



*City of Arts & Innovation*

# City Council Memorandum

**TO: HONORABLE MAYOR AND CITY COUNCIL      DATE: JULY 24, 2018**

**FROM: PUBLIC WORKS DEPARTMENT      WARDS: 1, 2, 4, AND 7**

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE IV GRANT APPLICATION –  
HIGH INTENSITY ACTIVATED CROSSWALK BEACON SIGNAL AND TRAFFIC  
SIGNAL IMPROVEMENTS**

## **ISSUE:**

Authorize the submittal of a \$1,349,000 grant application to California Transportation Commission to construct two High-Intensity Activated Crosswalk Beacon Signals and three Traffic Signals to provide improved pedestrian and traffic safety and promote traffic progression at select locations.

## **RECOMMENDATION:**

That the City Council:

1. Authorize the Public Works Department to prepare and submit an Active Transportation Program Cycle IV grant application to the California Transportation Commission in the amount of \$1,349,000 to construct new High Intensity Activated Crosswalk Beacon and traffic signal improvements at designated locations; and
2. Upon grant award, authorize local matching funds in the amount of \$238,000, or \$59,500 annually, to be budgeted over a four year period during Fiscal Years 2018/19 – 2022/23 from Measure A account 9834130-440313.

## **BACKGROUND:**

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidated previous federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

1. Increase the proportion of trips accomplished by biking and walking;
2. Increase safety and mobility for non-motorized users;
3. Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
4. Enhance public health;

5. Ensure that disadvantaged communities fully share in the benefits of the program; and
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

On May 16, 2018, the California Transportation Commission (CTC) announced the ATP Cycle IV Call for Projects. ATP Cycle IV is expected to include approximately \$440 million in federal and state grants. The funding/programming years are expected to run for four year, from 2019/2020 to 2022/2023.

## **DISCUSSION:**

The Public Works Department has participated in the ATP grant program since its inception in 2014, seeking funding for important active transportation projects through the submission of multiple grant applications during the first three calls for projects. To date, the Public Works Department has been successful in securing \$6,561,217 in federal and state grants for five projects under ATP Cycles I, II, and III benefiting the City and its resident by implementing improvements providing crucial pedestrian and cyclist safety and mobility enhancements.

In preparation for the current ATP Cycle IV call for projects, the Public Works Department collaborated with local neighborhoods and community groups, Alvord Unified School District (AUSD), Riverside Unified School District (RUSD), Riverside City College (RCC), and the University of California Riverside (UCR) to identify ATP project components which would heighten pedestrian and bicyclist safety and promote walking and cycling in high activity areas of the City. As a result of the collaborative efforts and input from local communities and schools, the Public Works Department has selected ATP Cycle IV project components to include two locations for High Intensity Activated Crosswalk Beacon (HAWK) signal enhancements and three intersections for traffic signal improvements. The Federal Highway Administration (FHWA) data has shown that HAWK signal improvements achieve a motorist compliance rate in excess of 95% providing significant safety benefits to pedestrians and cyclists. The two locations selected for HAWK signals are currently equipped with midblock uncontrolled crosswalks, the first located on City College Drive adjacent to the RCC campus and the second on Madison Street at Freda Avenue located within the busy Casa Blanca area. Collaboration with RCC and the Community Action Group (CAG) for Casa Blanca helped to distinguish these two locations as prime candidates for HAWK signal improvements. The HAWK upgrades will aid in reducing potential motorist versus pedestrian/cyclist collisions and encourage walking and cycling by providing a safer, more inviting environment for students, pedestrians, and cyclists.

### **HAWK Signal Proposed Project Locations**

1. City College Drive West of Olivewood Avenue adjacent to the RCC campus/parking lots; and,
2. Madison Street at Freda Avenue within the Casa Blanca area.

