

RTIP ID# RIV151216
TCWG Consideration Date September 27, 2016
Project Description <p>The City of Riverside proposes to improve and beautify Magnolia Avenue from Buchanan Avenue to Banbury Drive to meet current and future transportation demands, improve safety, and enhance aesthetics of the area. The project involves increasing the number of lanes from four lanes (two lanes in each direction) to six lanes (three lanes in each direction) within existing City roadway right-of-way, turning lane and signalization improvements at intersections, and median landscape improvements.</p>
Location <p>The Magnolia Avenue Improvement Project (project) is located within the City of Riverside (City), in western Riverside County, California; refer to Exhibit 1 (Regional Vicinity). The project site is approximately 3 miles east of Interstate 15 (I-15), 7 miles south of State Route 60 (SR-60), and generally parallels State Route 91 (SR-91). Specifically, the project site runs along Magnolia Avenue from Buchanan Street to Banbury Drive, approximately 2.4 miles in length, traversing the City in a southeast to northwest direction; refer to Exhibit 2 (Site Vicinity).</p> <p>Magnolia Avenue generally traverses the City in a northeast-southwest direction. The site is bounded by residential, commercial, and institutional uses to the north and south. It should be noted that the project is a component of the City's Magnolia Avenue Specific Plan, which establishes a development framework for the Magnolia Avenue corridor.</p>
Existing Conditions <p>The project site is comprised of 2.4 miles of City roadway right-of-way. Within the project boundaries, Magnolia Avenue is a four-lane arterial, with two lanes in each direction and a raised center median. A Class II (striped) bicycle lane exists on both sides of the roadway for the entire length of the project site. Ancillary facilities within the project site include features typical of an arterial roadway, such as street lighting, traffic signals, sidewalks, curb/gutter, signage, utilities (overhead power lines, catch basins, etc.) and landscaping.</p>
Project Components <p>The project involves increasing the number of lanes from four lanes (two lanes in each direction) to six lanes (three lanes in each direction) within existing City roadway right-of-way, turning lane and signalization improvements at intersections, and median landscape improvements; refer to Exhibit 3 (Proposed Site Plan). All widening would occur within the central portion of Magnolia Avenue through narrowing of the existing median, and no improvements would occur outside of existing City right-of-way. Primary components of the project are described below.</p> <ul style="list-style-type: none">• <u>Street and Median Improvements</u> – The project proposes to remove 10 to 20 feet of existing center median within the project site to expand the roadway from four lanes (two lanes in each direction) to six lanes (three lanes in each direction), remove “floating” left turn lane medians, and repair and replace existing curb, gutter, and sidewalk, as necessary.• <u>Landscaping</u> – The beautification portion of the project would incorporate a water-wise design using appropriate plant materials, hardscape, and irrigation elements.• <u>Utilities</u> – Project improvements would include the relocation of select electrical, water, and sewer utilities located throughout the center median within the project site.• <u>Construction</u> – Construction is anticipated to begin in June 2017 and end in September 2018.

Type of Project Change to existing regionally significant street.				
County Riverside County		Narrative Location/Route & Postmiles The Magnolia Avenue Improvement Project site is located within the southwestern portion of the City of Riverside, in western Riverside County. Caltrans Projects – EA# STPL-5058(102) (Federal Project Number)		
Lead Agency: City of Riverside				
Contact Person Chris Scully		Phone# 951-826-5967	Fax# N/A	Email cscully@riversideca.gov
Hot Spot Pollutant of Concern PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: 2017				
NEPA Assignment – Project Type				
Exempt	Section 326 – Categorical Exemption	X Section 327 – Non-Categorical Exemption		
Current Programming Dates				
	PE/Environmental	ENG	ROW	CON
Start	05/15	01/17	n/a	10/17
End	01/17	05/17	n/a	08/18
Project Purpose and Need (Summary): The purpose of the proposed project is to improve the safety and operation of Magnolia Avenue. The project is needed in order to meet current and future transportation demands, improve safety, and enhance aesthetics of the area.				
Surrounding Land Use/Traffic Generators The proposed project is located within the City of Riverside and is surrounded by residential, commercial, and institutional uses. Diesel truck traffic makes up less than one percent of the total traffic volumes along Magnolia Avenue within the project limits. The proposed project would improve the safety and operation of Magnolia Avenue to reduce vehicle queuing and idling, thereby reducing emissions, including those from diesel traffic.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project consists of increasing the number of lanes along Magnolia Avenue from four lanes (two lanes in each direction) to six lanes (three lanes in each direction) within existing City roadway right-of-way, turning lane and signalization improvements at intersections, and median landscape improvements. As opening year traffic data is not available, Table 1 (Existing Traffic Volumes), depicts the existing traffic volumes along each segment within the project limits. As shown in Table 1, existing average daily traffic (ADT) volumes range from 25,590 to 37,807, which include truck volumes that range from 109 to 265 ADT. The percentage of heavy trucks along this corridor ranges from 0.40 to 0.80 percent, which is below the national average of eight percent¹ and equates to substantially less than 10,000 vehicles.

