outs at Ninth Street: The project would segregate bicyclists from motorists to encourage cycling along this corridor and increase safety for a high volume of pedestrians that cross to access Mt. Rubidoux Park;

10) Installation of Accessible Pedestrian Systems at five key locations: This component would greatly improve safety and walkability for the blind and visually impaired by giving audible guidance of when to enter the crosswalk. Several of the systems will be installed in close proximity to the Blind Support Services building located in Ward 3. These systems will create a safer environment for the blind and visually impaired by promoting independence and mobility;

11) Addition of a crosswalk and pedestrian phase on the west leg of the traffic signal controlled intersection at Mission Inn Avenue and Redwood Drive: This aspect would eliminate abrupt and unexpected pedestrian crossings while allowing the traffic signal to provide sufficient pedestrian crossing time.

12) Construction of a decomposed granite walking path separated from traffic by an asphalt berm within the curve on the south side of Glenwood Drive near the southerly Mt. Rubidoux Park entrance: This improvement would reduce pedestrian vs vehicular conflicts and encourage increased walking.

13) Installation of improvements including an all-way stop, crosswalk, and new sidewalk to extend out the intersection of Tequesquite and San Andreas Avenues: This piece of the project will improve safety, define a walking path, and provide access for this heavily utilized pedestrian approach to Mt. Rubidoux Park.

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

A. **Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.:** The City of Riverside held a public meeting within its Ward 1 neighborhoods on April 9, 2014 to receive public input and feedback regarding potential Active Transportation projects for their community. City staff reviewed the City's Bicycle Master Plan with residents and examined prospective areas for expansion of existing bike lanes, considered proposed sidewalk improvements, explored concepts for enhancing pedestrian and cyclist safety and facilities, and discussed methods of developing a network to promote active transportation in the area. Residents collaborated with City staff to compile a list of plausible projects for further examination and final selection by Public Works Department staff.

Additionally, members of a local neighborhood group known as "The Wood Streets Green Team" which is active in participating in area education, planning and sustainability activities and promoting use of alternate transportation reviewed the list of viable projects and provided valuable input.

B. **Describe the local participation process that resulted in the identification and prioritization of the project:** Collaboration with area residents and the "The Wood Streets Green Team", a local neighborhood group, provided the City with important insight into the concerns, requests, and objectives of the immediate community and those most impacted by the proposed Project. Incorporation of stakeholder input helped to provide a better understanding of the needs of the community and enabled the City to select projects that would provide the greatest overall benefit to the largest number of people. The process is also instrumental in giving residents a sense of pride and voice in shaping their local community and improving their quality of life.

C. **Is the project cost over $1 Million?** Y/N No

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen. Alternatives were considered for each component of our project as follows: 1) Signed bike routes were considered however Class II bike lanes provide greater overall benefits to safety, increased biking, and decreased motorist speeds as the travel lanes may be narrowed. These improvements are very feasible to implement. 2) Leaving Palm Avenue as existing was contemplated, but providing connecting sidewalk improvements would create a safer environment by moving pedestrians out of the roadway, provide uninterrupted walkways to residential neighborhoods and nearby Ryan Bonaminio Park, and encourage walking in the area; 3) We examined the option to leave the existing bike rack facilities in place at the Downtown Metrolink Station and found that in order to both encourage students and commuting employees to cycle to and from the Station and increase Metrolink ridership the proposed bicycle station would offer needed amenities including showers, lockers and repair facilities. Installation of a bicycle station at this location is also supported by Metrolink and they have agreed to perform all needed maintenance after initial installation, eliminating long-term costs for the City; 4) Use of guide signs and/or a website was looked at in lieu of the kiosk, yet the kiosk would better serve pedestrians and cyclists on-site by providing readily accessible maps and/or route/key destination information at low initial and maintenance costs; 5) Pedestrian signals and in-pavement lighted crosswalks were assessed for the uncontrolled crosswalks on Market Street, nonetheless the selected HAWK signals would provide more effective control and safety at the crossings than the lighted crosswalks option and at a much lower cost than full pedestrian signals; 6) Other improvements including roadway widening to separate the two-way trail and raised medians were examined, however the chosen bicycle staging area achieved through striping and gate relocation would provide similar benefits at significantly lower costs; 7) Staff evaluated the Bike Share Program and recommend two additional depots/terminals at strategic locations to further encourage and facilitate biking through the Downtown and adjoining neighborhoods; 8) A bike parklet with raised structure was deliberated for encouraging cycling in the Downtown Area, yet similar results could be achieved through use of the chosen bike corrals at a more feasible cost; 9) Roadway widening, installation of sidewalk improvements, speed humps, raised crosswalks, and landscaped medians were weighed against the chosen asphalt berm, bulb-outs and traffic circle with the later providing the simplest, lowest cost solution; 10) Accessible Pedestrian Systems were selected to provide the most effective form of guidance for blind and visually impaired pedestrians crossing signalized intersections; 11) a full signal modification was considered for the intersection at Mission Inn Avenue and Redwood Drive to eliminate split phase operation, however the cost was significantly higher than the proposed addition of a crosswalk and pedestrian phase for the west leg; 12) Roadway widening and installation of full sidewalk improvements on Glenwood Drive was evaluated, yet the chosen decomposed granite pedestrian walkway would provide similar benefits with moving pedestrians off of the roadway and out of the path of traffic at notably reduced costs; 13) Also studied at Tequesquite and San Andreas Avenues were temporary striping improvements at the intersection and omission of the sidewalk extension which would strand pedestrians in the street area. Due to the large number of pedestrians crossing to access Mt. Rubidoux and Ryan Bonaminio Parks and the likelihood of increased pedestrian activity, the safest improvements were selected for this location.

