



MOBILITY AND INFRASTRUCTURE COMMITTEE

Linden Street Restriping Pilot Project

Meeting
August 13, 2026

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BACKGROUND

Linden Street between Chicago Avenue and Iowa Avenue

- 4-lane, east-west roadway with 64-foot curb-to-curb width, bicycle lanes, and curbside student loading zone adjacent to John W. North High School
- Segment will be resurfaced as part of the Fiscal Year 25/26 Community Development Block Grant (CDBG) Street Improvements Project



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BACKGROUND

- General Plan identifies the segment as **2-Lane Collector**
- Existing configuration matches the characteristics of a **4-Lane Arterial**, with 64-foot roadway width
- Match consistency with the current General Plan

	66 FT COLLECTOR	2 LANES
	80 FT COLLECTOR	2 LANES
	88 FT ARTERIAL	4 LANES



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BACKGROUND

- In June of 2020, the California Strategic Growth Council (SGC) awarded the City \$31,221,206 from the Transformative Climate Communities (TCC) and Affordable Housing and Sustainable Communities (AHSC) Grant Programs
- Proposed Class IV separated bike lane on Linden Street, between Chicago Avenue and Iowa Avenue was not feasible
- Scope Change approved to construct Class II striped buffered bike lanes on Linden Street

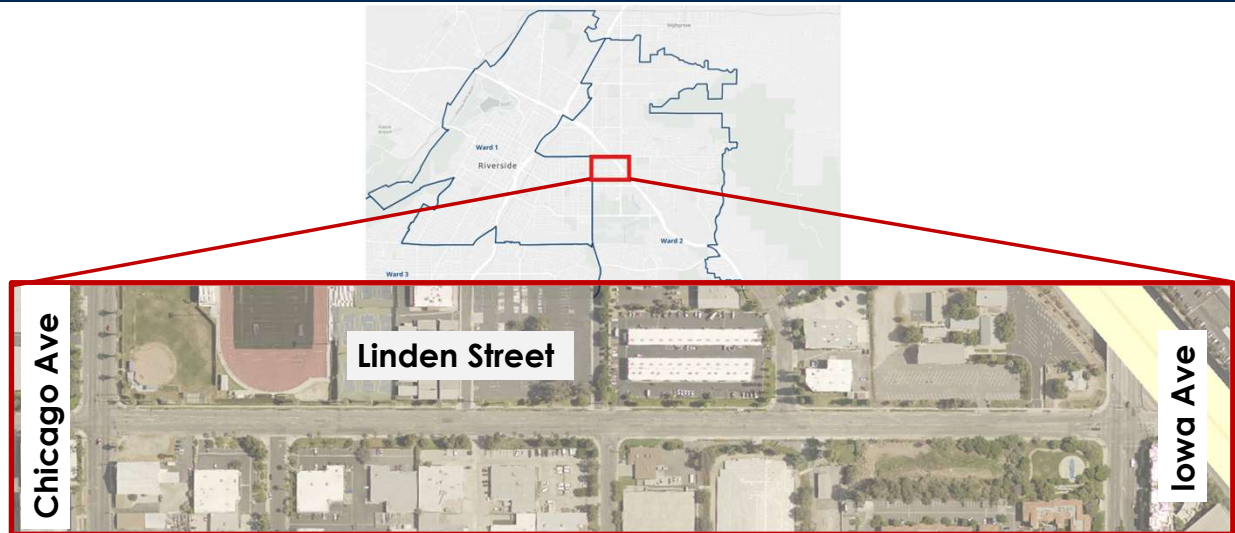


Class IV Separated Bike Lanes

Class II Buffered Bike Lanes₄

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LOCATION MAP



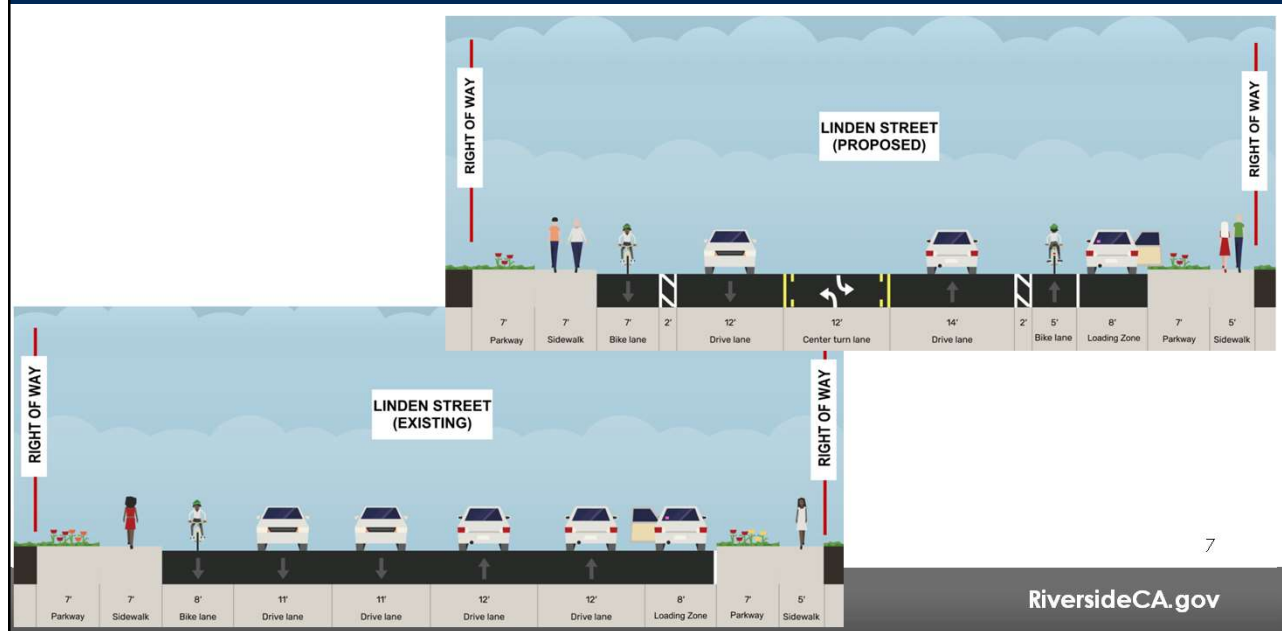
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EXISTING CONFIGURATION



