

TYLER STREET BETWEEN SR-91 AND BNSF – CONCEPTUAL IMPROVEMENTS

Public Works Department

Mobility & Infrastructure Committee
January 12, 2023

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BACKGROUND

#	Year	Action
1	2006	City Council approved the completion of engineering studies for mid and long-term strategies to reduce congestion through the Tyler St/SR-91 Interchange
2	2007	Value Analysis Study shared with the Transportation Committee that considered mid and long-term improvements. Model Analysis recommended for the various alternatives.
3	2009	City Council approved the following in priority order for grade separation projects: Iowa Ave at BNSF, Streeter Ave at BNSF, Riverside Ave at UPRR, Madison St at BNSF, and Third St at BNSF. Subsequently, Madison St has been removed from the priority list.
4	2014	Transportation Committee prioritized grade separation projects for future funding opportunities and conceptual design. The locations in priority ranking were Columbia Ave at BNSF, Magnolia Ave at UPRR, Third St at BNSF, One location between Arlington Ave and Monroe St, Iowa Ave at BNSF, and Tyler St at BNSF. The grade separations on Columbia Ave, Magnolia Ave, and Iowa Ave have been completed.
5	2017	City Council prioritized Third St at BNSF as the top grade separation priority. It also selected three other BNSF crossings as priority locations including Mary St, Spruce St, and Jackson St.

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TYLER STREET CHARACTERISTICS

1. 16,000 Average Daily Traffic (ADT) at BNSF Crossing
2. 40,000 ADT north of SR-91 Interchange
3. 104 Daily Trains (66 Freight, 35 Metrolink, 3 Amtrak)
4. 4 Traffic Signals within 880-ft
5. 19.32 Vehicle Hours of Delay (2010)
6. 105 Minutes of Gate-Down Time (2010)
7. Special Signal Timing Plans just prior to Black Friday through the Holiday Shopping Season



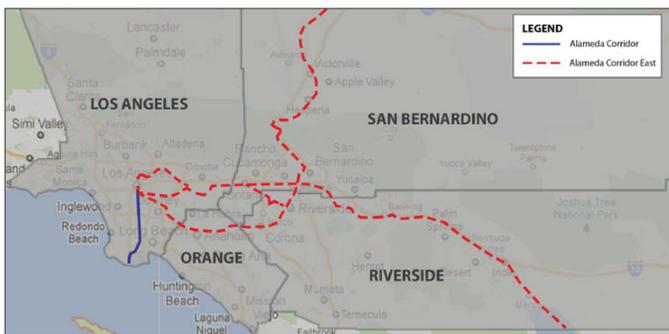
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FORECASTED TRAIN INCREASES

2011				2035 (88% Projected Increase)			
Freight	Metrolink	Amtrak	Total	Freight	Metrolink	Amtrak	Total
66	35	3	104	137	54	4	195



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VEHICLE DELAY AND GATE DOWN TIME

Rail Line	Cross Street	Vehicle Hours of Delay		Gate Down Time (Minutes)	
		2010	Projected 2035	2010	Projected 2035
BNSF	Buchanan St	12.51	42.54	104.94	261.45
BNSF	Pierce St	13.47	69.76	105.35	261.45
BNSF	Tyler St	19.32	111.79	105.35	261.45 (148% Increase)
BNSF	Harrison St	8.23	22.48	104.94	260.60
BNSF	Gibson St	0.92	3.0	104.94	260.60
BNSF	Jackson St	9.11	80.56	105.35	261.45
BNSF	Adams St	22.88	157.86	105.35	261.45
BNSF	Jefferson St	8.89	21.88	104.94	260.60
BNSF	Madison St	19.77	140.14	105.35	261.45
BNSF	Washington St	10.21	61.43	104.94	261.45
BNSF	Mary St	14.14	111.79	105.35	261.45
BNSF & UP	Cridge St	6.42	19.04	159.97	241.78
BNSF & UP	Mission Inn Ave	12.84	144.29	173.42	457.66
BNSF & UP	Third St	27.39	127.30	173.42	457.66
BNSF & UP	Spruce St	17.91	322.67	173.42	457.66
BNSF & UP	Chicago Ave	36.31	115.28	173.42	457.66
BNSF & UP	Palmyrita Ave	9.15	35.47	172.75	456.13