B. **Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested** (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

***Benefits must directly relate to the goals of the Active Transportation Program**

The Project fully supports and is aligned with the Active Transportation Program goals to increase the proportion of trips by biking and walking, increase safety and mobility for non-motorized users, advance the City's and WRCOG's efforts to reduce greenhouse gases, ensure disadvantage residents fully share in the biking and walking benefits, and provides a broad spectrum of improvements directed at active transportation users. Some of these broad and unique improvements include a bike station at the Downtown Metrolink Station, bike corrals, HAWK pedestrian signals, bicycle bypasses at "T" intersections, traffic circles on Redwood Drive, Active Pedestrian Systems, and construction of two new bike terminals to further develop the City's Bicycle Share program.

Multiple in-depth studies indicate that active travel is three to six times more common than conventional surveys indicate (Rietveld 2000; Forsyth, Krizek and Agrawal 2010; Pike 2011) and this Project has 13 different facets to encourage non-motorized travel. Also, a 2010 study conducted by Guo and Gandavarapu concludes that sidewalk and bike improvements increase walking and cycling by 0.1 average daily miles and reduces automobile travel by 1.14 daily vehicle-miles per local resident, approximately 11.5 miles of reduced driving for each mile of increased active travel. This Project would provide significant community benefits as it proposes to install over 17 miles of Class II bike lanes and install sidewalk improvements on Redwood Drive, a dense residential neighborhood, to facilitate access to Ryan Bonamino Park and adjoining neighborhoods.

The evaluation method used to determine the benefit to cost (B/C) ratio of the various walking and biking components focus on studies that calculate vehicle trip reductions, monetize health benefits, and consider fuel savings by improved walking and cycling. A 2009 study by Calvill, Cope, and Kennedy estimated that a sidewalk project provides a benefit to cost ratio of 2.6:1. Other factors such as reduced congestion, pollution, and increased quality of life would further increase the B/C ratio. Gotschi (2011) studied Portland, Oregon's 40-year bicycle facility investment and took into consideration healthcare and fuel savings, and the value of an increased life expectancy to conclude that bike improvements provide a B/C ratio that ranges from 12:1-25:1. For the purpose of this analysis, a B/C ratio of 2.6:1 will be used for the sidewalk and HAWK signal improvements and a 12:1 B/C ratio for the 17 miles of Class II bike lanes and bike facilities. B/C ratios for the other improvements are not readily available and therefore will use a B/C ratio of 1:1. The following table shows the details of the combined B/C for the Project.

Items	Project	Construction Cost	B/C Ratio	Total Benefit
1	Class II Bike Lanes – 17 Miles	$113,390	12:1	$1,360,680
2	Sidewalk Installation (2,500 linear ft)	$117,740	2.6:1	$306,124
3	Intersection Improvements + Sidewalk at Tequesquite Ave at Sand Andreas Ave	$45,250	2.6:1	$117,650
4	A.C. Berm at Glenwood Drive – Provide a walking path	$12,450	2.6:1	$32,370
5	Mission Inn at Redwood Dr – Crosswalk and Pedestrian Phase and Indications	$40,600	2.6:1	$105,560
6	Bike Station at Downtown Metrolink Station	$165,000	1:1	$165,000
7	APS Systems – Five Downtown Intersections	$34,500	1:1	$34,500
8	Bike Corrals (2 Each)	$5,400	1:1	$5,400
9	HAWK Signals- Market St at: Sixth and Eleventh Streets	$132,000	2.6:1	$343,200
10	Tequesquite Ave w/o Elderwood – Bike Staging Area	$30,755	12:1	$369,060
11	Bicycle and Walking Kiosks (6 ea) to provide educational and connectivity brochures plus non-infrastructure education materials	$9,250	1:1	$9,250
12	Two New Bike Terminals – Further develop the City's Bicycle Share Program	$60,000	12:1	$720,000
13	Bicycle Bypass Improvements at "T" Intersections – Redwood Drive, bulb outs at Ninth St at Redwood Dr	$10,500	1:1	$10,500
14	Mobilization	$40,000		
15	Traffic Control and Access	$30,0000		
16	Water Pollution Control	$20,000		
	Subtotal	$866,835		$3,579,294
	Construction Engineering (5%)	$43,300		
	Contingency (10%)	$86,700		
	Total	$997,000		

$$\frac{Benefit}{Total\ Project\ Cost} = \frac{\$3{,}579{,}294}{\$997{,}000} = \mathbf{3.59} \qquad \frac{Benefit}{Program\ Funds\ Requested} = \frac{\$3{,}579{,}294}{\$877{,}000} = \mathbf{4.08}$$

• Applicant considers alternatives and exceptionally justifies the project nominated - 5 points • Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points • Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points • Applicant did not consider alternatives or justify the project nominated - 0 points
• Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points • Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1- 3 points • Applicant did not logically describe how project benefits were quantified - 0 points

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues. The proposed project incorporates infrastructure and non-infrastructure education elements to increase walking and cycling throughout the community. The project components selected were those capable of impacting the greatest number of people for the lowest possible costs. County of Riverside 2009 Epidemiology data shows that nearly 35% of Riverside students are overweight. Riverside County data also shows that 272,000 of its residents have been diagnosed with asthma. Asthma prevalence in Riverside County has been linked to several risk factors and data shows that 28.2% of adult asthma sufferers are also obese and 12.8% live below the Federal Poverty Level. Our project would provide connectivity of bike lanes, several of which include primary routes to Magnolia Elementary, Bryant Elementary, Central Middle School, and Riverside Community College (RCC) making students' routes to school safer and more accessible thus encouraging them to walk and bicycle to school. The project would also improve safe pedestrian and cyclist access to the SART for recreational cyclists and families and seven area parks. Several of the parks serve the walking community by providing low-intensity walking paths or trails, encouraging use by children, families and adults, including those over 50 years of age. Mt. Rubidoux Park which offers various trail routes ranging from less than one mile to nearly two miles also attracts nearly one million pedestrians hiking the mountain annually and provides a great outdoor activity for many. The project includes features which would make access to Mt. Rubidoux Park safer and more convenient. The project also provides facilities to encourage cycling to popular Downtown attractions, expanding the City's innovative approaches to elevating the use of non-motorized transportation. The project expects increased commuter train ridership by offering a bike station at the Metrolink Station and bike share programs which allow convenient, low-cost bike rentals for short trips to key destinations for students and the general public. The bike corrals will encourage both local residents to bike to the nearby Downtown Area and employees in the area to bike to work rather than drive by offering racks for the safe and secure storage of their bicycles in highly visible and trafficked areas. Utilization of