**Table 1
Existing Traffic Volumes**

Location	Existing		
	ADT	% Trucks	# Trucks
Magnolia Avenue			
Buchanan Avenue to Pierce Street	25,590	0.80%	205
Pierce Street to SR-91 Eastbound ramps	37,807	0.70%	265
SR-91 Eastbound ramps to Golden Avenue	29,364	0.60%	176
Golden Avenue to La Sierra Avenue	27,240	0.40%	109
La Sierra Avenue to Polk Street	29,755	0.50%	149
Polk Street to Banbury Drive	29,299	0.50%	146
ADT = Average Daily Traffic			
Source: Traffic data provided by City of Riverside, June 21, 2016.			

As opening year traffic data is not available, Table 2 (Existing Level of Service) summarizes the existing delay and corresponding Level of Service (LOS) within the project area. As shown in Table 2, LOS in the project area ranges from LOS E to LOS C.

**Table 2
Existing Level of Service**

Roadway Segment	ADT	No Project
		LOS ¹
Buchanan Avenue to Pierce Street	25,590	C
Pierce Street to SR-91 Eastbound ramps	37,807	E
SR-91 Eastbound ramps to Golden Avenue	29,364	D
Golden Avenue to La Sierra Avenue	27,240	C
La Sierra Avenue to Polk Street	29,755	D
Polk Street to Banbury Drive	29,299	D
Source: Traffic data provided by City of Riverside, June 21, 2016.		
Notes:		
1. Bold text indicates unacceptable LOS.		

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 3 (Design Year 2018 Traffic Volumes) provides the 2018 volumes for the no build alternative and the build alternatives. Table 3 compares the no build and build traffic volumes along each roadway segment. As shown in Table 3, traffic volumes within the project limits would not exceed 125,000 vehicles daily. The proposed improvements involve increasing the number of lanes along Magnolia Avenue from four lanes (two lanes in each direction) to six lanes (three lanes in each direction) within

¹ Federal Highway Administration, *Highway Statistics 2004*, March 2006.

existing City roadway right-of-way, turning lane and signalization improvements at intersections, and median landscape improvements. It should be noted that in order to account for induced demand, the traffic volumes are consistent with the growth rate in the City's General Plan. The proposed improvements would not directly generate new heavy truck trips in the project area.

**Table 3
Design Year 2018 Traffic Volumes**

Location	2018 No Build			2018 Build			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
Magnolia Avenue							
Buchanan Avenue to Pierce Street	26,081	0.80%	209	26,572	0.80%	213	0.02
Pierce Street to SR-91 Eastbound ramps	38,530	0.70%	270	39,252	0.70%	275	0.02
SR-91 Eastbound ramps to Golden Avenue	31,648	0.60%	190	33,932	0.60%	204	0.07
Golden Avenue to La Sierra Avenue	29,364	0.40%	117	31,489	0.40%	126	0.07
La Sierra Avenue to Polk Street	31,498	0.50%	157	33,242	0.50%	166	0.06
Polk Street to Banbury Drive	32,366	0.50%	162	35,433	0.50%	177	0.09
Source: Traffic data provided by City of Riverside, June 21, 2016.							

Additionally, Table 4 (2018 Level of Service) summarizes the existing and forecast design year 2018 delay and corresponding LOS within the project area. As shown in Table 4, project implementation would improve future LOS in the project area.