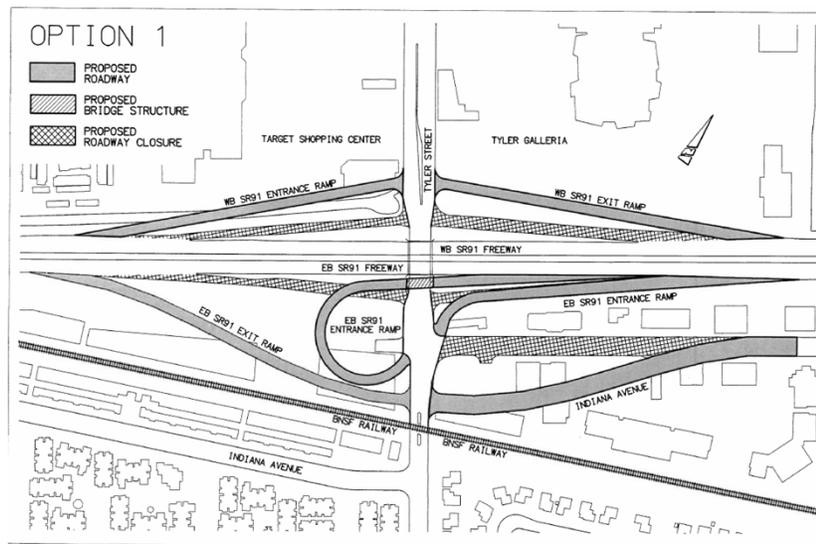


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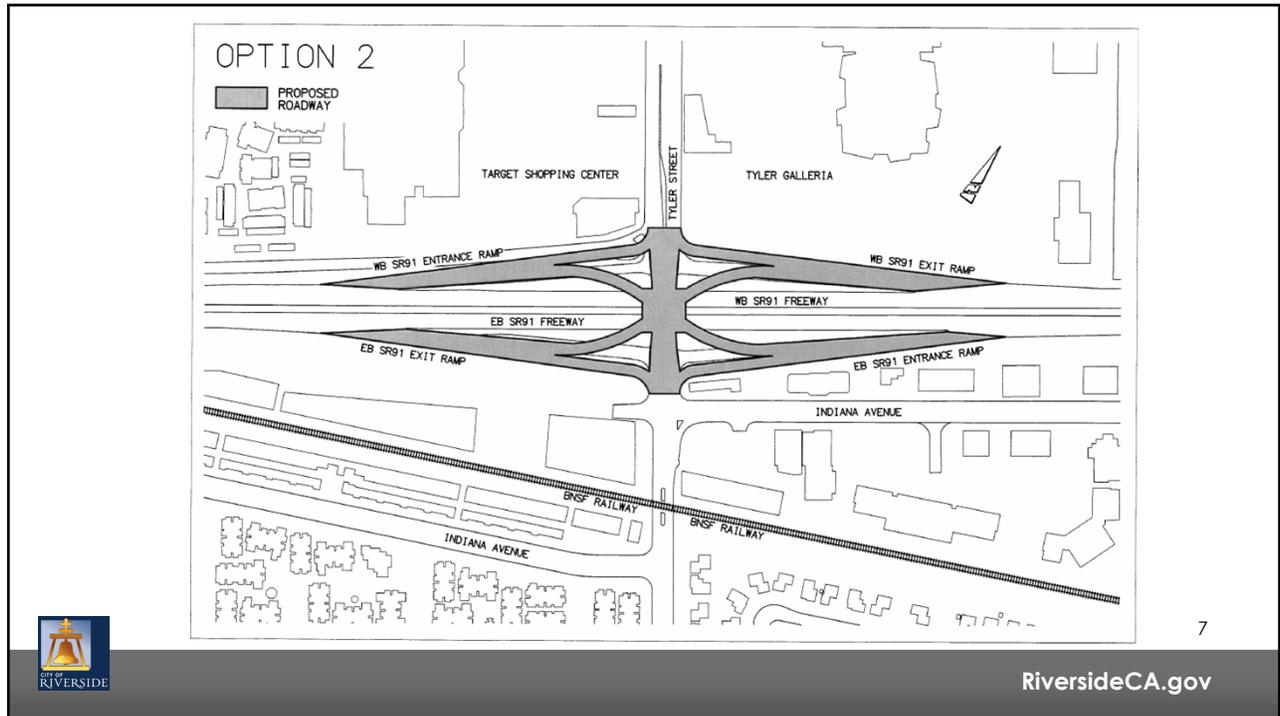
VALUE ANALYSIS CONCEPTUAL ALTERNATIVES