Accessible Pedestrian Systems at five key locations to provide safer points of crossing will also aid the blind and visually impaired in gaining mobility and independence.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

IV. NARRATIVE QUESTIONS- continued

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: $ 48,585 (92501 Zip Code) and $48,000 (92507 Zip Code)
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 40.74 (92501 Zip Code), 39.76 (92504 Zip Code), 38.96 (Zip Code 92507)
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

B. **Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.** A majority of our project components are proposed for sites located within zip codes 92501 and 92507 which meet the criteria for disadvantaged communities with median household incomes of less than 80% of the statewide median. Additionally, CalEnviroScreen shows a significant portion of our project area as ranked within the top 10% in the state of environmentally disadvantaged communities. A vast majority of our project features improvements within zip codes 92501, 92507, and 92504 which all fall into the 91-95% range on the CalEnviro Screen scoring table. Each portion of our project provides distinct benefits to the disadvantaged communities it serves. Installation of Class II bike lanes will provide a safer and more extensive network for use by members of these communities to access their neighborhoods, three nearby schools, Riverside Community College (RCC), seven parks, the SART, the Downtown Metrolink Station, the Downtown library, museums, businesses, the Justice Center and other government facilities. Bicycling not only offers a great form of activity and way to improve one's health, but serves as an inexpensive means of transportation both as alternate transportation and as a primary source for those who do not own a vehicle. Improved access to the Downtown Metrolink Station also provides members of these communities with the now convenient and less expensive option of using public

transportation in lieu of driving. Other cycling components including the bicycle station, bike corrals, and bike share terminals encourage cycling within these disadvantaged areas by offering free or low cost needed services for students, commuters, recreational bikers and avid cyclists such as lockers, showers and repair facilities near the Downtown Metrolink Station, safe, secure places for cyclists to store their bicycles at key Downtown locations, and for those that do not own bicycles the option to rent bikes for short trips to key destinations. Pedestrian aspects of our project are also advantageous to these disadvantaged communities by creating safer, more inviting walking environments. The addition of sidewalk and walkway improvements link existing facilities for better access to neighborhoods, parks and local schools and moves these pedestrians out of the vehicular travel lanes, reducing potential conflicts. Walking is another excellent type of exercise which provides numerous health benefits while enabling residents of these communities to get to their destinations both efficiently and at no cost. The Tequesquite Avenue proposed improvements would promote safer and higher use of the two adjacent parks including Ryan Bonominio and Mt. Rubidoux for families, walkers, joggers and hikers within these communities. Elements such as the HAWK signals, Accessible Pedestrian Systems and crosswalks additionally serve the disadvantaged communities by reducing potential risks of vehicular conflicts for walkers and encouraging walking and mobility for groups including the blind and visually impaired. The education components would also focus on teaching safe, active lifestyle habits and providing guidance and encouragement for the disadvantaged communities this project serves.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points
- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project Schedule
Project Map	Preliminary Plan	

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Yes
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Yes
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

Project information was forwarded to Virginia Clark at the CCC for review and consideration. The CCC has elected not to participate in our project (see attached e-mail).

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

IV. NARRATIVE QUESTIONS- continued

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** *(0 to -10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project. The City of Riverside Public Works Department has successfully performed on various awarded grants within the past five years. The grants included a Safe Routes to School (SR2S) Cycle 10 funded project in the amount of $337,700 which installed a mid-block pedestrian signal and crosswalk at the frontage of Jefferson Elementary School, a traffic signal at the previously uncontrolled crosswalk at Jefferson St. and Garfield Ave. across adjacent to Ramona High School, and relocation of a traffic signal at the exit driveway of Madison Elementary School.

Additionally, the City is currently performing as planned on six additional ATP category grants including:

1. An SB-821 Bicycle and Pedestrian Facilities Program grant funded project which will install sidewalk on the north side of University Avenue from the I-215 Freeway to Campus Drive to provide improved pedestrian access to the University of California Riverside (UCR) and nearby student housing. The project also provides improved signal operations to reduce pedestrian conflicts at the I-215 Southbound Entrance Ramp. The City is currently in the process of obtaining contractor bids for the project;
2. An SB-821 Bicycle and Pedestrian Facilities Program grant funded project which will install a raised median, drop-off and pick-up area, and bike lanes on Canyon Crest Drive adjacent to University of California Riverside (UCR). The City is currently in the process of obtaining contractor bids for the project;
3. Highway Safety Improvement Program (HSIP) grant funded project which will include installation of Class II bike lane improvements and restriping along Third Street. The City is currently in the process of obtaining contractor bids for the project;
4. A Bicycle Transportation Account funded Brockton Avenue Road Diet Project which will reduce the number of travel lanes and install Class II buffered bike lanes on Brockton Avenue from Beatty Drive to Mission Inn Avenue. The City has issued the Notice to Proceed (NTP) to the contractor;
5. A Highway Safety Improvement Program (HSIP) grant funded project which will expand shoulder width providing an area for pedestrians and cyclists, soften the horizontal curve alignment , install a rumble strip, guardrail and lighting along the rural portion of Arlington Avenue from Fairhaven Drive to the westerly City limits. This project is currently in the design phase;
6. A Highway Safety Improvement program grant funded project which will install Class II bike lanes along Canyon Crest Drive between Ransom Road and Mission Grove Parkway, a new crosswalk at Via Vista Drive and three new traffic signals on Canyon Crest Drive at Ransom Road, Via Vista Drive and Mission Grove Parkway. The bid award for this project is scheduled for early May 2014.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/19/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
08						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
RIV				City of Riverside, Public Works Department	
				MPO	**Element**
				SCAG	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Gilbert Hernandez	(951) 826-5148	ghernandez@riversideca.gov