**Table 4
Design Year Level of Service**

Intersection	2018 No Build		2018 Build	
	ADT	LOS	ADT	LOS
Magnolia Avenue				
Buchanan Avenue to Pierce Street	26,081	C	26,572	C
Pierce Street to SR-91 Eastbound ramps	38,530	E	39,252	C
SR-91 Eastbound ramps to Golden Avenue	31,648	D	33,932	C
Golden Avenue to La Sierra Avenue	29,364	D	31,489	C
La Sierra Avenue to Polk Street	31,498	D	33,242	C
Polk Street to Banbury Drive	32,366	D	35,433	C
Source: Traffic data provided by City of Riverside, June 21, 2016.				

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Above.

Describe potential traffic redistribution effects of congestion relief

The project is a roadway improvement project that includes increasing the number of travel lanes, turning lane and signalization improvements at intersections, and median landscape improvements. Although the additional capacity proposed by the Magnolia Avenue Widening Project would attract more traffic to Magnolia Avenue, the proposed project would not divert to other routes, and the travel demand volume is not predicted to vary significantly between the build and no-build conditions. Thus, local traffic

would not be significantly redistributed. Additionally, as shown in Table 2 and Table 4, LOS would generally improve (i.e., delay would be reduced) under build conditions.

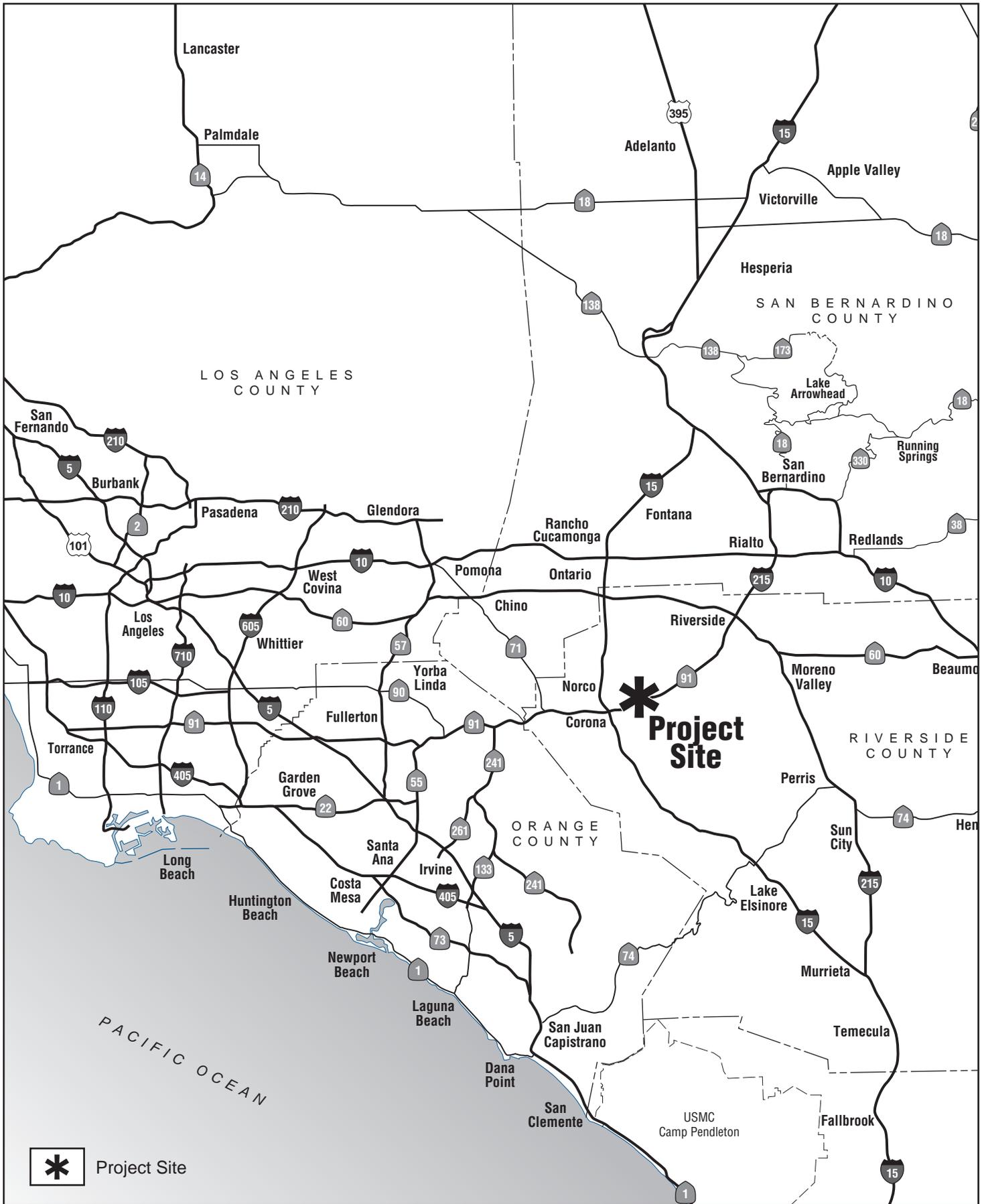
