

February 9, 2017

City of Riverside Transportation Committee Members
3900 Main Street
Riverside, CA 92522

Dear City of Riverside Transportation Committee Members:

This letter is concerning the February 9, 2017 Transportation Committee Meeting Agenda Item 2: Concept designs and prioritization for Jackson, Mary, Spruce, and Third Streets railroad grade separations along Burlington Northern Santa Fe line. The intent of this letter is to highlight serious safety concerns for pedestrians at the Madison Street railroad crossing.

The report presented to the committee regarding agenda item no. 2 states that on June 12, 2014, the Transportation Committee received a request to prioritize grade separation projects and unanimously recommended that the City Council prioritize Madison Street, Third Street, Spruce Street, and Jackson Street rail crossings for conceptual grade separation design and future funding opportunities, including providing alternative options for Madison Street. However, since Madison Street is no longer being assessed or considered by the Transportation Committee Members, I would like to kindly request special consideration be given to the Madison Street Grade Separation and to add this site to the priority list.

Noted below is information to support prioritizing the Crossing at Madison Street over Jackson Street, Mary Street, Spruce Street, and Third Streets:

- Madison Street is used as an Emergency Service Route while Spruce Street and Third Street are not;
- Madison Street is regularly used by school buses, with an average of 99 per day, while Spruce Street and Third Street are not utilized by school buses;
- Freight, intercity passenger, and commuter trains pass Madison Street as compared to Spruce Street and Third Street only transporting intercity passengers;
- Annual Average Daily Traffic for 2015 is 25,900 at Madison Street, which is greater than the 4,300 at Spruce Street in 2007 and the 6,438 at Jackson Street in 2015;
- The maximum speed at Madison Street is 60 mph as compared to 55 mph at Third Street and Mary Street;
- Lastly, In 2013 Madison Street had an estimated 39 daily train movements from 6AM to 6PM, equivalent to Mary Street and Jackson Street;

In addition to the information found on the Federal Railroad Administration (FRA) US DOT Crossing Inventory Forms shown above, the FRA Office of Safety Analysis lists Madison Street 1st above all other crossings being considered to be accident predicted for the public at-grade Highway-Rail

Crossings. This means it is more likely for Madison Street to have an accident over Third, Mary, Spruce, and Jackson Streets.

Pedestrian safety at railroad crossings is a very important matter to many families, including mine. On Thursday, October 10, 2013 around 6:00pm, my nephew, Serafin "Angel" Gonzalez, was hit and killed by a Metrolink train while waiting to cross the dual tracks on Madison Street. Serafin waited for the freight train to pass and then proceeded to cross the tracks on his bike and was struck by a train coming from the opposite direction. A grade separation at Madison Street will help to prevent a tragic event like this from happening to another family.

If you have any questions and/or would like additional information on this matter, please feel free to contact me at 951-515-4227 or juliannagonzalez85@gmail.com.

Respectfully,

A handwritten signature in cursive script that reads "Julianna Adams". The signature is written in black ink and is positioned above the typed name.

Julianna Gonzalez Adams, MPA, PE