Project Title

Downtown and Adjoining Areas Bicycle and Pedestrian Improvements Project

Location, Project Limits, Description, Scope of Work ☑ See page 2

The project is situated in the northwesterly part of the City of Riverside primarily within Ward 1 and includes adjoining areas of Wards 2 and 3. Ward 1 is approximately 11.8 square miles with an estimated population of 100,000, which includes area businesses, patrons, and employees. The project area is bounded by Beatty Avenue to the south, SR-60 Freeway to the north, the Santa Ana River Trail (SART) to the west, and Commerce Street to the east. The project area encompasses the Downtown area (primarily comprised of commercial businesses, the Justice Center, key government facilities, (see page 2)

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Riverside, Public Works Department
PS&E	City of Riverside, Public Works Department
Right of Way	City of Riverside, Public Works Department
Construction	Contractor (By Others)

Purpose and Need ☑ See page 2

The selected infrastructure improvements are intended to collectively incorporate and expand the use of active transportation modes within the community. The project components were selected to provide the most significant impact on increasing walking and cycling throughout the project area by creating safer, more direct and connected paths to target areas including local schools and a community college, City parks, regional transportation, local transportation, surrounding neighborhoods, and the vast array of workplaces, shopping and dining venues, museums, library facilities, Mission Inn landmark, and other key attractions located in the City's Downtown Area. (see page 2)

Project Benefits ☑ See page 2

The Project fully supports and is aligned with the Active Transportation Program goals to increase the proportion of trips by biking and walking, increase safety and mobility for non-motorized users, advance the City's and WRCOG's efforts to reduce greenhouse gases, ensure disadvantaged residents fully share in the biking and walking benefits, and provides a broad spectrum of improvements directed at active (see page 2)

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**08/31/14**
Begin Environmental (PA&ED) Phase			11/01/14
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	12/31/14
Draft Project Report			02/28/15
End Environmental Phase (PA&ED Milestone)			04/30/15
Begin Design (PS&E) Phase			01/01/15
End Design Phase (Ready to List for Advertisement Milestone)			03/31/15
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			03/31/15
Begin Construction Phase (Contract Award Milestone)			08/01/15
End Construction Phase (Construction Contract Acceptance Milestone)			10/30/15
Begin Closeout Phase			11/01/15
End Closeout Phase (Closeout Report)			04/30/16

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

☑ New Project

						Date:	5/19/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**	
08							

Project Title

Downtown and Adjoining Areas Bicycle and Pedestrian Improvements Project

Additional Information

Location, Project Limits, Description, Scope of Work (Continued): a library and several museums), two elementary schools, one middle school, Mission Inn Historic landmark, Riverside Community College (RCC), seven City parks, the Downtown Metrolink Station, and extensive residential communities. The Project is comprised of thirteen components that collectively will help increase walking and cycling, enhance safety, expand and connect bicycle and pedestrian facilities, and educate to encourage adoption of active lifestyles including: 1) installation of 17 miles of Class II bike lanes on 12 street segments; 2) installation of sidewalk improvements on Palm Avenue; 3) installation of a bike station at the Downtown Metrolink Station; 4) addition of kiosks providing maps of area connectivity at key locations; 5) upgrade of existing rapid flashing beacons to HAWK signals at 2 uncontrolled crosswalks on Market Street; 6) relocation of a gate and roadway striping at the west of Tequesquite Avenue to create a bicycle staging area, additional parking and separated two-way bike lane, and closer access to the SART and Ryan Bonominio Park community garden; 7) expansion of the City's new and innovative bike share program to inlcude 2 new terminals at key locations; 8) conversion of 2 parking spaces Downtown into bike corrals; 9) construction of AC reflectorized berms to create bicycle bypasses and traffic circles on Redwood Drive to create a more bikeable corridor and bulb-outs on Nith Street to increase safety for pedestrians accessing Mt. Rubidoux Park; 10) installation of Accessible Pedestrian Systems at 5 key locations to improve safety and walkability for the blind and visually impaired; 11) addition of a crosswalk and pedestrian phase on the west leg of the signalized intersection at Misison Inn Ave. and Redwood Dr.; 12) construction of a decomposed granite walking path and asphalt berm within the curve on the south side of Glenwood Drive; and 13) installation of an all-way stop, crosswalk, and new sidewalk to extend the intersection of Tequesquite and San Andreas Aves. to improve safety and access to Mt. Rubidoux Park. Purpose and Need (continued): Further, many of these project components such as bike corrals, kiosks, separated two-way bike lanes, bike station, High-Intensity Activated crosswalk (HAWK) signals, and reflectorized AC berms at “T” intersections are new and enhanced approaches by City of Riverside that would stimulate similar construction projects in other parts of the City as well as adjoining agencies such as City of Corona, City of Moreno Valley and County of Riverside to increase biking and walking. A majority of our project components are proposed for sites located within zip codes 92501 and 92507 which meet the criteria for disadvantaged communities with median household incomes of less than 80% of the statewide median. Additionally, CalEnviroScreen shows a significant portion of our project area as ranked within the top 10% in the state of environmentally disadvantaged communities. A vast majority of our project features improvements within zip codes 92501, 92507, and 92504 which all fall into the 91-95% range on the CalEnviro Screen scoring table. Each portion of our project provides distinct benefits to the disadvantaged communities it serves.Additionally, the education elements including kiosk maps, brochures and items promoting walking and cycling will be distributed at key locations, public events including neighborhood meetings, Mayor’s Night Out Events, Safe Routes to School Workshops, etc. Project Benefits (Continued): transportation users. The propsed project provides the greatest benefits to the largest number of people for the lowest possible cost including: improved pedestrian and bicycle facilities and routes to schools, better connectivity, links to local and regional transportation, a college and employment centers, enhanced safety and potential for reduced collisions and injuries, reduced vehicular speeds and volumes, encourages walking and cycling in the project communities, and educates the public regarding the benefits of adopting an active lifestyle and using safe, inexpensive alternate modes of transportation in their daily lives.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV					
Project Title:	Downtown and Adjoining Areas Bicycle and Pedestrian Improvements Project					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			997					997	
TOTAL			997					997	