Comments/Explanation/Details

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) (RTP ID RIV151216) and is intended to meet the traffic needs in the area based on local land use plans.

The EPA's March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* references a two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As discussed above, traffic volumes within the project limits would not exceed 125,000 vehicles daily. The truck percentage is also projected to remain the same for both the opening year and the horizon year.

Per the criteria under 40 CFR 93.123(b)(1), the proposed project does not qualify as project of local air quality concern (POAQC). The proposed project is not a new or expanded highway project that would have a significant number or increase in the number of diesel vehicles. The project also would not increase the percentage of heavy trucks in the study area. Therefore, implementation of the proposed project would not cause a significant increase of diesel vehicles (trucks).

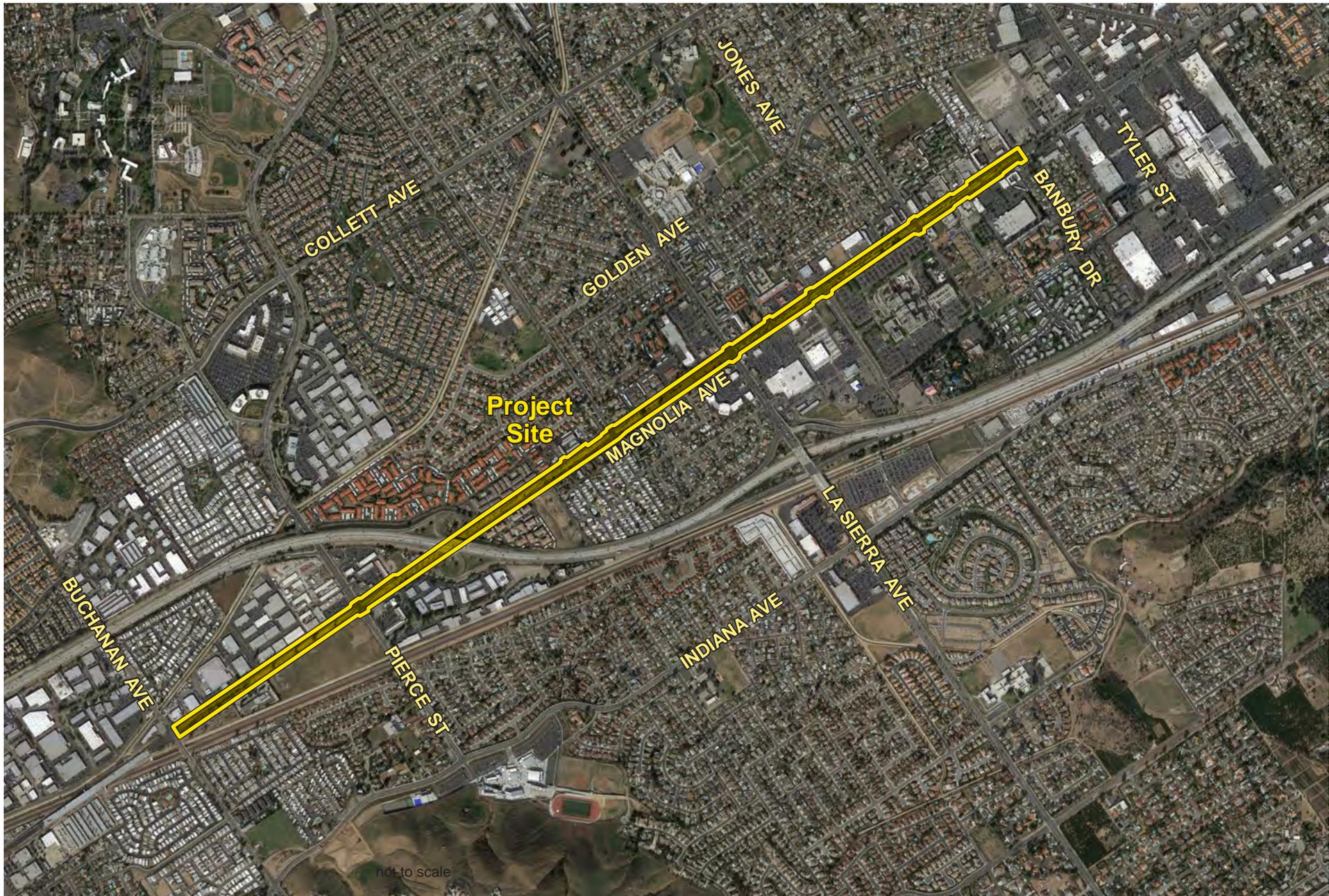
Based on the information provided above, the proposed project would not involve a significant amount of diesel truck traffic, as traffic volumes would be less than 125,000 ADT, and is in compliance with the RTP/FTIP. Therefore, the project meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1).