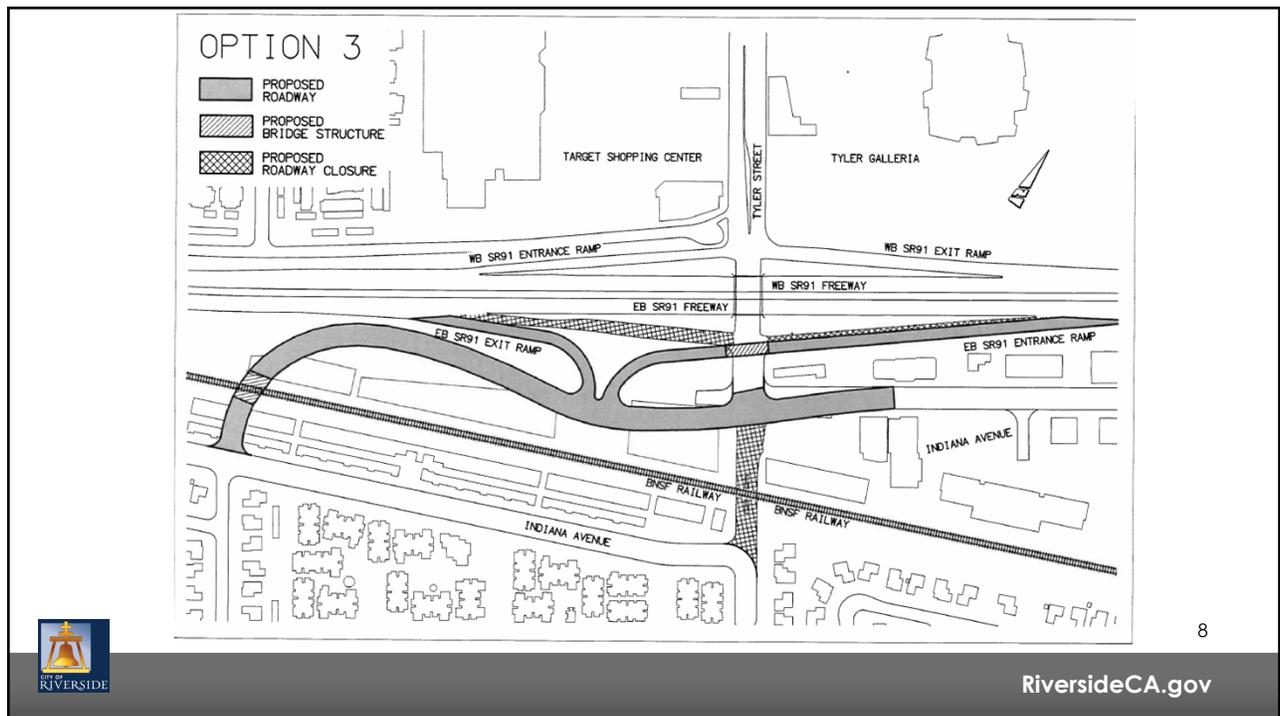
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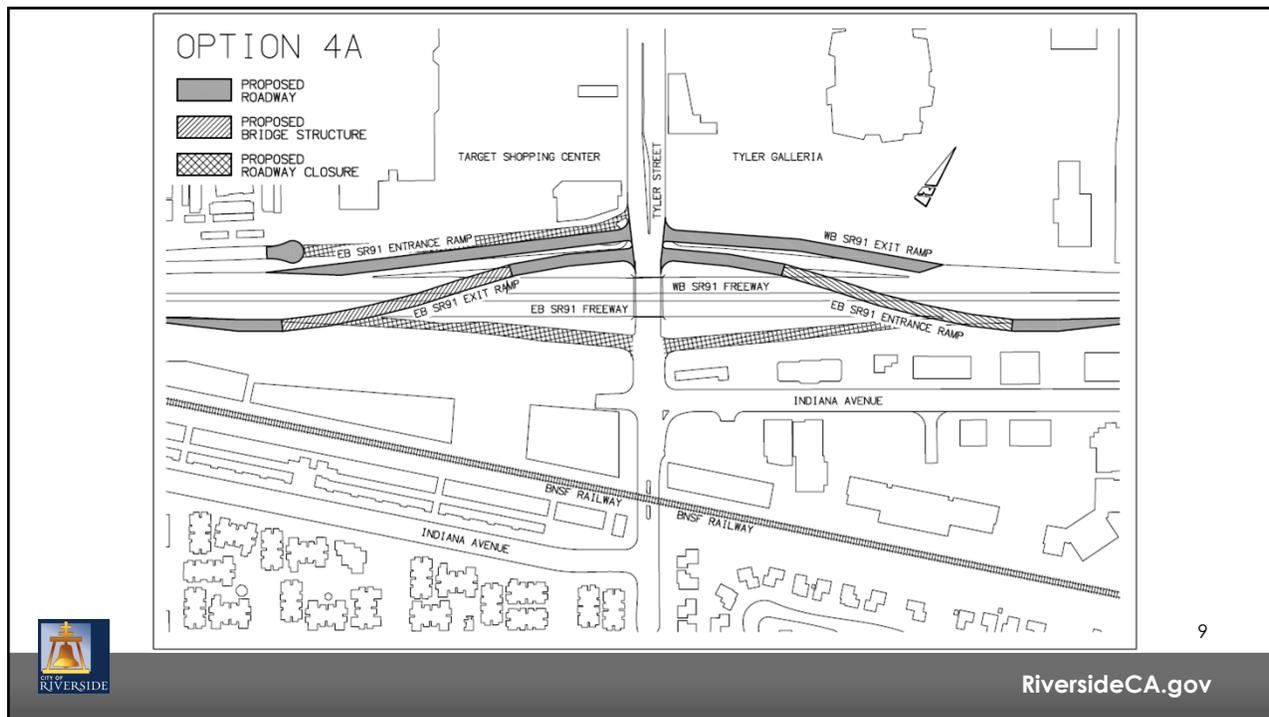
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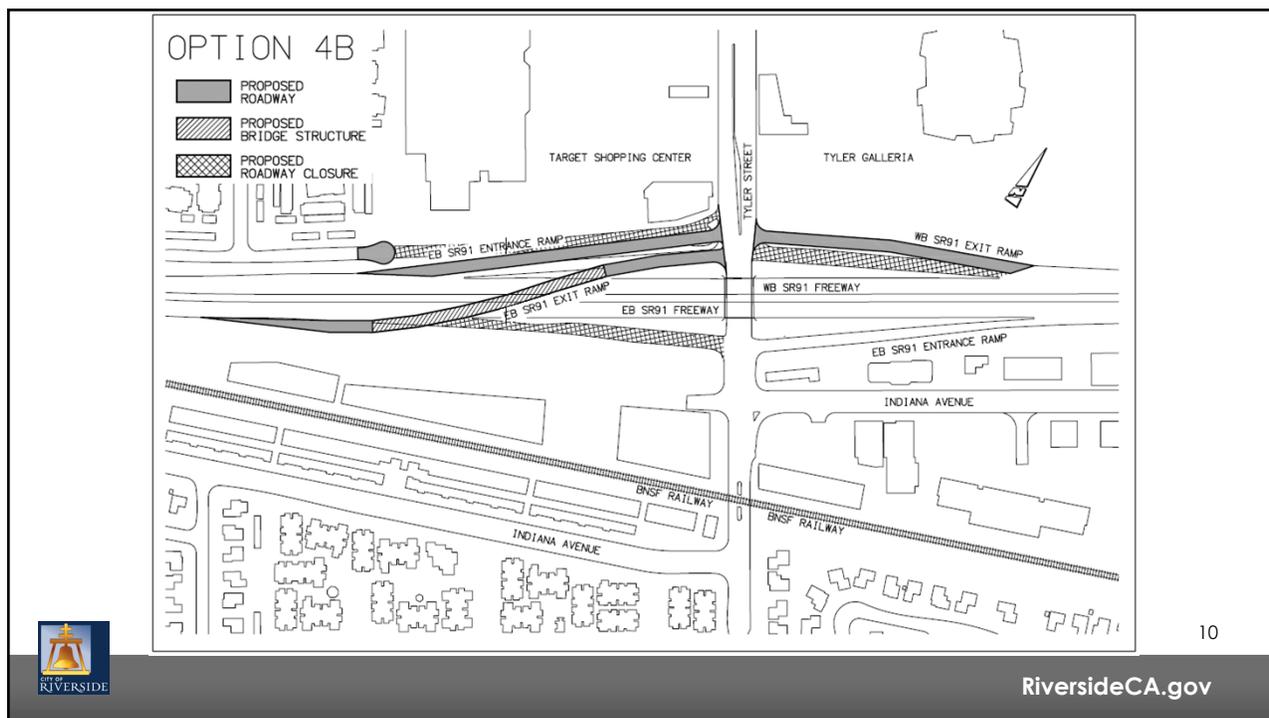
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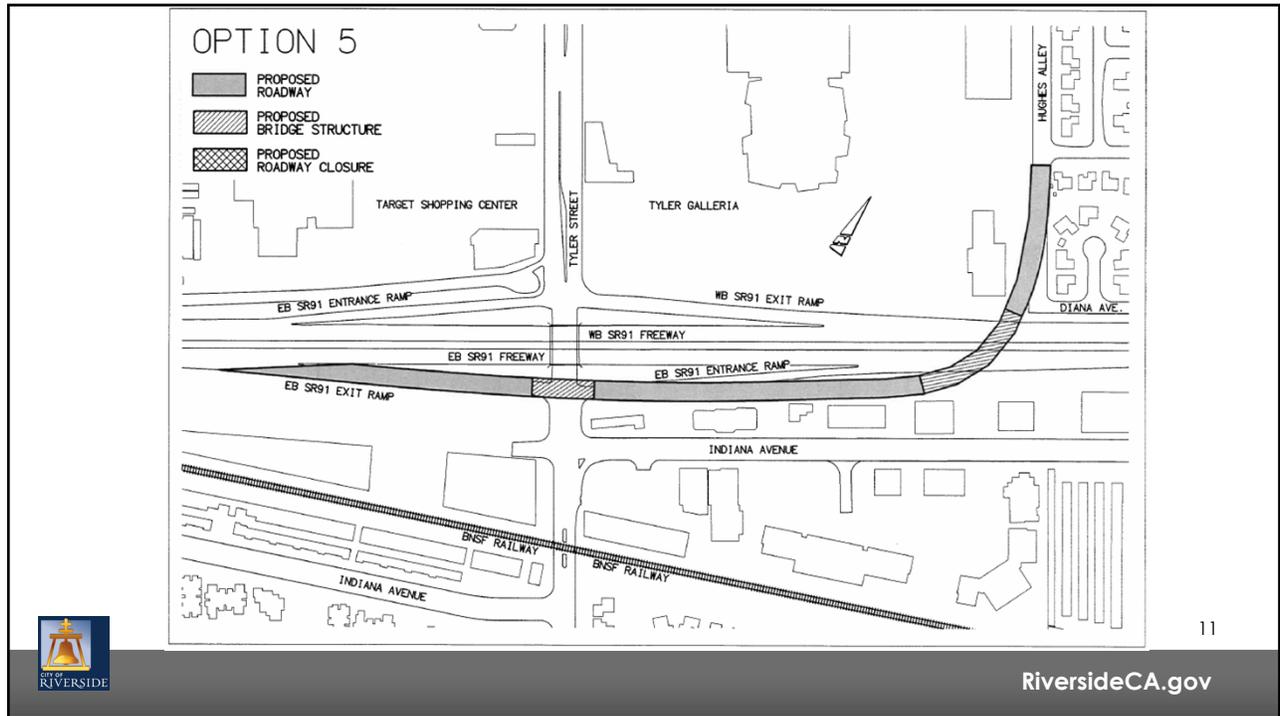