Additionally, the Public Works Department in partnership with Ward 7 neighborhoods, AUSD, RUSD, and UCR identified three intersections currently controlled by multi-way stops as primary locations for traffic signal improvements. The installation of traffic signals at the intersections of Arlington Avenue and Jones Avenue, Cole Avenue and Krameria Avenue, and Watkins Drive and Big Springs Road would improve safety for students, pedestrians, cyclists, and motorists thereby promoting increased walking and cycling as an alternate mode of transportation, both recreationally and as means of getting to and from school. Proximity to Rosemary Kennedy

Elementary and Norte Vista High Schools, collision history, and roadway characteristics near the intersection at Arlington and Jones Avenues including the curvilinear alignment and vertical crest suggest traffic signal improvements are appropriate for the intersection. The intersection at Cole and Krameria Avenues experiences both high traffic and pedestrian volumes due to its location immediately adjacent to Mark Twain Elementary School and proximity to Frank Miller Middle and Martin Luther King High Schools, as well as Bergamont Park. Traffic signal installation at this location would heighten safety for students, pedestrians, cyclists, and motorists and create a more bicycle and pedestrian friendly route to school for area students and access to the neighborhood public park. The intersection at Watkins Drive and Big Springs Road also encounters both high pedestrian, cyclist and vehicles volumes due to its close distance to UCR, apartment complexes which serve as student housing, and shopping center located at the northeast corner. Watkins Drive also provides direct access to the UCR campus and the I-215 Freeway at Central Avenue which generates high activity levels at the intersection. Traffic signal improvements would enhance overall safety and operations at the intersection and aid in reducing reported violations by motorists failing to yield to pedestrians crossing in the intersections.

### Traffic Signal Proposed Project Locations

1. Arlington Avenue at Jones Avenue in proximity to Rosemary Kennedy Elementary, Loma Vista Middle, and Norte Vista High Schools;
2. Cole Avenue at Krameria Avenue immediately adjacent to Mark Twain Elementary School and in close proximity to Frank Miller Middle and Martin Luther King High Schools and Bergamont Park; and
3. Watkins Drive and Big Springs Road in close proximity to Riverside STEM Academy, UCR, and area student housing.

The proposed projects will benefit local communities and thousands of students by making vital improvements which will elevate safety levels, heighten driver awareness, and optimize operations at the selected locations. The Public Works Department is requesting authorization from the City Council to submit this ATP Cycle IV grant application in the amount of \$1,349,000 of which 15% of that amount or \$238,000 would be the City's local match. The federal government requires a minimum 11.47% local match for federally funded projects. Therefore, the City is proposing a 15% overall project match to be eligible for State or Federal funding.

### **FISCAL IMPACT:**

The estimated fiscal impact of both projects including design, construction, construction engineering, and contingencies is estimated at \$1,587,000 which breaks down as follows:

Location	Item	Preliminary Estimate	10% Contingency & 5% Const. Engineering	Estimate
City College Dr west of Olivewood Ave	HAWK Signal	\$210,000	\$31,500	\$241,500
Madison St at Freda Ave	HAWK Signal	\$210,000	\$31,500	\$241,500
Arlington Ave at Jones Ave	Traffic Signal	\$320,000	\$48,000	\$368,000
Cole Ave at Krameria Ave	Traffic Signal	\$320,000	\$48,000	\$368,000
Watkins Dr at Big Springs Rd	Traffic Signal	\$320,000	\$48,000	\$368,000

	Subtotal	\$1,587,000
	<b>City Match</b>	<b>\$238,000</b>
	<b>ATP Cycle IV Grant Funds Requested</b>	<b>\$1,349,000</b>
	<b>Total</b>	<b>\$1,587,000</b>

If successful, the ATP Cycle 4 grant funding will be used for the construction phase of the project, including construction engineering. In order to compete for State and Federal funding, the Public Works Department proposes to provide \$238,000 in local match (15%) towards the project. The local matching funds will be budgeted over the four programming years of the APT Cycle 4 beginning in FY 2019/20 through FY 2022/23 in the amount of \$59,500 per year from Measure A New Traffic Signals expenditure account 9834130-440313. Approximately \$100,000 of the local matching funds will be used to complete the engineering design and environmental clearance of the project. The remaining local matching funds will be utilized towards the construction phase of the project.

Prepared by: Kris Martinez, Public Works Director  
 Certified as to  
 availability of funds: Adam Raymond, Chief Financial Officer/City Treasurer  
 Approved by: Rafael Guzman, Assistant City Manager  
 Approved as to form: Gary G. Geuss, City Attorney

**Attachments:**

1. HAWK Signal Exhibit
2. HAWK Signal Project Location Map – City College Drive
3. HAWK Signal Project Location Map – Madison Street
4. HAWK Signal Design Sample – City College Drive
5. HAWK Signal Design Sample – Madison Street
6. Traffic Signal Project Locations Map
7. Presentation