Fund No. 1:	ATP								Program Code
Proposed Funding ($1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			877					877	
TOTAL			877					877	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Riverside
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			120					120	
TOTAL			120					120	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV					
Project Title:	Downtown and Adjoining Areas Bicycle and Pedestrian Improvements Project					

Fund No. 4:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV					
Project Title:	Downtown and Adjoining Areas Bicycle and Pedestrian Improvements Project					

Fund No. 8:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 0
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 877
Construction Phase-Non-infrastructure	$ 0
Total for ALL Phases	**$** 877

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
City of Riverside Matching Funds	$ 120
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 997
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$ 0
Request for Safe Routes to Schools Infrastructure work	$ 0
Request for Safe Routes to Schools Non-Infrastructure work	$ 0
Request for other Non-Infrastructure work (non-SRTS)	$ 2
Request for Recreational Trails work	$ 0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	10/31/2014	04/30/2015
PS&E	12/31/2014	
Right-of-Way		03/31/2015
Construction	05/31/2015	08/31/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Downtown & Adjoining Areas Bicycle and Pedestrian Improvement Project

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
08/01/2015	08/31/2015	Design map/guide materials for handout at kiosks
09/02/2015	09/15/2015	Print map/guide materials for handout at kiosks
09/02/2015	09/15/2015	Prepare/select public educational materials or handouts for City events
09/02/2015	10/15/2015	Print and/or purchase public educational materials/handouts for City events

Fuller, Dawna

From: Sampson, Michael
Sent: Friday, May 16, 2014 3:11 PM
To: Fuller, Dawna
Subject: FW: City of Riverside ATP projects to CCC

Michael Sampson
Assistant Engineer
Public Works Department
City of Riverside
3900 Main St, 4th Floor
Riverside, CA 92522
(951) 826-5406

From: Nguyen Thuy
Sent: Friday, May 16, 2014 2:18 PM
To: Hernandez, Gilbert; Becker, Brandi
Cc: Sampson, Michael
Subject: FW: City of Riverside ATP projects to CCC

FYI

From: Clark, Virginia@CCC [mailto:Virginia.Clark@CCC.CA.GOV]
Sent: Friday, May 16, 2014 1:41 PM
To: Nguyen Thuy
Cc: Soria, Rhody@CCC; calocalcorps@gmail.com; Rankin, Michelle@CCC
Subject: FW: City of Riverside ATP projects to CCC

Thuy

Of the eight ATP projects you submitted, The CCC is interested in only one of them The Santa Ana River Trail (SART-Trail Imp.)

The other seven (7) we are not interested in.

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177

virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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From: Soria, Rhody@CCC
Sent: Friday, May 16, 2014 10:44 AM
To: Clark, Virginia@CCC
Cc: Schmier, Scot@CCC; Rankin, Michelle@CCC; Simpson, Trish@CCC
Subject: RE: City of Riverside ATP projects to CCC

Hi Virginia,

Of the eight projects listed, we will say Yes to only one of them The Santa Ana River Trail (SART-Trail Imp.)

Thank you,
Rhody

From: Clark, Virginia@CCC
Sent: Thursday, May 15, 2014 3:42 PM
To: Soria, Rhody@CCC
Cc: Schmier, Scot@CCC; Rankin, Michelle@CCC
Subject: FW: City of Riverside ATP projects to CCC

Rhody

Please review these 8 projects

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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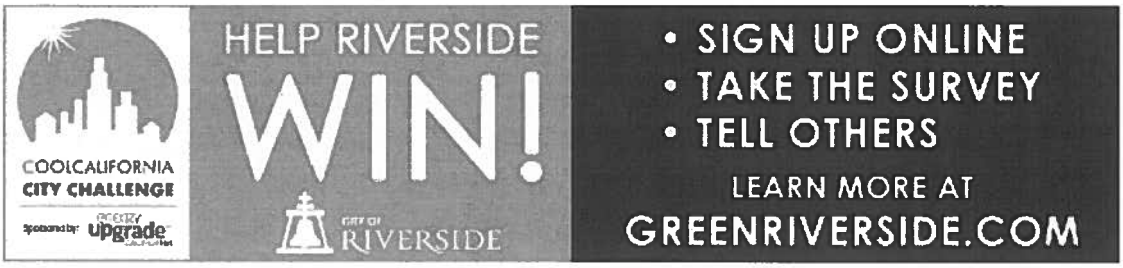
From: Nguyen Thuy [mailto:TNNguyen@riversideca.gov]
Sent: Thursday, May 15, 2014 3:04 PM
To: Clark, Virginia@CCC
Cc: Hernandez, Gilbert; Becker, Brandi
Subject: City of Riverside ATP projects to CCC

Dear Virginia,

Per our conversation yesterday, the City of Riverside is submitting 8 grant applications to seek 2014 ATP fund to enhance and improve the City's infrastructures. The City would like to see if the CCC would be interested in participating in any of the work as part of these projects. Attached are 8 pdf files, one for each project, for the CCC's review and consideration.