 Project Site

MAGNOLIA AVENUE WIDENING PROJECT
AIR QUALITY ASSESSMENT

Regional Vicinity

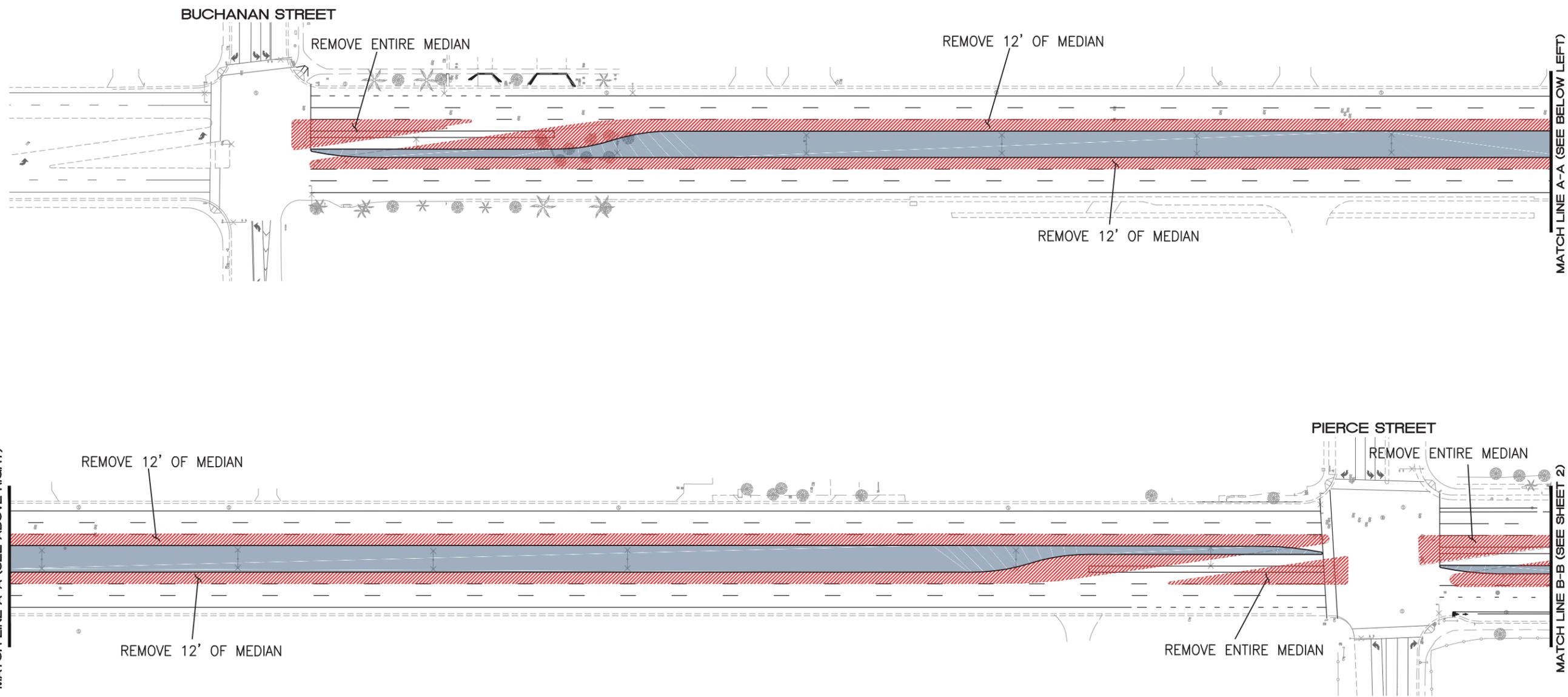


Source: Google Earth Pro, August 2016.