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EXISTING AND PROPOSED CROSS SECTIONS



COLLISION DATA

- Collisions occur at a rate higher than expected for a typical 4-lane undivided urban arterial.
- 36 collisions over 5 years
- Conflict Points are reduced when converting from 4-Lane Undivided to 3-Lane Highway

Primary Collision Factor (Top 3)		
Rank	Collision Factor	Percentage of all collisions
1	Improper Turning	33%
2	Unsafe Speed	19%
3	Auto R/W Violation	17%



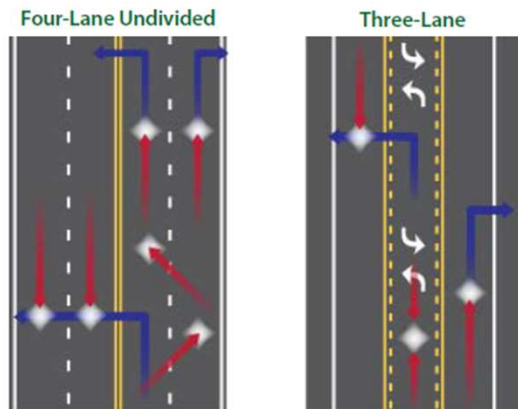
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COLLISION DATA

Operational benefits include:

- Separating left turns
- Minimizing side street traffic crossing
- Speed differential reductions
- Reduced pedestrian exposure to conflicting vehicular movements
- Greater distance between vehicular travel lanes and sidewalks.
- Painted buffer between vehicular traffic and bicycle traffic.



<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/rdig.pdf>

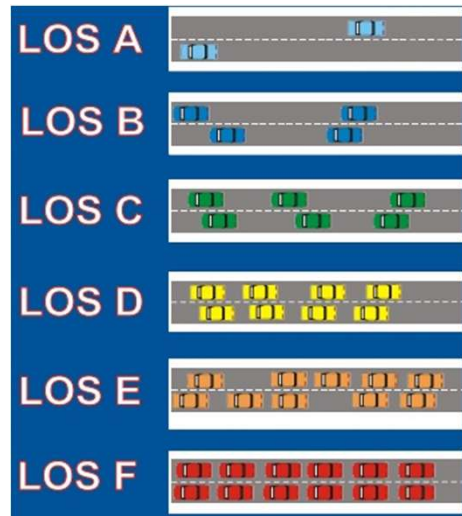
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TRAFFIC LEVEL OF SERVICE IMPACTS

- Level of Service (LOS) is a way to measure the performance of roadway segments based on speed, travel time, freedom to maneuver, and delay
- Segments are graded on an A-F scale, in which LOS A is free flow traffic, and F is severe congestion.



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TRAFFIC LEVEL OF SERVICE IMPACTS

Existing and Proposed Segment Level Of Service (Current Year)

Roadway Segment		Effective Classification	LOS E Capacity	ADT	LOS
Existing Conditions	Linden St: Chicago Ave to Cranford Ave	4-Lane Arterial	22,000	6,324	A
	Linden St: Cranford Ave to Iowa Ave	4-Lane Arterial	22,000	5,743	A
Proposed Conditions	Linden St: Chicago Ave to Cranford Ave	2-Lane Collector	12,500	6,324	A
	Linden St: Cranford Ave to Iowa Ave	2-Lane Collector	12,500	5,743	A



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ADVANTAGES AND DISADVANTAGES

Advantages

- Consistency with General Plan
- Operational and Safety benefits
- Enhanced School Loading Zone
- Encourages Active Transportation



Disadvantages

- Decrease in roadway capacity



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RECOMMENDATIONS

- That the Mobility and Infrastructure Committee direct staff to conduct community engagement for a potential three-year pilot project that would temporarily convert Linden Street between Chicago Avenue and Iowa Avenue from a four-lane roadway to a two-lane roadway with a striped two-way left-turn lane median and buffered bike lanes and bring findings and recommendations to the City Council.



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