Sincerely,

Thuy Nguyen, P.E.
Senior Engineer
City of Riverside Public Works Dept.
Phone: (951) 826-5706



City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: BANDINI AV
Limit 1: BRIGHTON DR
Limit 2: PALM AV

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.26 miles (1,354')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: BEECHWOOD PL
Limit 1: PALM AV
Limit 2: BROCKTON AV (S)

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.27 miles (1,424')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: BEECHWOOD PL
Limit 1: PALM AV
Limit 2: BROCKTON AV (N)

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.27 miles (1,424')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

rterial: GRAND AV
.imit 1: MOUNTAIN VIEW AV
.imit 2: BRIGHTON DR

'otal Number of Collisions: 5
)ate Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
'305185082	7/4/05 19:37	34' North of	Grand Av/Rubidoux Av	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Unknown	Other Visible Iniurv
'405290306	10/17/05 18:18	5' North of	Grand Av/Ainsworth Pl	Other	Bicycle	West	Making Right Turn	North	Proceeding Straight	Unknown	Complaint of Pain
'07-012322	1/24/07 10:07	0' In Int.	Grand Av/Carlingford Av (W)	Broadside	Bicycle	South	Traveling Wrong Way	East	Proceeding Straight	Wrong Side of Road	Other Visible Iniurv
'07-193765	12/21/07 16:59	106' North of	Grand Av/Carlingford Av (W)	Sideswipe	Bicycle	South	Entering Traffic	South	Proceeding Straight	Improper Turning	Other Visible Iniurv
'10121308	8/26/10 15:08	12' North of	Grand Av/Old Mill Rd	Broadside	Bicycle	North	Stopped In Road	North	Making Right Turn	Other Hazardous Movement	Other Visible Iniurv

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 2

Arterial: GRAND AV
Limit 1: MOUNTAIN VIEW AV
Limit 2: BRIGHTON DR

Total Number of Collisions: 5
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 5 **Segment Length:** 1.31 miles (6,933')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: JURUPA AV
Limit 1: FLORENCE ST
Limit 2: OLIVEWOOD AV

Total Number of Collisions: 9
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
P304345258	12/10/04 18:04	0' In Int.	Jurupa Av/Deerfield Rd	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	
P08038263	3/17/08 17:59	3' West of	Jurupa Av/Florence St	Broadside	Bicycle	East	Proceeding Straight	North	Proceeding Straight	Wrong Side of Road	Complaint of Pain
P08109474	7/31/08 19:35	0' In Int.	Jurupa Av/Magnolia Av	Broadside	Bicycle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	Other Visible Injury
P09139997	9/15/09 06:33	0' In Int.	Jurupa Av/Riverside Av	Broadside	Bicycle	West	Traveling Wrong Way	East	Making Right Turn	Wrong Side of Road	Other Visible Injury
P11036988	3/13/11 16:00	0' In Int.	Jurupa Av/Correll St	Broadside	Bicycle	South	Making Right Turn	West	Making Left Turn	Auto R/W Violation	Complaint of Pain
P11057047	4/19/11 17:53	0' In Int.	Palm Av/Jurupa Av	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Wrong Side of Road	Property Damage Only
P11153411	10/15/11 21:15	0' In Int.	Jurupa Av/Brockton Av	Other	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Other Visible Injury
P13013582	1/28/13 17:31	530' West of	Jurupa Av/Magnolia Av	Broadside	Bicycle	West	Proceeding Straight	South	Making Left Turn	Other Hazardous Movement	Property Damage Only
P14028742	2/25/14 12:10	40' West of	Jurupa Av/Elenor St	Broadside	Bicycle	East	Traveling Wrong Way	West	Making Left Turn	Wrong Side of Road	Other Visible Injury

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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 2

Arterial: JURUPA AV
Limit 1: FLORENCE ST
Limit 2: OLIVEWOOD AV

Total Number of Collisions: 9
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 9 **Segment Length:** 2.68 miles (14,135')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: MISSION INN AV
Limit 1: LIME ST
Limit 2: VINE ST

Total Number of Collisions: 3
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
05-306125	11/2/05 12:20	9' West of	Mission Inn Av/State Hwy 91 Wboff/R	Broadside	Bicycle	East	Proceeding Straight	South		Traffic Signals and Signs	Other Visible Injury
06-019765	6/14/06 16:44	0' In Int.	Mission Inn Av/Mulberry St	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	Complaint of Pain
13059320	4/29/13 09:41	0' In Int.	Lime St/Mission Inn Av	Broadside	Bicycle	West	Entering Traffic	North	Making Right Turn	Wrong Side of Road	Complaint of Pain

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Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 2

Arterial: MISSION INN AV
Limit 1: LIME ST
Limit 2: VINE ST

Total Number of Collisions: 3
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 3 **Segment Length:** 0.15 miles (797')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: MISSION INN AV
Limit 1: REDWOOD DR
Limit 2: MARKET ST