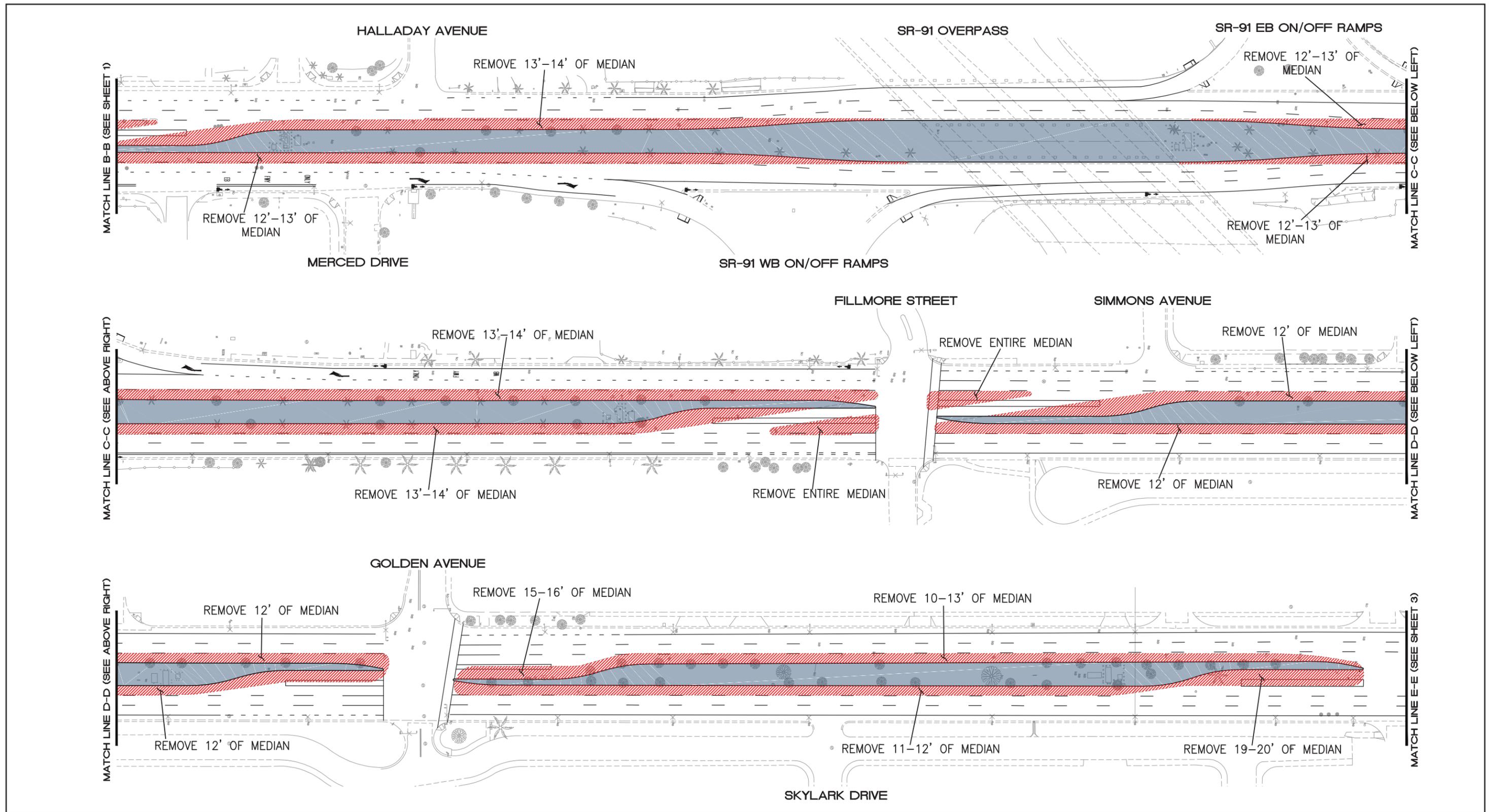
MAGNOLIA AVENUE WIDENING PROJECT
AIR QUALITY ASSESSMENT

Site Vicinity



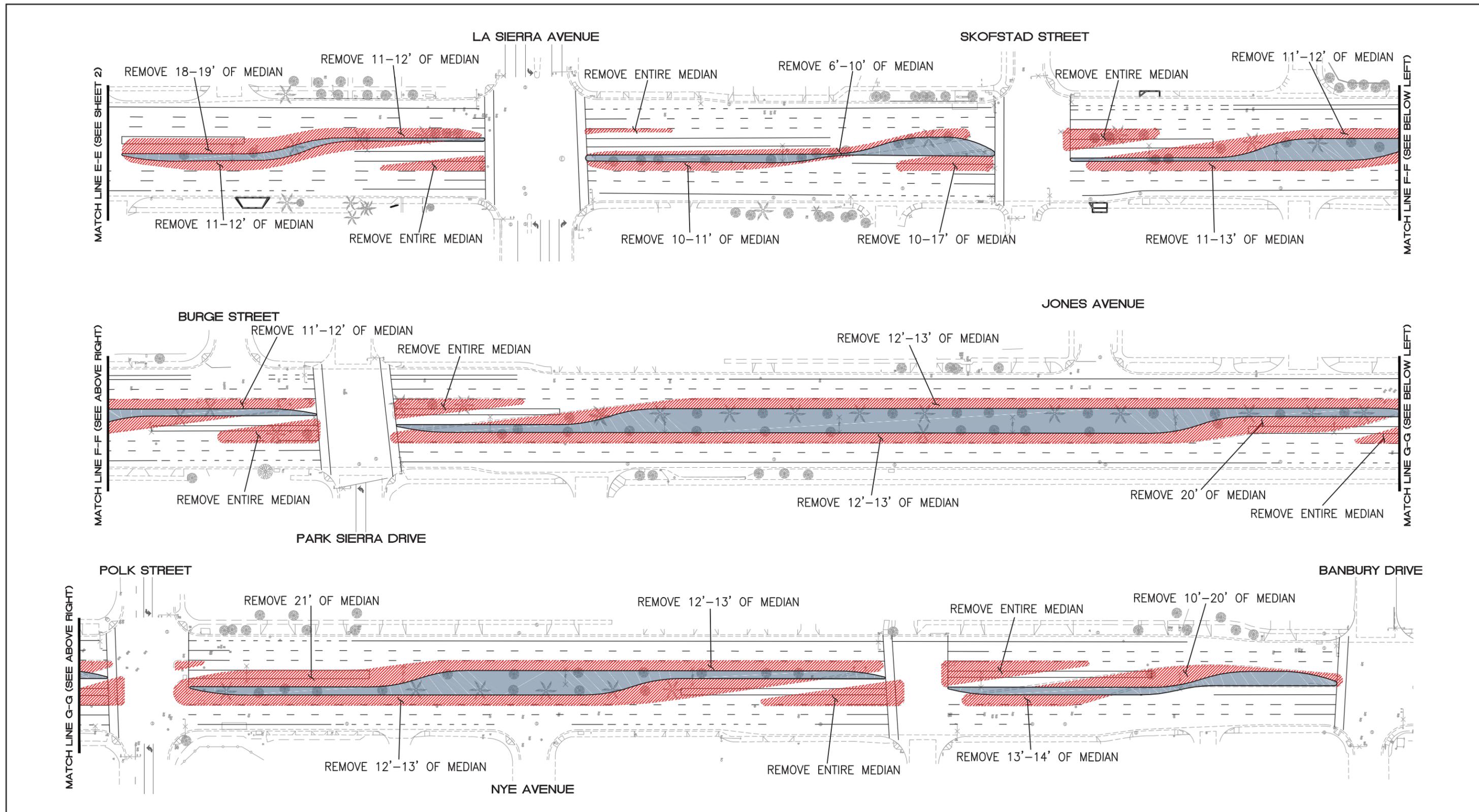


- LEGEND:**
- EXISTING MEDIAN REMOVAL AREAS
 - NEWLY LANDSCAPED MEDIAN AREAS (SHRUBS AND TREES ONLY)



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