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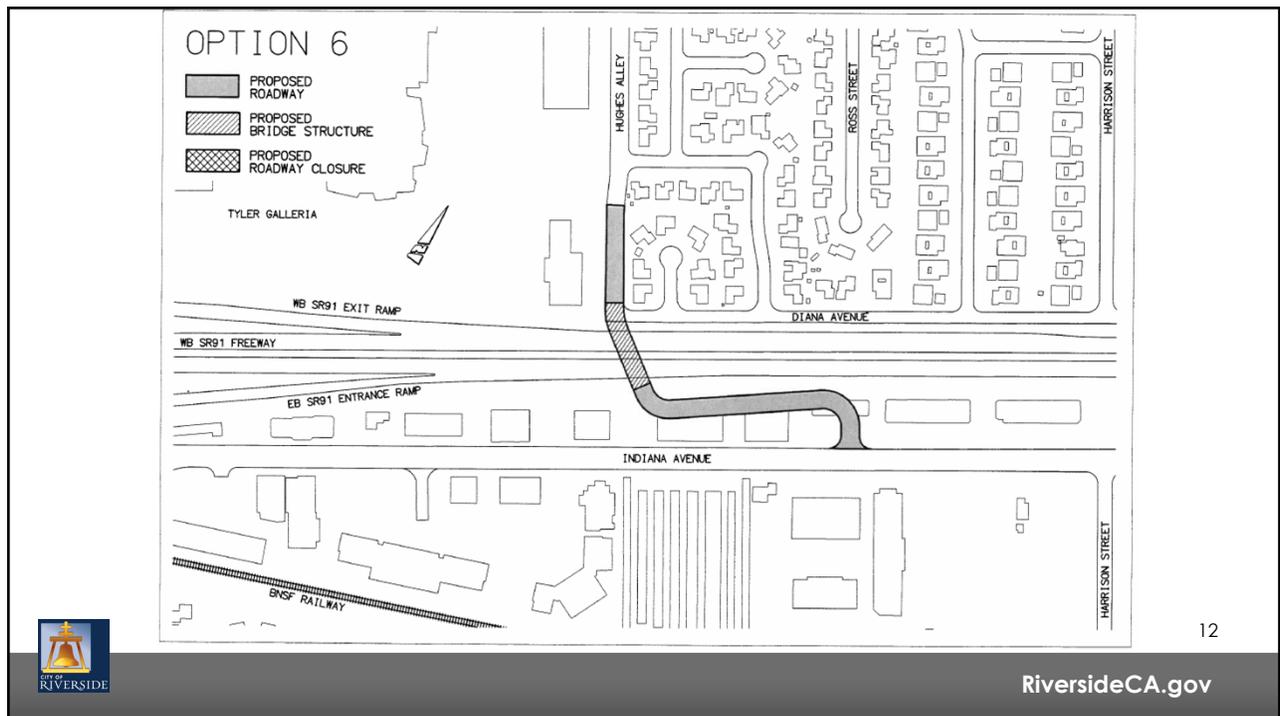
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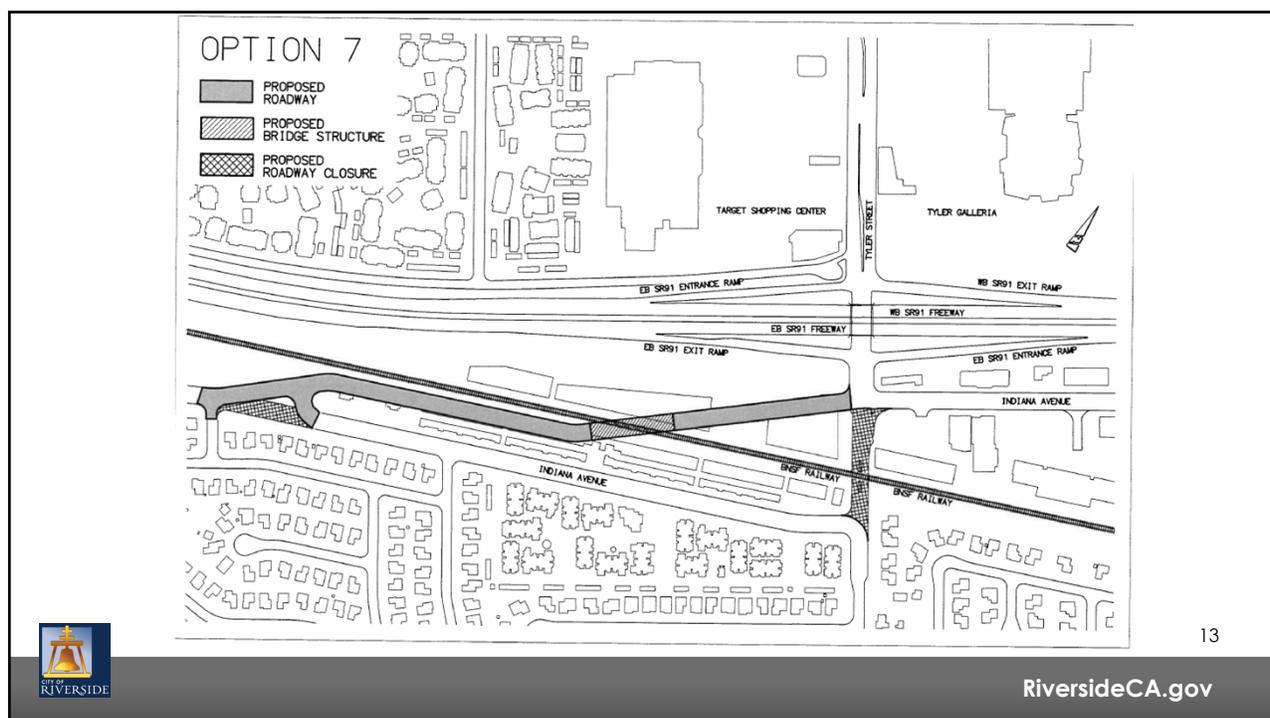
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NEXT STEPS

1. Third St at BNSF Grade Separation anticipated to be under construction in early 2025
2. Seek City Council direction in 2024 to identify the next grade separation (Mary St, Spruce St, Jackson St, or other)
3. Would Engage Caltrans to present a Project Study Report (PSR) to initiate the next Grade Separation Project
4. Project Approval & Environmental Documentation Phase would evaluate concepts and select a Preferred Alternative



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STRATEGIC PLAN ALIGNMENT

Strategic Priority 6 – Infrastructure, Mobility & Connectivity

Goal 6.2 – Maintain, protect, and improve assets and infrastructure within the City’s built environment to ensure and enhance reliability, resiliency, sustainability, and facilitate connectivity.

Cross-Cutting Threads



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation



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RECOMMENDATION

That the Mobility & Infrastructure Committee receive and file an update on conceptual improvements for Tyler Street at SR-91 Interchange and Burlington Northern Santa Fe railroad crossing.



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