Total Number of Collisions: 7
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
P06061056	8/24/06 12:30	' of	Mission Inn Av/Market St	Broadside	Bicycle	East	Entering Traffic	East	Stopped In Road		Property Damage Only
P06-114-441	11/27/06 19:45	0' In Int.	Mission Inn Av/Market St	Broadside	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
P09048768	4/1/09 07:08	0' In Int.	Market St/Mission Inn Av	Sideswipe	Bicycle	South	Proceeding Straight	South	Making Right Turn	Improper Turning	Property Damage Only
P09183432	12/15/09 18:01	0' In Int.	Brockton Av/Mission Inn Av	Vehicle - Pedestrian	Bicycle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Property Damage Only
P10258678	11/1/10 08:43	0' In Int.	Redwood Dr/Mission Inn Av	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Complaint of Pain
P13104725	7/21/13 15:04	0' In Int.	Mission Inn Av/Chestnut St	Broadside	Bicycle	North	Proceeding Straight	West	Making Right Turn	Other Hazardous Movement	Other Visible Injury
P13133929	9/13/13 21:45	5' North of	Mission Inn Av/Brockton Av	Broadside	Bicycle	West	Proceeding Straight	West	Making Right Turn	Wrong Side of Road	Complaint of Pain

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 2

Arterial: MISSION INN AV
Limit 1: REDWOOD DR
Limit 2: MARKET ST

Total Number of Collisions: 7
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 7 **Segment Length:** 0.56 miles (2,962')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: OLIVEWOOD AV
Limit 1: JURUPA AV
Limit 2: CRIDGE ST

Total Number of Collisions: 5
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
04120269	4/29/04 17:24	18' South of	Olivewood Av/Panorama Rd	Broadside	Bicycle	South	Making Left Turn	East	Proceeding Straight	Ped R/W Violation	Complaint of Pain
04147036	5/26/04 07:37	0' In Int.	Olivewood Av/Bandini Av	Not Stated	Bicycle	South	Traveling Wrong Way	South	Making Right Turn	Wrong Side of Road	Other Visible Iniurv
04262174	9/18/04 17:39	0' In Int.	Olivewood Av/Cridge St	Broadside	Bicycle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	Other Visible Iniurv
09083098	6/1/09 16:01	0' In Int.	Olivewood Av/City College Dr	Broadside	Bicycle	South	Proceeding Straight	South	Making Right Turn	Improper Turning	Other Visible Iniurv
09110986	7/23/09 14:31	545' South of	Olivewood Av/Boxwood Pl	Broadside	Bicycle	West	Entering Traffic	North	Proceeding Straight	Auto R/W Violation	Complaint of Pain

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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 2

Arterial: OLIVEWOOD AV
Limit 1: JURUPA AV
Limit 2: CRIDGE ST

Total Number of Collisions: 5
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 5 **Segment Length:** 0.73 miles (3,877')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: RAMONA DR
Limit 1: BROCKTON AV
Limit 2: OLIVEWOOD AV

Total Number of Collisions: 1
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
09032591	3/3/09 09:19	0' In Int.	Ramona Dr/Magnolia Av	Broadside	Bicycle	West	Making Right Turn	South	Proceeding Straight	Wrong Side of Road	Property Damage Only

Total Number of Collisions: 1 **Segment Length:** 0.75 miles (3,984')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: REDWOOD DR
Limit 1: DEXTER DR (N)
Limit 2: FIFTH ST

Total Number of Collisions: 1
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
06074412	9/16/06 13:30	0' In Int.	Redwood Dr/Banks Dr	Broadside	Bicycle	North	Proceeding Straight	West	Making Right Turn	Auto R/W Violation	Complaint of Pain

Total Number of Collisions: 1 **Segment Length:** 0.49 miles (2,613')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department
Collision Report Summary

5/16/2014
Date Range Reported: 4/24/04 - 4/24/14
Total Number of Collisions: 0
Total Numberof Persons Injured:
Total Number of Persons Killed:

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.

Settings Used For Query

Parameter	Setting
Street Name	FOURTEENTH ST
Cross Street	MARKET ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department
Collision Report Summary

5/16/2014

Date Range Reported: 4/24/04 - 4/24/14

Total Number of Collisions: 0

Total Numberof Persons Injured:

Total Number of Persons Killed:

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.

Settings Used For Query

Parameter	Setting
Street Name	MISSION INN AV
Cross Street	REDWOOD DR
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

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Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: RUBIDOUX AV
Limit 1: GRAND AV
Limit 2: PALM AV

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.50 miles (2,617')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

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Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: VINE ST
Limit 1: MISSION INN AV
Limit 2: TENTH ST

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.23 miles (1,237')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

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Traffic Collision History Report
Midblock Collisions

4/29/2014
Page 1

Arterial: PALM AV
Limit 1: RUBIDOUX AV
Limit 2: BEECHWOOD PL

Total Number of Collisions: 1
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
2405028159	1/28/05 15:07	0' In Int.	Palm Av/Rubidoux Av	Vehicle - Pedestrian	Pedestrian	South	Making Right Turn	West	Proceeding Straight	Improper Turning	

Total Number of Collisions: 1 **Segment Length:** 0.65 miles (3,440')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Pedestrian'
Sorted By	'Date and Time'

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Traffic Engineering Department

Collision Report Summary

4/24/2014

Date Range Reported: 4/24/04 - 4/24/14
Total Number of Collisions: 2
Total Numberof Persons Injured: 0
Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
04203065	7/21/04	06:50	Market St & Eleventh St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Crossed Into Opposing	Unknown	0	0
P405290055	10/17/05	08:35	Eleventh St & Market St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Proceeding Straight	Improper Passing	0	0

Settings Used For Query

Parameter	Setting
Street Name	MARKET ST
Cross Street	ELEVENTH ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department
Collision Report Summary

4/24/2014
Date Range Reported: 4/24/04 - 4/24/14
Total Number of Collisions: 3
Total Numberof Persons Injured: 5
Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
P504363127	12/28/04	11:50	Market St & Sixth St	9'	South	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	West	Proceeding Straight	Ped R/W Violation	2	0
P305128253	5/8/05	20:30	Market St & Sixth St	108'	North	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Other	Unknown	1	0
P505161244	6/10/05	16:50	Market St & Sixth St	0'	In Int.	Head-On	Pedestrian	South	Making Left Turn	East	Proceeding Straight	Unknown	2	0

Settings Used For Query

Parameter	Setting
Street Name	MARKET ST
Cross Street	SIXTH ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

5/2/2014
Page 1

rterial: TEQUESQUITE AV
imit 1: SAN ANDREAS AV
imit 2: ELDERWOOD CT

otal Number of Collisions: 0
ate Range Reported: 4/24/2004 - 4/24/2014

eport No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

otal Number of Collisions: 0 Segment Length: 0.15 miles (810')

ettings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Bicycle'
Sorted By	'Date and Time'

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5/2/2014
Page 1

Arterial: REDWOOD DR
Limit 1: UNIVERSITY AV
Limit 2: FOURTEENTH ST

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 Segment Length: 0.46 miles (2,403')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Pedestrian'
Sorted By	'Date and Time'

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Traffic Engineering Department
Collision Report Summary

5/16/2014
Date Range Reported: 4/24/04 - 4/24/14
Total Number of Collisions: 3
Total Numberof Persons Injured: 2
Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
05220132	8/7/05	14:52	Magnolia Av & Beatty Dr	0'	In Int.	Head-On	Pedestrian	West	Proceeding Straight	East	Other	Unknown	1	0
P505259059	9/16/05	08:12	Magnolia Av & Beatty Dr	30'	South	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Not Stated	Unknown	0	0
P07-070950	5/10/07	11:46	Magnolia Av & Beatty Dr	16'	South	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Not Stated	Ped R/W Violation	1	0

Settings Used For Query

Parameter	Setting
Street Name	MAGNOLIA AV
Cross Street	BEATTY DR
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department
Collision Report Summary

5/16/2014
Date Range Reported: 4/24/04 - 4/24/14
Total Number of Collisions: 5
Total Numberof Persons Injured: 4
Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
P404355238	12/20/04	17:24	Market St & University Av	12'	South	Vehicle - Pedestrian	Pedestrian	South	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	1	0
P405089302	3/30/05	21:17	Market St & University Av	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Not Stated	North	Proceeding Straight	Pedestrian Violation	1	0
P08156633	10/30/08	07:50	University Av & Market St	245'	East	Vehicle - Pedestrian	Pedestrian	North	Entering Traffic	East	Proceeding Straight	Pedestrian Violation	1	0
P10171044	11/29/10	09:36	Market St & University Av	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	North	Proceeding Straight	Ped R/W Violation	1	0
P12155580	10/25/12	23:06	University Av & Market St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	North	Proceeding Straight	Ped R/W Violation	0	0

Settings Used For Query

Parameter	Setting
Street Name	UNIVERSITY AV
Cross Street	MARKET ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

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Collision Report Summary

5/16/2014

Date Range Reported: 4/24/04 - 4/24/14

Total Number of Collisions: 1

Total Numberof Persons Injured: 1

Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
04316109	11/11/04	15:20	Market St & Tenth St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Not Stated	Traffic Signals and Signs	1	0

Settings Used For Query

Parameter	Setting
Street Name	TENTH ST
Cross Street	MARKET ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

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Collision Report Summary

5/16/2014

Date Range Reported: 4/24/04 - 4/24/14

Total Number of Collisions: 2

Total Numberof Persons Injured: 2

Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
P11040107	2/19/11	06:25	Mission Inn Av & Market St	10'	West	Sideswipe	Pedestrian	West	Making Right Turn	South		Unknown	1	0
P12135832	9/18/12	10:45	Mission Inn Av & Market St	263'	West	Vehicle - Pedestrian	Pedestrian	South	Parking Maneuver	West	Other	Unsafe Speed	1	0

Settings Used For Query

Parameter	Setting
Street Name	MISSION INN AV
Cross Street	MARKET ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department
Collision Report Summary

5/16/2014

Date Range Reported: 4/24/04 - 4/24/14

Total Number of Collisions: 0

Total Numberof Persons Injured:

Total Number of Persons Killed:

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.

Settings Used For Query

Parameter	Setting
Street Name	FOURTEENTH ST
Cross Street	MARKET ST
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department
Collision Report Summary

5/16/2014

Date Range Reported: 4/24/04 - 4/24/14

Total Number of Collisions: 0

Total Numberof Persons Injured:

Total Number of Persons Killed:

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.

Settings Used For Query

Parameter	Setting
Street Name	MISSION INN AV
Cross Street	REDWOOD DR
Starting Date	4/24/2004
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

City of Riverside
Traffic Engineering Department

Traffic Collision History Report
Midblock Collisions

5/2/2014
Page 1

Arterial: GLENWOOD DR
Limit 1: FOURTEENTH ST (W)
Limit 2: SAN ANDREAS AV

Total Number of Collisions: 0
Date Range Reported: 4/24/2004 - 4/24/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 0 **Segment Length:** 0.27 miles (1,403')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Pedestrian'
Sorted By	'Date and Time'

City of Riverside
Traffic Engineering Department
Collision Report Summary

4/24/2014

Date Range Reported: 4/24/09 - 4/24/14

Total Number of Collisions: 1

Total Numberof Persons Injured: 1

Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.
P10047236	4/6/10	16:16	San Andreas Av & Tequesquite Av	491'	North	Broadside	Bicycle	East	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0

Settings Used For Query

Parameter	Setting
Street Name	SAN ANDREAS AV
Cross Street	TEQUESQUITE AV
Starting Date	4/24/2009
Ending Date	4/24/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions