



City of Jurupa Valley

Staff Report

DATE: MARCH 5, 2026
TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: ROD BUTLER, CITY MANAGER
BY: JOE PEREZ, ASSISTANT CITY MANAGER / COMMUNITY
DEVELOPMENT DIRECTOR
SUBJECT: AGENDA ITEM NO. B
PUBLIC HEARING TO ADOPT THE CITYWIDE CORRIDORS PLAN

RECOMMENDATION

That the City Council conduct a public hearing and take the following action:

- 1) Adopt Resolution No. 2026-16 entitled as follows:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY APPROVING THE CITYWIDE CORRIDORS PLAN AND FINDING THE CITYWIDE CORRIDORS PLAN IN CONFORMANCE WITH CITY OF JURUPA VALLEY GENERAL PLAN AND ADOPTING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN (SCH #2016021025) IN CONNECTION WITH APPROVING THE CITYWIDE CORRIDORS PLAN

BACKGROUND

The impetus for the Citywide Corridors Plan began as a desire to beautify the City with streetscape improvements to major transportation corridors, and evolved into a scope of work to more comprehensively address Complete Streets; that is, planning for all transportation modes, including pedestrians, bicycles and equestrians, in order to improve public safety, which has remained a top community concern with a significant amount of pedestrian fatalities in the City occurring on the major corridors.

This effort kicked off in late 2023, and the process included extensive research and on-the-ground analysis of the major corridors, community engagement in the form stakeholder meetings and publicly noticed Study Sessions with the City Council and Planning Commission, conceptual design plans, and development of several drafts of the Citywide Corridors Plan. The length of time to develop this Plan was closely linked to the necessary coordination with other concurrent

and related efforts and public engagement activities, including the Trails Master Plan (joint effort with Jurupa Area Recreation and Park District (JARPD) and the City’s logo and branding project, both of which were underway and informing the Citywide Corridors Plan.

Two publicly-noticed Study Sessions were held with the City Council and Planning Commission during the process. On July 18, 2024, a Joint Study Session was held with the City Council and Planning Commission to review the existing conditions analysis, issues and opportunities, and review and discuss initial concepts and strategies for improvements to the corridors prior to the team preparing a Draft Citywide Corridors Plan. Input was received and used towards developing the Public Review Draft Citywide Corridors Plan.

On December 4, 2025, a Study Session was held with the City Council and Planning Commission to present and discuss the Public Review Draft Citywide Corridors Plan and receive feedback prior to adoption of the Plan. The focus of the presentation and discussion was on implementation, including 20% roadway designs for the Town Centers, street standards, and landscaping, signage and cost estimates. The Public Review Draft Plan was favorably received and direction was provided to bring the Plan back to the City Council for adoption in the first half of the 2026. A few minor additions and clarifications were made to the Public Review Draft Plan in response to comments from the Planning Commission and City Council, including:

- Addressing the need for equestrian trail use signs to reduce conflicts between riders/horses, bicyclists and pedestrians;
- Clarifying that recommendations include setting back equestrian crossing pushbuttons at new locations and possible retrofits using cantilever arms at existing locations;
- Adding “Tree Implementation Strategies” including the City establishing or partnering with a local agency to start a local tree nursery bank, where trees can be grown/matured in pots likely within utility easements, river, etc, until capital improvement projects are ready to utilize them. This could provide significant long-term savings to the City, literally growing value over time.

ANALYSIS

The Citywide Corridors Plan is a vision and strategic plan to improve the appearance and function of the City’s major corridors. The City benefits from a plan like this because it sets the overall vision for the major corridors that connect the various communities in the City, and because this plan is implementation focused, and includes:

- Tools that staff can apply to different street segments and criteria for prioritizing future CIP projects.



- 20% engineered street plans and cost estimates for the Corridors as they pass through the Town Centers, which positions the City to apply for grants and obtain funding for these improvements.

To date, most of the City’s major corridors are arterial or major collector streets or expressways that are built to Riverside County standards, whose primary function is to move traffic. Under the County, the design of these roadways did not necessarily consider how streets that pass through the various communities and centers within the city should function. Accordingly, over the past several decades, the appearance and function of these roadways are increasingly stripping away original rural character and unique identities of the places they serve. In a few cases, stretches of some corridors have been improved or still retain their original rural country road character that reflect Jurupa Valley’s identity as a “semi-rural community of communities” as envisioned in the General Plan. However, the City has yet to define its own street standards. And much of City’s existing street network (built before City incorporation) is pavement, with little consideration for aesthetics or functions of the network other than for moving traffic.

Three phases of work are necessary to realize street and streetscape design and implementation for the City’s major transportation corridors:

- Phase 1: Conceptual Design, Vision and Strategic Plan (Citywide Corridors Plan)
- Phase 2: Construction Documents
- Phase 3: Construction Administration

The adoption of the Citywide Corridors Plan would complete Phase 1 and allow the City to move forward with the construction phases of the recommended improvements.

Goals and Approach

The intent of the Citywide Corridors Plan is to take a holistic approach that considers the ultimate configuration of the roadways and all of the improvements that will be needed for the major corridors in the city, including street trees and signage, and focuses and targets the investments needed to have maximum influence on the overall appearance of the city. The Citywide Corridors Plan defines streetscape and beautification elements for several major corridors, including landscape, branding, identity, and wayfinding systems that reflect the unique identity of Jurupa Valley.

The Citywide Corridors Plan is a tool for identifying and equitably prioritizing types of corridor improvement types that accomplish the City’s goals:



- Improve corridor safety and traffic calming
- Strengthen Jurupa Valley’s image and identity
- Enhance the economic performance of the City’s corridors and Town Centers
- Ensure equitable investment in geographic areas of the City

The Plan identifies “Improvement Elements” (i.e. trees, sidewalks, bike lanes, parking, etc.) and “Place-Specific Recommendations” for focus areas (i.e. Town Centers) in order to inform the Capital Improvement Program (CIP) and create a tool and a basis for grant funding applications. The Citywide Corridors Plan is not a Land-Use Plan, though it may have implications for land use (e.g., future developments to contribute their fair share to public infrastructure).

Redefining How We Measure the Success of Streets

With this Plan, there is an opportunity to redefine how the City measures the success of a public roadway. With Complete Streets and more recent shifts in transportation planning, we are no longer designing streets solely to move large numbers of vehicles as efficiently as possible, in isolation from the land uses on either side of the street. Rather, cities are rediscovering the benefits of designing safe and livable streets that balance the needs of all users and provide other benefits such as:

Public Safety: Street design needs to promote safe environments for all users and the design can offer healthy choices that facilitate active transportation, such as walking, cycling, and using public transit. Streets can encourage social interaction and designs that offer natural surveillance and help build stronger, safer communities.

Healthy Living: How streets are designed can also facilitate walking and outdoor activities, improve equitable access to healthy food options, mitigate noise levels, and provide landscaping and trees that improve air and water quality.

Quality of Life: The visual appeal of the street contributes to overall quality of life and great streets attract people and business.

Economic Sustainability: Street improvements that increase safety, improve public realm quality, and welcome multimodal use have positive economic effects such as higher retail sales and increased property values. Investment in streets has long-term economic benefits.

Environmental Sustainability: How streets are designed can have environmental benefits. Promoting sustainable transportation modes through well-designed streets can lower carbon emissions and improve overall air quality. Incorporating trees and landscaping can improve water management, foster biodiversity, and increase access to the natural environment.



Social Equity: Streets are the largest area of public space in most cities, and serve all members of the community. Well-designed streets that serve a variety of modes increases equitable access to jobs and schools, increases healthy living choices, and encourages strong communities.

ENVIRONMENTAL ANALYSIS

In approving the General Plan in 2017, the City Council certified the Jurupa Valley 2017 General Plan Programmatic Final Environmental Impact Report (EIR) (SCH No. 2016021025) in accordance with the CEQA. Pursuant to CEQA Guidelines Section 15164, the City has reviewed the proposed Citywide Corridor Plan against the 2017 EIR and determined the EIR adequately addresses all the environmental issues associated with the project. The proposed project would not result in any new significant impacts on the environment based upon the analysis and conclusions presented in the 2017 EIR. In addition, previously identified significant impacts would not be substantially more severe than shown in the previous EIR. Finally, no new feasible mitigation measures have been identified that would substantially reduce significant impacts identified in the 2017 EIR. Therefore, an EIR Addendum (Exhibit B of Attachment 1) has been prepared for the Citywide Corridor Plan. Unlike an EIR, an Addendum is not required to be circulated for public review.

FINANCIAL IMPACT

No financial impact. The preparation of the Citywide Corridors Plan is being funded by available American Rescue Plan Act (ARPA) funds for roadway improvements.

NOTICING REQUIREMENTS

A legal advertisement was published in the Press Enterprise on February 13, 2026. No responses have been received at this time.

ALTERNATIVES

1. *Recommended Action:* That the City Council:
 - a. Adopt an Addendum to the General Plan EIR pursuant to CEQA Guidelines Section 15164
 - b. Adopt Resolution No. 2026-16 approving the Citywide Corridors Plan.
2. Do not adopt Resolution No. 2026-16 and an Addendum to the General Plan EIR.
3. Defer action and request additional information.



Prepared by:



Joe Perez

Assistant City Manager/Community Development Director

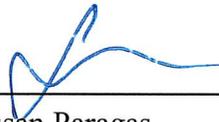
Submitted by:



Rod B. Butler

City Manager

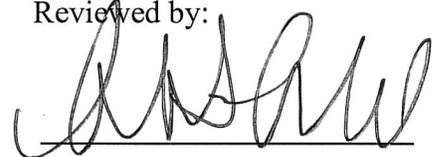
Reviewed by:



Susan Paragas

Director of Finance

Reviewed by:



Michael Flad

Assistant City Manager

Reviewed by:



Peter M. Thorson

City Attorney

ATTACHMENTS

1. Resolution

Exhibit A: Draft Citywide Corridors Plan

Exhibit B: Addendum to the City of Jurupa Valley General Plan Certified Environmental Impact Report (SCH No. 2016021025)



ATTACHMENT 1

Resolution No. 2026-16

RESOLUTION NO. 2026-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY APPROVING THE CITYWIDE CORRIDORS PLAN AND FINDING THE CITYWIDE CORRIDORS PLAN IN CONFORMANCE WITH CITY OF JURUPA VALLEY GENERAL PLAN AND ADOPTING AN ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN (SCH #2016021025) IN CONNECTION WITH APPROVING THE CITYWIDE CORRIDORS PLAN

THE CITY COUNCIL OF THE CITY OF JURUPA VALLEY DOES RESOLVE AS FOLLOWS:

Section 1. Project Procedural Findings. The City Council does hereby find, determine and declare that:

(a) Since adopting the 2017 General Plan, the City has advanced corridor planning efforts through key initiatives focused on safety and access. Plans such as the Circulation Plan for Bicyclists and Pedestrians (2018), SafeTREC’s advisory Complete Streets Safety Assessment (2021), and the adopted Local Roadway Safety Plan (2022) have identified priority areas for multimodal corridor improvements.

(b) In 2023, the City Council directed staff to do extensive research and on-the-ground analysis of the major corridors, and engage in community engagement in the form stakeholder meetings and publicly noticed Study Sessions with the City Council and Planning Commission. Through these efforts, staff provided conceptual design plans, and development of several drafts of the Citywide Corridors Plan (“Project”). The Citywide Corridors Plan is attached as Exhibit “A”.

(c) The Mobility Element includes a number of policies that were considered in the creation of the Project including:

1) ME 1.1 Mobility Corridors. Require that the City’s mobility corridors: (1) Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right of way wherever feasible, using multimodal, “complete streets” design strategies; (2) Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities; (3) Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed); (4) Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in an attractive and safe manner; (5) Be maintained in accordance with best practices and the City’s Street Improvement Program.

2) ME 1.2 Corridor Design. When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards: (1) Roadway designs shall maintain no more than two through travel lanes wherever

possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries; (2) Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening; (3) Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point; (4) Where two-lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character; (5) Provisions for bus turnouts, bus shelters and connectivity to the Pedley Metrolink Station shall be included; (6) Houses along Secondary, Neighborhood Collector and Local Corridors shall have street access.

3) ME 1.3 Preserving Community Character in Mobility Corridors. Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies: (1) Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel; (2) Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses; (3) Mobility corridors shall be designed to produce an attractive, safe and high-quality environment of treelined streets within a semi-rural, small town community.

4) ME 1.1.1 Mobility Corridor Master Plan. Consider establishing a Mobility Corridor Master Plan and Design Guidelines to provide more detailed guidance on the design, operational and maintenance of mobility corridors.”

(d) On March 5, 2026, the City Council of the City of Jurupa Valley held a public hearing on the Project at which time all persons interested in the Project had the opportunity and did address the Planning Commission on these matters. Following the receipt of public testimony, the City Council closed the public hearing.

(e) The adoption of the Citywide Corridors Plan would complete Phase 1 and allow the City to move forward with the construction phases of the recommended improvements.

(f) All legal preconditions to the adoption of this Resolution have occurred.

Section 2. California Environmental Quality Act Findings. The City Council of the City of Jurupa Valley hereby makes the following environmental findings and determinations in connection with the approval of the Project:

(a) The Project was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including the California Environmental Quality Act, Public Resources Code 21000, et seq. and the California Environmental Quality Act Guidelines, 14 Cal. Code Regs 15000 et seq. (collectively referred to as “CEQA”).

(b) Pursuant to CEQA, the City is the lead agency for the Project.

(c) On September 7, 2017, the Jurupa Valley City Council adopted Resolution No. 2017-14 certifying a Final Environmental Impact Report (FEIR), State Clearinghouse No. 2016021025, for the Jurupa Valley General Plan.

(d) The City has caused an Addendum to be prepared to the previously certified FEIR in accordance with CEQA Guidelines Section 15164 because the approval of the Project does not require the preparation of a new or Supplemental Environmental Impact Report pursuant to CEQA Guidelines Section 15164. A copy of the Addendum is attached as Exhibit “B”.

(e) An Addendum need not be circulated for public review but is attached to the FEIR in accordance with CEQA Guidelines Section 15164.

(f) Consistent with CEQA Guidelines Section 15164, the City Council finds and determines that an Addendum to the FEIR is the appropriate environmental document to analyze the Project because:

1) Some changes or additions to the FEIR are necessary, but none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

2) There are no substantial changes proposed by the Project that will require major revisions of the previously certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

3) No substantial changes have occurred with respect to the circumstances under which the Project is undertaken that will require major revisions of the previously certified FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

4) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the FEIR was adopted showing that: (a) the changes proposed with the Project will have one or more significant effects not discussed in the FEIR; (b) there are significant effects previously examined that will be substantially more severe than shown in the FEIR; (c) there are mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the City declines to adopt the mitigation measures or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the FEIR would substantially reduce one or more significant effects on the environment, but the City declines to adopt the mitigation measure or alternative.

(g) The custodian of records for the FEIR and Addendum, and all other materials that constitute the record of proceedings is the Community Development Department of the City of Jurupa Valley. Those documents are available for public review in the Community Development Department located at 8930 Limonite Avenue, Jurupa Valley, California 92509.

(h) The City Council has reviewed the findings made in this Resolution and finds that they are based upon substantial evidence that has been presented to the City Council in the record of proceedings. The documents, staff report, and other materials that constitute the record of proceedings on which this Resolution is based are on file and available for public examination on the City's website at www.JurupaValleyCA.gov. The City Council has independently reviewed and considered the contents the Addendum to the FEIR prior to deciding whether to approve the Project.

(i) The Community Development Director is authorized and directed to file a Notice of Determination in accordance with CEQA.

Section 2. Findings for Approval of Citywide Corridor Plan. The City Council does hereby find the proposed Jurupa Valley Citywide Corridor Plan in conformance with the City of Jurupa Valley General Plan because:

(a) The Jurupa Valley Citywide Corridors Plan is consistent with the following goals and policies of the City of Jurupa Valley General Plan:

1) ME 1.1 Mobility Corridors. Require that the City's mobility corridors meet certain accommodation, level of service, and maintenance standards as described in Section 1 of this Resolution.

2) ME 1.2 Corridor Design. When existing mobility corridors require modification or new corridors are established, their design shall be consistent with certain standards as described in Section 1 of this Resolution.

3) ME 1.3 Preserving Community Character in Mobility Corridors. Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the certain features unless determined infeasible or inconsistent with General Plan goals and policies as described in Section 1 of this Resolution.

4) ME 1.1.1 Mobility Corridor Master Plan. Consider establishing a Mobility Corridor Master Plan and Design Guidelines to provide more detailed guidance on the design, operational and maintenance of mobility corridors as described in Section 1 of this Resolution.

Section 3. The City Council of the City of Jurupa Valley does hereby approve the "Citywide Corridors Plan" in substantially the same form attached hereto as Exhibit "A".

Section 4. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Jurupa Valley on this 5th day March 2026.

Brian Berkson
Mayor

ATTEST:

Maria Morris
City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF JURUPA VALLEY)

I, Maria Morris, City Clerk of the City of Jurupa Valley, do hereby certify that the foregoing Resolution No. 2026-__ was duly adopted and passed at a meeting of the City Council of the City of Jurupa Valley on the 5 day of March 2026, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Jurupa Valley, California, this 5th day of March 2026.

Maria Morris, City Clerk
City of Jurupa Valley

EXHIBIT A OF ATTACHMENT 1
Draft Citywide Corridors Plan



CITY OF JURUPA VALLEY

CITYWIDE CORRIDORS PLAN

Adoption Draft

March 2026



Acknowledgments

A SPECIAL THANKS:

This Citywide Corridors Plan and the vision and strategies herein, are a result of a collaborative effort between the City of Jurupa Valley's professional staff, City Council, Planning Commission, and team of professional consultants.

Specific acknowledgment is given to the following individuals:

CITY OF JURUPA VALLEY

City Council

Brian Berkson, Mayor
Chris Barajas, Mayor Pro Tem
Armando Carmona, Member
Guillermo Silva, Member
Veronica Sanchez, Member

Planning Commission

Arleen Pruitt, Chair
Laura Shultz, Chair Pro Tem
Penny Newman, Commissioner
Uriel De La Torre, Commissioner
Christobal Rosales, Commissioner

Public Works Advisory Committee

Robert Galindo, Committee Member
Alondra Munoz, Committee Member
Rosa Sandoval, Committee Member
Josh Steffy, Committee Member

City Staff

Rod Butler, City Manager
Michael Flad, Assistant City Manager
Joe Perez, Assistant City Manager / Community Development Director
Dianne Guevara, Deputy Community Development Director
Annette Tam Chyan, Planning Manager
Paul Toor, Public Works Director / City Engineer
Steve Loriso, Deputy Public Works Director / Assistant City Engineer
Manuel Gonzales, Principal Civil Engineer

CONSULTANT TEAM

Civic Solutions | Project Management

Jean Ward, Principal-Planner / Project Manager

Sargent Town Planning | Urban Planning & Design Lead, Plan Preparation

David Sargent, Senior Principal
Peter VanderWal, Principal
Gregory Tung, Associate Principal, Project Manager
Andrew Krizman, Associate Principal
Russ Cunningham, Senior Associate
Javier Ballesteros Marquez, Associate Urban Designer

Fehr & Peers | Traffic & Mobility

Jason Pack, Principal
Brian Wolfe, Transportation Engineer/Planner

Fong Hart Schneider + Partners | Landscape Architecture

David Schneider, Senior Consulting Landscape Architect

Graphic Solutions | Environmental Graphics

Simon Andrews, Principal
Jordan Turkomani, Designer

ProActive Engineering Consultants | Civil Engineers

Tom Braun, Principal
Ati Eskandari, Engineer
Scott Gilbert, Director of Engineering
Adriana Griffith, Senior Project Manager



Table of Contents

CHAPTER 1. BACKGROUND & INTENT	9
1.1 Executive Summary	10
A. Introduction	10
B. Corridors Plan Goals	11
C. Citywide Corridors Plan Overview	12
1.2 Background & Context	14
A. Introduction	14
B. Plan Authority & Relationship to Other Plans	15
C. Corridors Background	19
1.3 Challenges & Opportunities	22
A. Current Corridors Challenges & Opportunities	22
1.4 Corridor Types	44
A. Corridor SEGMENT Types	44
B. Crosstown Corridors Segments	46
C. Neighborhood Corridor Segments	48
D. Town Center Corridor Segments / Activity Nodes	50
1.5 Economic Catalyst Case Studies	52
A. Main Street in Bridgeport, CA	52
B. Whittier Boulevard in Montebello, CA	54
C. Lancaster Boulevard in Lancaster, CA	55

CHAPTER 2. DESIGN SCENARIOS 57

- [2.1 | Introduction58](#)
- [2.2 | Town Center Corridors60](#)
 - [A. Prototypical Configuration62](#)
 - [B. Constrained Sidewalk Variation64](#)
 - [C. Constrained Roadway Variation65](#)
 - [D. Constrained Sidewalk & Roadway Variation66](#)
 - [E. Equestrian Variation67](#)
 - [F. Frontage Lane Variation68](#)
 - [G. Frontage Lane + Bus Stop Variation69](#)
- [2.3 | Neighborhood Corridors70](#)
 - [A. Prototypical Configuration72](#)
 - [B. Equestrian Variation74](#)
 - [C. Multi-Use Trail Variation75](#)
 - [D. Rural Variation #1 - Prototypical76](#)
 - [E. Rural Variation #2 - Prototypical Equestrian77](#)
 - [F. Rural Variation #3 - Non-Frontages78](#)
 - [G. Rural Variation #4 - Specific to Jurupa Rd79](#)
 - [H. Rural - Specific to Pedley Rd 80](#)
- [2.4 | Crosstown Corridors82](#)
 - [A. Prototypical Configuration 84](#)
 - [B. Equestrian Variation86](#)
 - [C. Multi-Use Trail Variation87](#)
 - [D. Frontage Lane Variation88](#)
 - [E. Constrained Sidewalk Variation89](#)

CHAPTER 3. CORRIDOR IMPROVEMENT TOOLKIT90

- [3.1 | Introduction92](#)
 - [A. Introduction & Chapter Overview92](#)
 - [B. Toolkit Contents / Organization94](#)
- [3.2 | Travel Zone96](#)
 - [A. Traffic Calming Strategies98](#)
 - [B. Adding Medians102](#)
 - [C. Intersection Improvements104](#)
- [3.3 | Curbside Access & Parking Zone108](#)
 - [A. Provide Safe Bike Facilities on all corridors110](#)
 - [B. Adding Curbside Parking116](#)
 - [C. Adding Parklets in the Curbside Zone117](#)
 - [D. Adding Parking Lane street tree Planters118](#)
 - [E. Adding Curb Extensions at intersections120](#)
- [3.4 | Landscape & Furnishing Zone122](#)
 - [A. Adding Landscaping & Paving Materials124](#)
 - [B. Adding Street Trees126](#)
 - [C. Adding Street Furniture128](#)
 - [D. Adding Street & PATH Lighting130](#)
- [3.5 | Secondary Access Zone132](#)
 - [A. Equestrian Trails subject to the E.L.O.133](#)
 - [B. Multi-use Trails133](#)
 - [C. Off-Street Bicycle Facilities133](#)
- [3.6 | Sidewalk & Access Zone134](#)
 - [A. Sidewalk Widening135](#)
 - [B. Calibrated Building Setbacks135](#)
 - [C. Paving Material Considerations135](#)

APPENDIX A BASE MAPS & ANALYSES **137**

APPENDIX B. TOWN CENTER CORRIDOR SEGMENTS: 20% CONCEPT PLANS **157**

APPENDIX C. TOWN CENTER CORRIDOR SEGMENTS: 20% COST ESTIMATES **181**

APPENDIX D. PUBLIC SIGNAGE & BRANDING:CONCEPT & ESTIMATES **253**

APPENDIX E. CORRIDOR DESIGN STANDARDS **331**

APPENDIX F. RECOMMENDED CORRIDOR STREET TREE PALETTE **343**

APPENDIX G. CORRIDOR IMPROVEMENT IMPLEMENTATION MATRIX **357**



View of the Mission Boulevard Corridor in Rubidoux Town Center, west of the Santa Ana River
Image: City of Jurupa Valley

Chapter 1

BACKGROUND & INTENT



INTRODUCTION

This chapter provides an overview of the Citywide Corridors Plan, beginning with a summary of its goals, followed by discussion of the Plan’s scope and policy context, and concluding with an examination of the corridors’ existing conditions, challenges and opportunities, and strategic approaches by corridor type. These form the basis for subsequent Approaches and Tools in Chapter 2, and implementation priorities in Chapter 3.

IN THIS CHAPTER

- [1.1 | Executive Summary](#) 10
 - [A. Introduction](#) 10
 - [B. Corridors Plan Goals](#) 11
 - [C. Citywide Corridors Plan Overview](#) 12
- [1.2 | Background & Context](#) 14
 - [A. Introduction](#) 14
 - [B. Plan Authority & Relationship to Other Plans](#) 15
 - [C. Corridors Background](#) 19
- [1.3 | Challenges & Opportunities](#) 22
 - [A. Current Corridors Challenges & Opportunities](#) 22
- [1.4 | Corridor Types](#) 44
 - [A. Corridor SEGMENT Types](#) 44
 - [B. Crosstown Corridors Segments](#) 46
 - [C. Neighborhood Corridor Segments](#) 48
 - [D. Town Center Corridor Segments / Activity Nodes](#) 50
- [1.5 | Economic Catalyst Case Studies](#) 52
 - [A. Main Street in Bridgeport, CA](#) 52
 - [B. Whittier Boulevard in Montebello, CA](#) 54
 - [C. Lancaster Boulevard in Lancaster, CA](#) 55

1.1 | Executive Summary



Horses and riders marching on Limonite Avenue in the 2025 Harvest Parade. *Image: City of Jurupa Valley*

A. INTRODUCTION

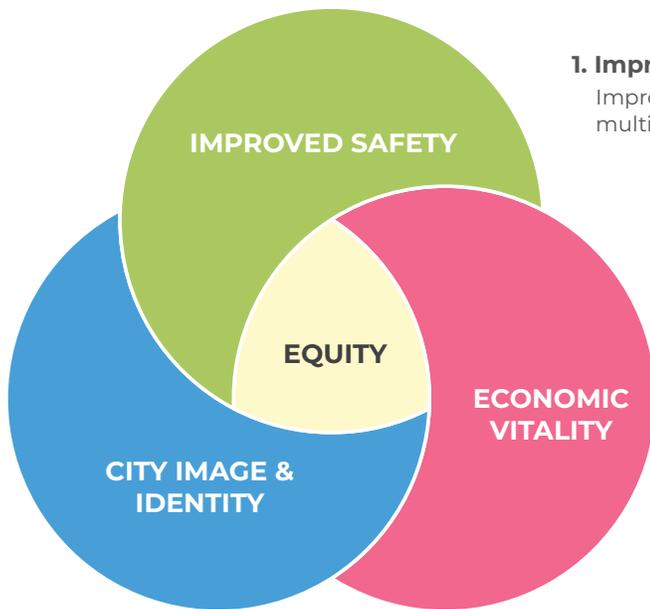
The Citywide Corridors Plan is a tool for enhancing the safety, regional identity, and economic vitality of Jurupa Valley's primary corridors. These vital routes, which connect neighborhoods, businesses, and major destinations, have become increasingly important as the city grows. However, they also present significant pedestrian safety challenges, with recent studies showing that most of the city's pedestrian fatalities (60% from 2008 to 2022) occur along these corridors. The plan focuses on traffic calming measures and physical design changes that foster safer interactions between drivers, pedestrians, cyclists, and horse riders.

In addition to safety, these corridors present opportunities to elevate the city's image, support the economic growth of town centers, and attract compatible housing investment.

Improvements will be tailored to the different potentials of corridor segments, with particular attention to areas where walking, biking, and transit are more prevalent.

“The Citywide Corridors Plan is a tool for enhancing the safety, regional identity, and economic vitality of Jurupa Valley’s primary corridors while ensuring an equitable application of resources.”

B. CORRIDORS PLAN GOALS



1. Improved Corridor Safety.

Improved corridor safety through traffic calming and enhanced multimodal circulation facilities.

2. Strengthened City Image & Identity.

Corridor streetscape and landscape improvements will strengthen, unify and reinforce Jurupa Valley's regional image and identity.

3. Enhanced Economic Vitality.

Corridor improvements will be catalytic to the placemaking goals of Jurupa Valley's Town Centers and activity nodes, improving economic performance and value of corridor-adjacent properties.

4. Equitable Application of Improvements.

Ensure that capital investments in corridor improvements are distributed fairly and prioritize safety improvements in underserved communities.

FIGURE 1.1.1 | CORRIDORS PLAN GOALS

Accordingly, the four goals of the Plan are to:

- 1. Improve Corridor Safety and Traffic Calming.** The corridors connect neighborhoods, schools, parks, shopping areas and Town Centers, but too many pedestrian injuries and fatalities take place along them. As population grows and people seek healthier lifestyles by walking, biking and horseback riding, corridor improvements can increase safety and calm traffic by re-balancing how streets are shared between cars, trucks, pedestrians, bikes, buses and horse riders.
- 2. Strengthen City Image & Identity.** As a resident or a visitor, the corridors are how you get around Jurupa Valley and impact the community's "look and feel" - as much as its parks, mountain and river scenery, and Town Centers. A century ago, many of them were once charming tree-lined country roads by design, but lost that identity with widenings and development over time. Going forward, by adding shade trees, paths, ranch fencing, gateways, wayfinding signage and beautification, improved corridors can strengthen the city's image and livability for residents.
- 3. Enhance Economic Vitality Through Placemaking.** The Town Centers are high-priority change areas for the city; making their corridor segments safer and more walkable in tandem with upcoming Town Center zoning updates are opportunities to support storefront retail, attract investment, add residential options, and create local jobs. In addition, calming traffic, improving walk/bike/bus access and beautifying corridors outside of Town Centers can help strengthen prospects for housing on vacant corridor sites - where future residents can easily get to new shopping centers and Town Centers.
- 4. Ensure Equitable Application of Resources for Improvement and Investment.** While many corridor segments throughout need traffic calming, infill sidewalks, supplementary street lighting and bike lanes, lower-income households and neighborhoods are likely to have greater reliance on walking, biking and bus transit than those with more resources and mobility options; that said, the completeness of networks matters for mobility for everyone. The City will need to consider these and other factors in locating public improvement investments, and equity will be emphasized among the physical improvement goals (particularly safety) to ensure that improvements are distributed fairly across the city.

C. CITYWIDE CORRIDORS PLAN OVERVIEW

Chapter 1 | Context, Opportunities and Challenges

Chapter 1 introduces the Citywide Corridors Plan, outlining its primary goals to improve safety, enhance the city's identity, and strengthen economic vitality.

It provides an overview of the plan's purpose, authority, and relationship to other adopted plans, along with a brief overview of the historic and geographic context of the city's corridors.

Key challenges and opportunities are identified, associated with safety, mobility, equity, and corridor-specific land uses, emphasizing focused improvements to address diverse community needs.

By looking at corridor segment types and contexts, it creates a basis for targeting street improvements to advance the plan's goals effectively and equitably throughout the city.

The chapter concludes with a set of case studies of corridor street improvements that have provided different levels of economic catalyst benefits for Town Centers in California.

Chapter 2 | Design Scenarios

Chapter 2 develops a series of design scenarios and variations that illustrate combinations of street improvement treatments ("tools") to address identified challenges from Chapter 1.

These scenarios graphically illustrate combinations of design elements in relation to existing corridor segment configurations, as well as alternatives and tradeoffs - serving as potential prototypes relevant to conditions along many corridor segments. They are depicted along with images of potential locations for their application.

Selected "priority" corridor segments - those that are most likely to accomplish all or most of the Corridor Plan's 4 goals - will separately receive more detailed "20% level" designs to demonstrate the application of the tools, and enable initial cost estimating of potential improvements - to be included in Appendices.



Chapter 1 introduces the Citywide Corridors Plan and its primary goals, identifies key challenges and opportunities, examines corridor segment types, and reviews case studies of corridor improvements that have resulted in economic benefits. *Image: Map of Existing Corridors Types, Chapter 1, pp. 44-45*

2.2 | Town Center Corridors



Chapter 2 provides a "toolkit-based" set of corridor improvement scenarios for each of the 3 "Corridor Types" to implement the 4 overarching Corridors Plan Goals introduced in Chapter 1. *Image: 2.2 Improvement Scenarios for Town Center Corridors, Chapter 2, pp. 60-61.*



Chapter 3 provides the design "toolkit" of street improvement strategies that further the Plan Goals outlined in Chapter 1 and underlie the Design Scenarios in Chapter 2. *Image: excerpt from "Tools Organized by Location in the Street" diagram, Chapter 3, pp. 92-93.*

Chapter 3 | Design Toolkit

Chapter 3 serves as a resource for Chapter 2's Design Scenarios, profiling an array of street improvement elements and best practices that when applied, work in combination with each other as well as with existing corridor conditions. The improvement elements are presented according to where they occur in the the street, and include city gateway, identity and wayfinding elements.

Appendix A | Base Maps & Analyses

These base maps overview the corridors' existing policy and planning context including scope and classification of corridors examined. Next, a series of data-based maps helps visualize geographic patterns of traffic, mobility, access, streetscape and demographics in relation to the corridors - providing a basis for concepts and recommendations discussed in Chapters 1 through 3.

Appendix B | Town Center Corridor Segments: 20% Concept Plans

20%-level engineering plans in this Appendix depict conceptual street improvements within the Rubidoux, Glen Avon and Pedley Town Center, incorporating the Plan's four combined goals for improvements in safety, identity, economic benefit and equity outlined in Chapters 1, 2 and 3. Design concepts are introduced at a high level to enable corresponding order-of-magnitude cost estimates, segment by segment (including alternatives in some cases).

Appendix C | Town Center Corridor Segments: 20% Cost Estimates

This Appendix provides order-of-magnitude cost estimates associated with the 20% Town Center Corridor Segment Plans included in Appendix B, The estimates are organized to match the same segments annotated in Appendix B plans.

Appendix D | Public Signage & Branding: Concept & Estimates

This Appendix serves as a resource and guide for selection and scoping of subsequent public signage efforts. It begins with an educational Sign Types guide, followed by Design Considerations that include the city's adopted branding graphic standards, conceptual design sketches, location maps, and budgetary estimates.

[Back to T.O.C.](#)

Appendix E | Corridor Improvement Design Standards

These Standards ensure that all future public improvements to Jurupa Valley's corridor roadways and connected corridor-facing frontages of private development (e.g. such as sidewalks and frontage lanes that may be on public and/or private land) contribute to achieving the goals of this Citywide Corridors Plan.

Appendix F | Recommended Corridor Street Tree Palette

This Appendix provides palettes of recommended corridor street trees according to their role and placement within the streetscape and by corridor segment types noted, tailored to Jurupa Valley's climate zone and aridity and with consideration of increasing heat conditions.

Appendix G | Design Matrix

The Design Matrix - shown as a sample excerpt in this Appendix - is intended as a working tool to serve as a potential implementation tool. It is intended to be a "living document" maintained by City Staff and/or future consulting corridor designers and engineers.



Image: Enlarged excerpt from 20% Concept Plans for the Rubidoux Town Center Corridor segment of Mission Boulevard at proposed new mid-block crosswalk west of Daly Avenue, Appendix B, pp. 172-173.

1.2 | Background & Context



View west along the Mission Boulevard corridor at Byrne Road in the eastern portion of Glen Avon. Mission Boulevard is Jurupa Valley's oldest corridor, serving in the early 20th Century as the primary highway through unincorporated West Riverside from Los Angeles to Riverside before the construction of Highway 60 (visible at upper right). *Image: Google Earth*

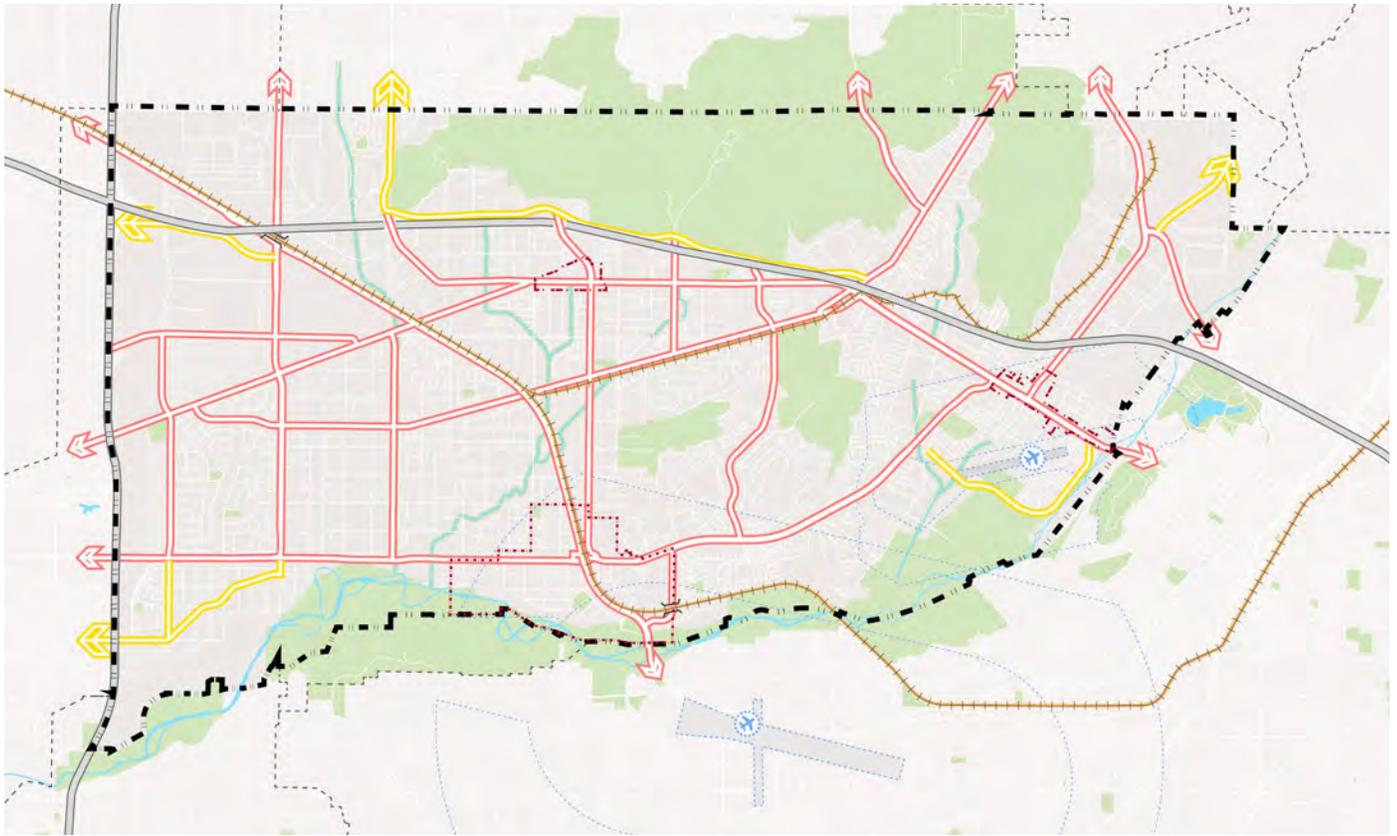
A. INTRODUCTION

1. The Corridors in Geographic Context

Jurupa Valley's 45 square miles are defined by its hills to the north, the Santa Ana River parklands to the south, and a network of corridors that connect its neighborhoods, open spaces, and business districts. Originally two-lane rural roads, many of these corridors have evolved into multi-lane arterials accommodating a mix of commercial, residential, and industrial uses.

Instead of following the checkerboard street grids seen in other California cities, the city's corridors are shaped by natural and man-made barriers such as the Jurupa Hills, the Santa Ana River, I-15, SR-60, railroad tracks, and flood control channels. In addition, successive subdivision developments across the former unincorporated county area often did not link their local streets to other subdivisions' local streets, and instead relied on existing arterials. These barriers have limited local street connectivity, making corridors the primary routes (and sometimes the only ones) for cross-city travel between neighborhoods, schools, shopping centers, community facilities and Town Centers.

Each corridor varies in location, mobility role, cross-section design, and fronting land uses. While they share some similarities that allow for categorization, their differences require tailored solutions rather than a "one size fits all" approach.



Of 71 miles of corridors within the city limits, those shown in red above are the primary focus of the plan, with supportive corridor streets shown in yellow. *Image: Sargent Town Planning*

B. PLAN AUTHORITY & RELATIONSHIP TO OTHER PLANS

1. The Corridors Plan and Policy Context

While the 2017 General Plan addressed these corridors within its Land Use, Mobility, and Environmental Justice elements, this Citywide Corridors Plan provides a comprehensive framework for integrating safety, identity, and economic development objectives along these critical routes. It also provides a framework that integrates corridor improvements into broader planning initiatives, including the General Plan and capital improvement programs, to ensure meaningful and context-sensitive enhancements.

The plan builds on previous efforts, including the City's 2022 SB-2 funding grant, which focused on increasing housing opportunities. With many of the remaining housing development sites located along corridors, there is an opportunity to enhance these areas to support housing, job growth, and essential services for residents.

By coordinating public and private improvements, the Corridors Plan aims to make these spaces safer, more attractive, and better aligned with the needs of the community.

“The plan builds on previous efforts, including the City’s 2022 SB-2 funding grant, which focused on increasing housing opportunities”.

2. Citywide Corridors Plan Authority

The Citywide Corridors Plan integrates key policy perspectives from the General Plan, including Land Use, Mobility, and Environmental Justice. It aligns “complete streets,” placemaking, economic development, and equity approaches with the Plan’s four primary goals: safety, city identity, economic vitality, and equity. The Plan introduces toolkits for street design, demonstration examples, and 20% design case studies for selected segments to guide potential “tactical” or “quick-build” improvements, as well as future capital improvement projects, area plans, and General Plan updates. While the Plan itself does not introduce regulatory changes, its policies and design elements will inform future updates to corridor-related public and private design standards, in keeping with Jurupa Valley’s semi-rural character.

3. Relationship to Other Plans

The Citywide Corridors Plan builds upon and complements several adopted and in-progress plans:

a. Jurupa Valley General Plan (2017). Corridors play a central role in multiple elements of the *General Plan*.

- The **Land Use Element** identifies several corridors as being part of potential Change Areas (such as Mission Boulevard and Etiwanda Avenue, among others), including segments of corridors within Town Centers.
- The **Mobility Element** addresses multimodal transportation across corridors.
- The **Environmental Justice Element** also addresses corridors and identifies mobility equity priorities for underserved neighborhoods.
- **Other:** Because the Corridors make up the city’s connective framework, relevant policy directions are found in many of the other General Plan Elements as well. Accordingly, the planning of the corridors require attentive cross-coordination to avoid “silo’ed” approaches in projects.

b. Circulation Plan for Bicyclists and Pedestrians (2018). The *CPBP* maps out gaps in pedestrian sidewalks and bicycle facilities, proposing routes and estimating costs for infill and improvements. Although some maps and data now require updates, the Circulation Plan provided helpful baseline information for improving multimodal connectivity along corridors.

c. Local Roadway Safety Plan (LRSP) (2022). The *LRSP*’s vision and goals are aligned with those of the statewide California Strategic Highway Safety Plan - to achieve safe multimodal travel on public roads, moving towards the national Toward Zero Deaths goal.

The Plan analyzes City collision data from 2016-2020, and establishes 4 emphasis areas (turns, speeding, yield failures and impaired/distracted driving), goals, implementation strategies, and safety countermeasures.

The *LRSP* is to be updated every 3 years beginning in 2025 and evaluated every 2 years to coordinate with upcoming HSIP applications, with plan-initiated projects evaluated after 5 years – creating opportunities for coordination with this Citywide Corridors Plan.

FIGURE 1.2.1 | AREAS OF CHANGE IDENTIFIED IN THE 2017 GENERAL PLAN INCLUDE SEGMENTS OF MAJOR CORRIDORS INCLUDING MISSION BLVD & LIMONITE AVE. SEE APPENDIX A, FIG. A.1.2

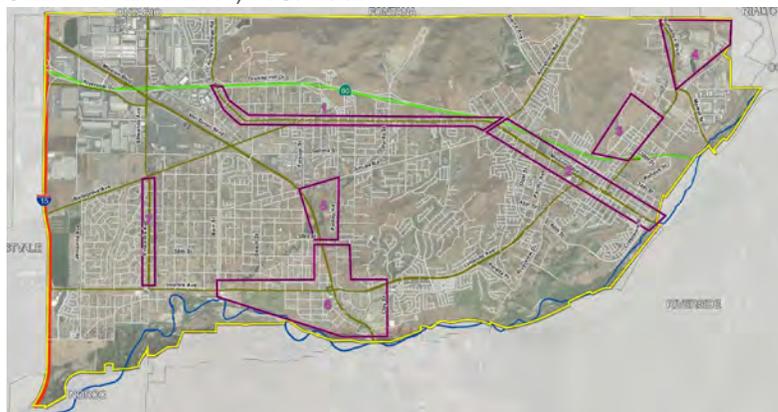
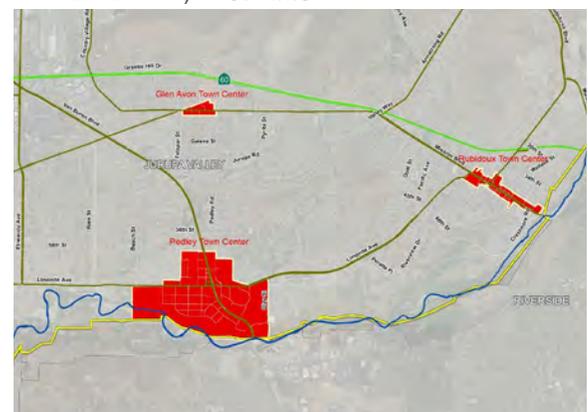


FIGURE 1.2.2 | RUBIDOUX, GLEN AVON AND PEDLEY TOWN CENTER OVERLAYS FROM THE 2017 GENERAL PLAN. SEE APPENDIX A, FIG. A.1.3



d. Capital Improvement Program (CIP) FY 2024-25 to FY 2028-29 (2024). The CIP is a five-year planning tool used to identify and coordinate the financing and timing of the City's long-term improvements to the City's roads and other capital infrastructure.

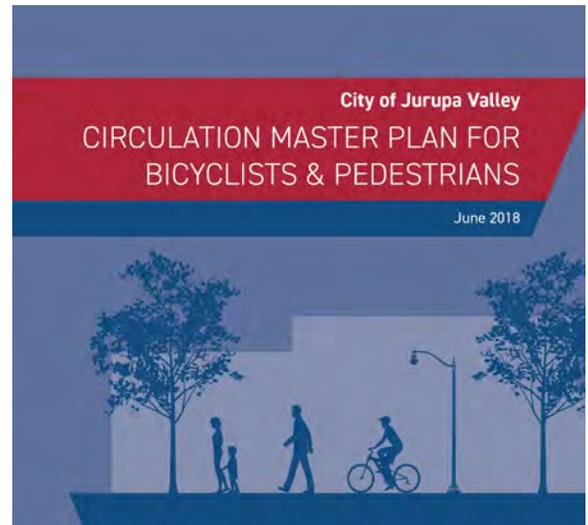
Updated annually, the CIP includes programmed corridor improvements that align with the City's priorities. It also serves as a tool for identifying additional areas of improvement, opportunities to complement planned projects, or make cost-effective adjustments to achieve broader improvement objectives in the near or long term..

e. Trails, Bicycle and Pedestrian Plan (2025). Following the Jurupa Area Recreation and Park District's (JARPD) completion of its 2024 Park and Recreation Master Plan, the City and JARPD jointly commissioned the *Trails, Bicycle and Pedestrian Plan* to evaluate and update existing JARPD and City on- and off-street trail networks with improvements, adjustments and proposed extensions. To avoid duplication, the Corridors Plan addresses Improvement recommendations for previously identified JARPD trail routes along the Corridors' right-of-ways. .

f. City Branding & Logo Design (2025). The City developed a new logo and brand identity which have been incorporated in the Citywide Corridors Plan's recommended City gateway and wayfinding signage design concepts and estimates.

g. Town Center Area Plans (in process - 2025). In accordance with the General Plan, the Pedley, Rubidoux, and Glen Avon Town Center Area Plans establish community-based visioning, policies and improvement strategies to strengthen them as transit-oriented, mixed-use, walkable village centers while

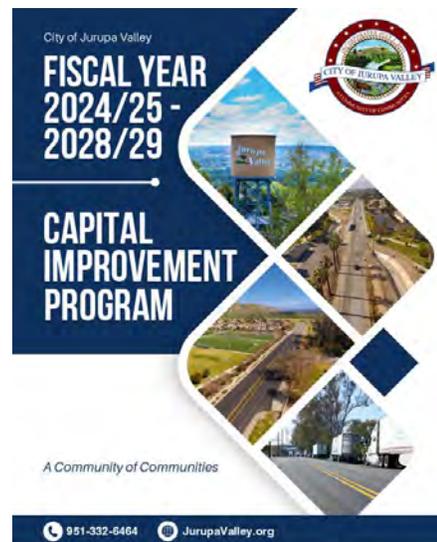
FIGURE 1.2.3 | MAP OF EXISTING AND PLANNED ON- AND OFF-STREET TRAILS FROM THE JARPD/CITY OF JURUPA VALLEY 2025 TRAILS, BICYCLE AND PEDESTRIAN PLAN



Local Roadway Safety Plan



Prepared by
City of Jurupa Valley



retaining their semi-rural characteristics. The *Pedley Town Center Plan* was adopted in 2025 while the Rubidoux and Glen Avon Town Center Plans are in current development (the latter as part of the *Town Center Implementation* initiative).

Key corridor-related strategies to strengthening Town Centers include:

- Develop prototype site concepts for mixed-use infill development in coordination with retail and workplace opportunities and active public spaces.
- Envision targeted street improvements that “tame” wide arterial segments with tree canopies and recommended boulevard-oriented frontages for infill developments, and create “main street” type streetscape treatments for retail-focused Town Center corridor segments.

h. Town Center Implementation (in process - 2025).

While General Plan policies envisioned the city’s three Town Centers becoming active and walkable historic centers with mixed commercial and residential uses, the existing single-use zoning meant property owners could not build that vision. The SCAG grant-funded *Town Center Implementation* (TCI) effort will enable:

- Outreach and education for Town Center and nearby residents, businesses, property owners and developers.
- TCI updating of Town Center zoning including mixed-uses and a Form-Based format for new buildings to maintain village scale and pedestrian-friendly orientation, and allow existing businesses and residential uses to continue.
- Coordination with the *Pedley and Rubidoux Town Center Area Plans* to ensure new zoning implements their improvement concepts.
- Development of Glen Avon-specific Town Center improvement policies and concepts that encourage investment at vacant sites and build on connectivity and public space improvements.
- Identifying means of tracking measurable outcomes of the project, including affordable housing and helping the city meet State housing requirements.



The Limonite, Clay and Pedley Corridors as depicted in the adopted Pedley Town Center Plan. Image: City of Jurupa Valley

Table 1 | Regulating Zones & Overlays at a Glance

	Town Center "Core" / Mixed-Use Corridor (MU-C) Zone	Town Center General (TC-G) Zone	Town Center Neighborhood (TC-N) Zone	Active Frontage Overlay (AFO)
Urban Character	Most urban zone; active, urban Corridor / District environment.	Lively, walkable urban neighborhoods well connected to the amenity-rich T1-Corridor.	Least urban zone; provides transition to existing / adjacent single-family neighborhoods.	Reserves space for active neighborhood-serving commercial uses at key nodes and centers.
Public Realm Network	Complete public realm network made up of compact blocks and a variety of community open spaces.	Complete and compact network of tree-lined neighborhood streets and a variety of neighborhood-serving open spaces.	Walkable network of quiet neighborhood streets, parks and gathering spaces.	As determined by MU-C Zone.
Building Form & Pattern	Strong urban buildings (7-4 story) with tall ground floor and active ground-floor frontages built at or close to the back of sidewalk.	"Neighborhood Scale" buildings (up to 4 stories) with active ground-floor frontages, built near the back of sidewalk or behind shallow yards.	"Housescale" buildings (up to 2.5 stories) with welcoming frontages, full-width shallow yards, and compatible with adjacent single-family neighborhoods.	Tall ground-floor spaces designed for active commercial uses, but may accommodate other uses in the neighborhoods.
Primary Land Uses	Mixed use and multi-family residential, hotels and lodging, neighborhood-serving commercial, entertainment and employment-generating offices.	Multi-family neighborhoods, with small concentrations of neighborhood-serving commercial at key nodes/ activity centers.	Single family and "housescale" multi-family residential only.	Prioritizes neighborhood-serving ground-floor commercial at key nodes/centers along the corridor.

An example summary table (draft) of form-based zones and overlays from the Approach & Recommendations Memo of the Jurupa Valley Town Center Implementation project. Source: *Sargent Town Planning*

C. CORRIDORS BACKGROUND

1. The Early Rural Road Network

Jurupa Valley’s corridors originated in the late 19th century as regional routes connecting settlements like Rubidoux, Pedley, and Glen Avon. A stagecoach line established in 1869 and expanding rail connections by 1890 laid the groundwork for these routes, with Mission Boulevard—then called “County Road”—emerging as a key connection between Los Angeles and Riverside. By the 1940s, Mission Boulevard had been widened into a four-lane divided highway, and by the 1960s, the modern corridor network was largely complete, with the additions of Limonite Avenue and Van Buren Boulevard. These early routes evolved from rural roads into critical corridors supporting the city’s growth and mobility.

2. Beautiful tree canopies: an integral feature of the early corridors

In the early 20th century, tree-lined corridors were a defining feature of Rubidoux, Glen Avon, and Wineville (now Mira Loma). Following the 1909 California Shade Tree Law, Riverside County’s first forester, Oscar Ford, spearheaded the planting of over 28,000 eucalyptus and palm trees along major roadways. These trees provided shade, beautification, and a welcoming character to the area’s corridors. However, postwar road widenings, removals, and the passage of time have left only scattered remnants of these historic canopies, remembered today by older residents. Re-establishing this iconic canopy along the city’s corridors is one of the key corridor improvement strategies of this plan, to help traffic calming, walkability, community identity, heat management and economic development.

3. 20th Century corridors planning

When Jurupa Valley incorporated as a city in 2011, it inherited roadway conditions typical of mid-20th century rural and suburban California communities: wide, 5+ lane roadways with minimal sidewalks, infrequent crosswalks, and virtually no safe bicycle facilities. While early corridor buildings were oriented toward, and “fronted onto” narrower 2-lane roads, later developments set their buildings further back, most often behind front parking lots, landscaping, or soundwalls. These practices have led to the “strip mall” appearance typical of many corridors in California,, eroding the human scale and sense of place once present in many “country corners” gathering places - including historic Glen Avon.



Mission Boulevard and Rubidoux Town Center in 1938, as seen from Mount Rubidoux.. Image: Avery E. Field, Rivera Library, Special Collections Dept., University of California



THEN: Two-Lane Eastbound Mission Boulevard, west of Lindsay Street in the late 1930’s. Image: Burton Frasher, Frashers Fotos, Pomona, CA



NOW: Five-Lane Eastbound Mission Boulevard, west of Lindsay Street in 2023. Image: Google Street View

4. Recent Corridor Planning and Improvements

Since the adoption of the 2017 General Plan (see the summary in *“Relationship to Other Plans”* on page 16 profiling its corridor-related policies), the City has advanced corridor planning efforts through key initiatives focused on safety and access. Plans such as the Circulation Plan for Bicyclists and Pedestrians (2018), SafeTREC’s advisory Complete Streets Safety Assessment (2021), and the adopted Local Roadway Safety Plan (2022) have identified priority areas for multimodal corridor improvements. The City has implemented several projects, including a recently completed “road diet” and buffered bike lanes on Crestmore Road and 46th Street south of Mission Boulevard, new buffered bike lanes on Sierra Avenue south of 20th Street, and multiple equestrian pushbuttons along Limonite Ave, Etiwanda Ave and Bellegrave Ave intersection crossings. These efforts represent important progress and this Citywide Corridors Plan reflects Jurupa Valley’s ongoing commitment to advancing safety, connectivity, and equitable outcomes for all corridor users.



A “road diet” and buffered bike lanes installation on 46th Street north of Loring Ranch Rd next to Rancho Jurupa Regional Sports Park, recently completed by the City. *Image: City of Jurupa Valley.*

5. Riverside County’s continuing partnership

Riverside County and the Riverside County Transportation Commission (RCTC) have played a valuable role in improving safety and congestion on a number of Jurupa Valley’s corridors. Notable examples include the Van Buren Boulevard/Limonite Avenue grade separation in the 1980s, the Clay Street/Union Pacific Railroad (UPRR) Grade Separation Project completed in 2016, the Jurupa Road grade separation at Van Buren Boulevard currently under construction, and upcoming reconstructions of Santa Ana River bridges on Mission Boulevard and Market Street. Between 2005 and 2007, Riverside County contributed \$1.16 million in Redevelopment Agency funding to enhance Mission Boulevard through the Streetscape Phase 3 project, which introduced median and sidewalk trees, decorative paving, streetlights, and gateway markers along a mile-long stretch near Rubidoux Town Center. Today, the County and City continue to collaborate on major corridor improvements, supporting safety, mobility, and streetscape enhancements.



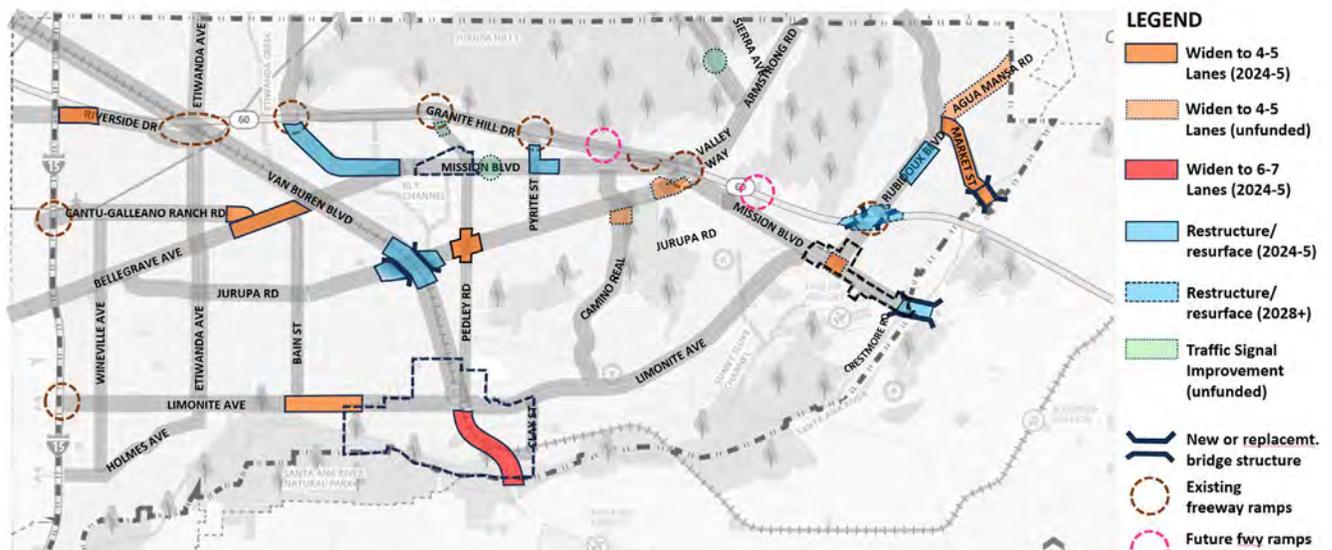
An aerial rendering of the future multimodal Jurupa Road underpass beneath Van Buren Boulevard and the Union Pacific tracks, currently under construction by the City and Riverside County. *Image: Jurupa Grade Separation Project.*

6. Current Corridor-focused Capital Improvement Program Projects

As profiled on the map above (*Figure 1.2.4*), the City's FY 2024–2029 Capital Improvement Program (CIP) outlines a range of roadway infrastructure improvements along key corridors. While regular maintenance such as pavement resurfacing affects significant sections of Van Buren Boulevard, Mission Boulevard, Country Village Road, Granite Hill Drive, and Rubidoux Boulevard, several major recent and upcoming projects address critical needs:

- Roadway widenings: Key segments include Van Buren Boulevard (Limonite Avenue to the Santa Ana River), Limonite Avenue (from Bain to Homestead Street), and Camino Real (south of Jurupa Road). Other locations include Market Street from Santa Ana River to Rubidoux Blvd, Agua Mansa Rd, Riverside Drive from I-15 to Wineville, and Bellegrave Avenue west of Van Buren Boulevard.
- New intersection grade separations: Projects include the completion of Jurupa Rd/ Van Buren Blvd/ UPRR tracks grade separation with an underpass equestrian trail link.
- A recently completed Citywide Traffic Signal Coordination and Signal Head Safety Upgrades project along corridor roads (Limonite, Riverview, Mission, Bellegrave, Van Buren, Pats Ranch, and Wineville).
- Intersection Improvements: Including the Cantu Galleano Ranch Rd. gap closure connection to Bellegrave Ave, Mission Blvd/Rubidoux Blvd intersection, and at Valley Way and Jurupa Rd.
- Intersection/overpass reconstruction: at the existing Rubidoux/SR-60 ramps and overcrossing structure.
- Bridge replacements: Including the Mission Blvd. and Market St. bridges over the Santa Ana River, in collaboration with the Riverside County Transportation Department (both including multi-use paths).
- Targeted pedestrian sidewalk gap closures and Safe Routes to School improvements: along Granite Hill Dr, Market St and Rubidoux Blvd.

FIGURE 1.2.4 | CAPITAL IMPROVEMENT PROJECTS - SEE APPENDIX A, FIG. A.1.4



A location map of corridor-related improvement projects described within the City's adopted Fiscal Year 2024-25 to 2028-29 Capital Improvement Program.

1.3 | Challenges & Opportunities

A. CURRENT CORRIDORS CHALLENGES & OPPORTUNITIES

Jurupa Valley's corridors face recurring and sometimes conflicting challenges that reflect the diverse needs of their users.

Key themes include balancing motorized and non-motorized safety, improving the comfort and appeal of walking, biking, and horse riding, better integrating land uses with roadways, fostering placemaking while supporting economic opportunities and addressing equity considerations across neighborhoods.

This overview section profiles the highlights among 10 "issue" topics (common to all corridor types) that have guided the development of Chapter 2, Tools and Approaches, and Appendix B, Prioritization Matrix Tool:

I. Supporting Equity:

1. Equitable application of public Improvements.

Many public infrastructure improvements are local by definition and the city must allocate them fairly, with care for neighborhoods in need. At the same time, mobility networks must be connected to work for everyone.

II. Improving Corridor Safety & Traffic Calming

2. General Multimodal Safety: Evolving car technology, aging infrastructure, hilly terrain and funding factors make improving corridor pedestrian, bike and equestrian safety challenging, but effective best practices are now promoted even by Caltrans and good built examples are widespread.

3. Pedestrian Walkability: Past corridor widenings with no or minimal-width sidewalks, crosswalks far apart and very few tree plantings, combined with high traffic speeds make them unappealing for walking - yet they are often the only routes available between homes, shops and destinations.

4. Bicycle Access: Though the city lacks a bike route network, substantial opportunity lies in the Corridors' wide lane widths being narrowable for traffic calming, with the remaining width re-purposable as buffered or protected bike lanes - coinciding with the corridor connections east-west and north-south between neighborhoods all across the city.

5. Equestrian Paths: While several corridor trails, equestrian crosswalks and many miles of unimproved earthen street edges occur within the Equestrian Overlay, there are still missing freeway crossings/underpasses between the neighborhoods where riders live and the hills and river trails they want to ride on.

6. Vehicle Speeds: Pedestrian injuries/fatalities resulting from high vehicle speeds are clear, speed limits are related to physical street settings

7. Street Lighting: Many Crosstown and Neighborhood corridor segments lack streetlights between intersections. While funding is a constraint, alternative approaches are working in nearby cities.



III. Strengthening City Image & Identity

8. Shade Tree Canopies: Corridors' visibility and their role as cross-city connectors mean that restoring corridor shade tree canopies may have a significant impact on neighborhood livability and city image.

9. Entries, City Image and Identity: As corridors often serve as major entry points into the city (as well as to Jurupa Valley's "Original Communities"), they provide opportunities to add built gateway elements that add to city branding as well as neighborhood "quality statements."

IV. Enhancing Economic Vitality through Placemaking

10. Enhance Economic Vitality through Placemaking: Vacant and underutilized corridor-fronting parcels are both visual evidence of lack of investment, and a missed opportunity. Corridor improvements that create matching settings elevate potentials to create attractive "addresses" for residential and commercial investment.

In many cases, these topics overlap their goal categories – for example, street trees provide shade and beauty but also play a significant role in traffic calming. Additional detailed discussion and resources are available in Appendix C, Background to Challenges and Opportunities.



1. Equity and Citywide Corridor Plan Goals Challenges:

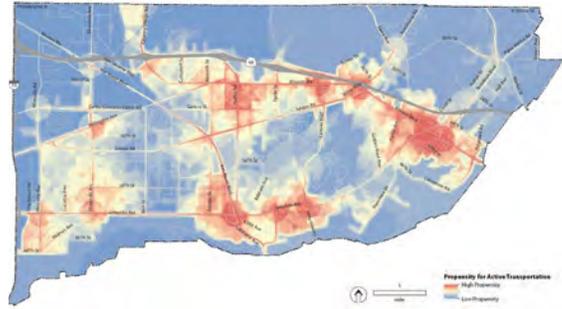
i. Neighborhoods along Jurupa Valley’s corridors are economically and demographically complex:

As neighborhoods range from disadvantaged to prosperous, setting priorities for how to apply Plan goals geographically is challenging. The City’s recent corridor-related policies have each defined and addressed equity in different ways, respectively:

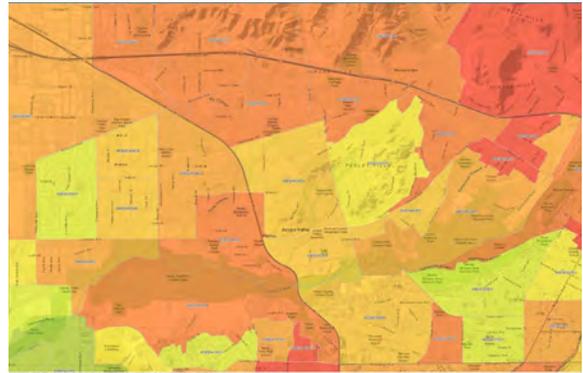
- **The General Plan (2017)** addressed equity-related policies in its Environmental Justice (EJ) chapter, where evaluations focused mainly on neighborhoods’ environmental burdens and disadvantage was linked to pollution and economic impacts. While multimodal safety played a part, EJ assessments did not overlap closely with the Corridors Plan’s identification of needed improvements.
- **The 2018 Circulation Master Plan for Bicyclists & Pedestrians (CMPBP)** mapped areas of high, low, and disadvantaged user needs, trip generators, and increased use potential. These appeared to optimize for mobility network efficiency, which also overlaps but does not directly align with identifying neighborhoods of highest multimodal access needs while their available facilities are the most limited.
- **The 2022 Local Roadway Safety Plan** identifies concentrations of collisions and related casualties on corridors but is strongly oriented to traffic facility improvements, not on integration with city identity, placemaking and economic opportunities.

ii. The need to capture and display information: Given the complexity of the corridor segments, a broad but flexible “information matrix” could be a useful tool for Plan implementation and selecting project locations; it may help identify physical formats and equity aspects for each corridor segment, identify improvement types, costs, responsibilities and potential funding sources.

iii. Individuals’ access to trails, sidewalks, and streets also raises equity issues. While transportation engineering and the ADA shape *quantifiable* physical access to streets and paths, *qualitative* aspects of designing streets for people in all travel modes and of different abilities and experiences, relative to shaping types of places that will be familiar and supportive of community and successful economies, are also equity challenges in this Corridors Plan. .



Map of Bicycle and Pedestrian Propensities from 2018 Circulation Plan for Bicyclists and Pedestrians, showing patterns of concentrated use.



CalEnviroScreen 4.0 map of Jurupa Valley, identifying patterns of environmental justice communities.

Opportunities:

i. **Mapping of selective demographic overlaps can help visualize high level patterns of equity for safe multimodal corridor access:** For identification of disadvantaged neighborhoods with higher need of safe multimodal connectivity on corridors, maps from the 2018 Circulation Master Plan for Bicyclists & Pedestrians (and updated maps as they become available) can be overlaid as 4 factors: Median Income, Population Density, Child Resident Density and No Vehicle Ownership:

- **Median Income and Population Density** establish geographic concentrations of low income households combined with population density patterns.
- The addition of **No Vehicle Ownership** areas shows where concentrations of lower income households may be most reliant on walking, transit and potentially bicycle travel along corridors to access jobs, food and other shopping, education, worship, and health services.
- Finally, overlaying **child resident density** adds perspective on families' needs for safe routes to school, access to parks and recreation facilities, and proximity to food shopping and services along corridors.

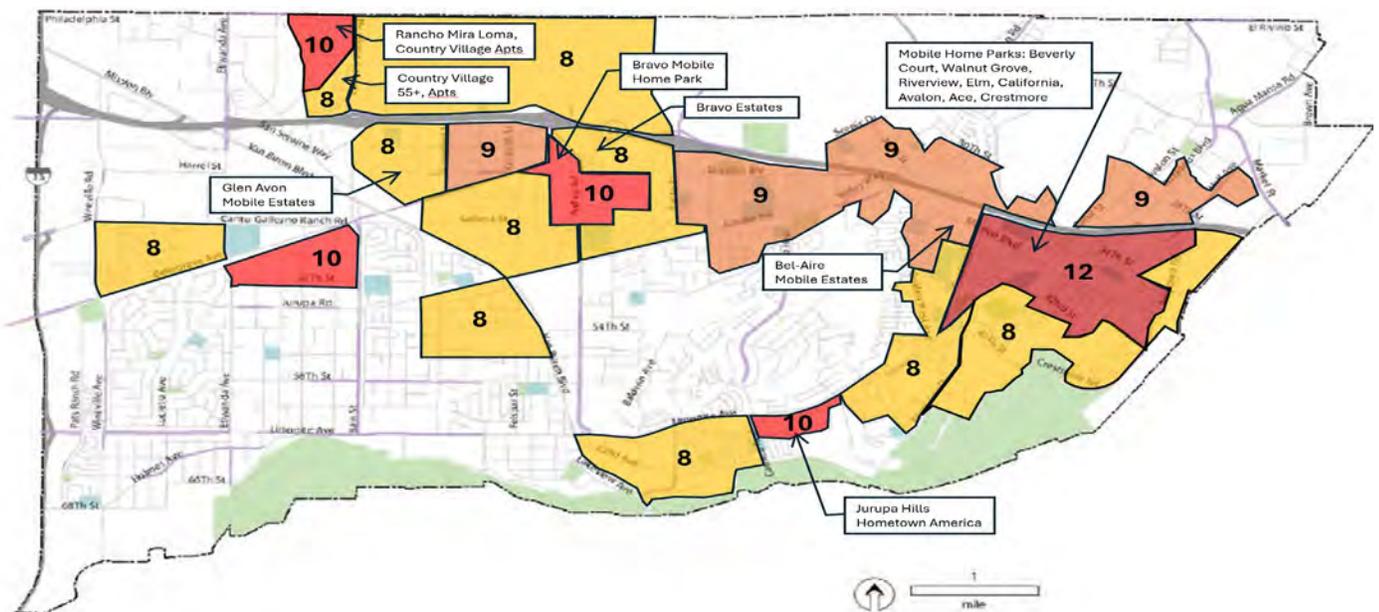
A composite map created by overlaying these aspects (**Figure 1.3.1**) could broadly identify levels of overlap intensity - “tiers” of concentration of need - as a way to provide broad-brush guidance on priority of neighborhoods for improvements.

The mapping can also display overlaps and adjacencies between disadvantaged areas and revitalization target areas, also highlighting potential displacement and other proximity concerns.

ii. **A Matrix Tool (spreadsheet) could help make analysis factors, proposed improvements, and implementation factors visible and comparable across multiple corridor segments, enabling a “snapshot” at a given time while being updateable:** This Plan’s 71+ miles of corridors (and more not within the current scope of this study) occur as multiple segments of different right-of-way width and length, with different priorities among the 3 Plan goals, and context factors that shape possible improvement types and means of implementation.

A matrix spreadsheet as a “living” tool can be well-suited to listing corridor segments along one axis and dimensions, priorities, proposed improvements, and feasibility factors on the other – printable for sharing at regular intervals and updated as needed. Please see Chapter 3 and Appendix A for reference.

FIGURE 1.3.1 | EXAMPLE OF A COMPOSITE EQUITY SCORING BASED ON 4 FACTORS: LOW INCOME, POPULATION DENSITY, NO VEHICLE OWNERSHIP, AND CHILD RESIDENT DENSITY



2. General Multimodal Safety Challenges:

Challenges:

- i. High Pedestrian Fatality-Rates on Corridors:** While Jurupa Valley's bicycle and pedestrian safety records are average among California cities of similar size and character, 60% of pedestrian fatalities occur on the City's corridors compared to just 9% on local streets and 31% on freeways.
- ii. Vehicle Size & Technology:** State and national trends show increasing pedestrian and bicyclist casualties due to larger vehicles and changing driving behaviors, despite improved vehicle safety technology for occupants.
- iii. Auto-Oriented Design:** Many of the City's corridor roadway designs are strongly auto-oriented and lack adequate pedestrian, bicycle and equestrian facilities.
- iv. Limited Cross-Town Connectivity:** Due to the City's hilly terrain and other barriers such as freeways, railroads, drainage channels and non-connecting street grids, corridors often serve as the only potential multimodal connections across the city, particularly east-to-west.

FIGURE 1.3.2 | PEDESTRIAN FATALITIES



Map of 2017-2022 Pedestrian Fatalities in Jurupa Valley, with 60% having occurred on the city's corridors. See Appendix A, Fig. A.4.1



Average vehicle sizes (and height of front ends) have increased since the early 1980's, increasing casualty risks for pedestrians and bicyclists while safety for occupants has improved. Image: Kids and Car Safety (kidsandcars.org)



Mission Blvd crosswalks within Rubidoux Town Center range from 800 to over 1,750 feet apart (depicted: La Rue St to Riverview Dr, about 1,200 feet). By contrast, crosswalks in a walkable downtown or Town Center should be between 250 and 550 feet, to encourage a "park once" environment, sharing of customers, and to discourage jaywalking. Image: Google Maps

Opportunities:

- i. Design Control:** While the city has limited influence on driver behavior trends and vehicle sizes, it can control and make adjustments to the design of its corridors.
- ii. State and Federal Support:** Many new state laws, government agencies, and NGOs now prioritize and provide funding and support for cities and communities to improve multimodal roadway safety.
- iii. Building on Progress:** Existing circulation, roadway safety and Capital Improvement plans are making continued progress on improving safety outcomes in the city. The Citywide Corridors Plan seeks to additionally coordinate safety improvements with city image, economic catalyst and equity goals.



Upon completion of current construction, the Jurupa Road Grade Separation Project will provide separated paths for pedestrians, horse riders, bikes, trains and motor vehicles. *Image: Jurupa Grade Separation Project.*



The City can implement design measures (including relatively inexpensive measures such as paint, striping and bollards) to protect pedestrians and bicyclists from vehicles at critical intersections, such as this example at North County Drive and West Ferguson Avenue in Visalia, CA. *Image: Google Street View*

3. Pedestrian Walkability Challenges

i. Multiple barriers to walkability along corridors:

- Long segments without sidewalks (some also without curbs).
- Many sidewalks are narrow and uncomfortably close to moving traffic.
- Crosswalks are often far apart (as much as a half-mile to a mile on Crosstown corridors).
- Crosswalk striping is worn and hard to see at many corridor intersections.
- Missing street lighting, and existing staggered roadway lights (400'+ on one side) leave long dark stretches on sidewalks between lights.
- Lack of sidewalk shade during hot months.

ii. Missing or minimal corridor sidewalk and bike path connections to new bridges and underpasses with paths: Upcoming CIP projects include river bridges (at Market Street and Mission Boulevard) and grade separations (Jurupa Rd at Van Buren Blvd) with new multi-use paths, and road widenings are planned to the Van Buren and Market river bridges. However, sidewalks and bike paths are missing along some corridors linking to those projects, such as the Jurupa Road segments east and west of Van Buren Blvd, or are uncomfortably configured (i.e. a 6 foot sidewalk next to a 7 lane road).

iii. Barriers to Town Center corridor segment walkability: Walkability has become an essential part of successful Town Center vitality and retail performance but the City's three Town Center corridors have significant walkability barriers:

- Rubidoux: Mission Boulevard crosswalks are over 800 feet apart, and its opposite sides are far apart (up to 6 lanes plus a wide median for a total distance of 110 to 150 feet) and are at different elevations.
- Glen Avon: Portions of sidewalks are missing on both sides of Mission Boulevard within Glen Avon Town Center, including the frontage of Glen Avon Market Shopping Center with its 5 driveways within a 350 foot span. The Glen St and Pedley Rd crosswalks are 1/3 mile apart.
- Pedley: The Van Buren Blvd overpass and ramps are a major pedestrian, bike and equestrian barrier between the western and eastern halves of Pedley Town Center. Both Limonite Ave and Pedley Rd have missing sidewalk segments. Most crosswalks are well over 1,000 feet apart. Limonite Ave and Clay St are wide 5+ lane arterials with narrow sidewalks.

FIGURE 1.3.3 | MISSING SIDEWALKS. SEE APPENDIX A, FIG. A.4.4



Already-narrow Mission Boulevard sidewalks in Rubidoux Town Center are made less welcoming by tree trunks that partly block the walking path. *Image: Sargent Town Planning*



Mission Boulevard's sidewalks are discontinuous across its intersections with Bellegrave Ave and Felspar St in Glen Avon Town Center. *Image: Google Maps*



From the Limonite Ave crosswalk at Morton Ave, the next crosswalk is 2,000+ feet to the east at Baldwin Avenue. *Image: Google Street View*

Opportunities

- i. State and Federal Support:** Similar to general multimodal safety, state and Federal multimodal roadway requirements, education and funding resources are available for upgrading pedestrian and bike facilities on roads and safe routes to school improvements.
- ii. Future Connections:** Corridor walking connections to upcoming bridge and grade separation projects may be improved, to enable full and attractive walkable connectivity.
- iii. Improved Connections:** Walkable neighborhood corridor connections should be targeted around new retail center developments through updated crosswalk striping, new midblock crosswalks and signals, lighting, shade trees, and streetscape improvements.
- iv. Walking improvements are best as part of comprehensive corridor improvements:** Infill of missing corridor sidewalks and improved higher visibility crosswalks may best be targeted in combination with more comprehensive corridor segment street improvements such as lighting and shade tree canopies.



High contrast “piano key” type crosswalk striping is more visible to both drivers and pedestrians and contributes to safer walkability. *Image: NYC DOT*



Welcoming sidewalks - roomy, shaded and protected - are a key element in successful Town Center environments. Areas like Rubidoux, Glen Avon or Pedley could benefit from wide sidewalks like these in downtown Santa Ana, CA. *Image: Lisandro Orozco, American Planning Association*

4. Bicycle Access Challenges

- i. Few corridors have safe bike lanes:** Nearly all city corridor segments lack consistent bike paths/lanes and intersections that provide connections to popular destinations and make biking feel like a safe and appealing option.
- ii. Bike route alternatives on safer, low-traffic local streets can be limited or unavailable:** As each subdivision in West Riverside prior to incorporation (or later in Jurupa Valley) built its own residential streets, these local networks typically linked to existing corridors instead of cross-connecting with other subdivisions' residential streets. The resulting discontinuous local street network pattern meant that bicyclists trying to reach parks, schools or shopping in other neighborhoods could only ride short distances on low-traffic local streets before having to take long detours, or eventually be forced to ride on corridors.
- iii. New bridges are to have bike paths, but bike lanes on corridors leading to them are often missing:** Current and upcoming CIP river bridge replacements and corridor grade separation projects are slated to provide bike paths, but bike lanes are commonly missing on the connecting corridors leading to those projects.
- iv. Town Centers lack safe bike lanes:** Though Town Centers may become both stronger community and visitor destinations as future walkable retail and community gathering places, bicyclists (and bike tourism) cannot easily participate without safe lanes to and within Town Center streets.

FIGURE 1.3.4 | EXISTING BIKE LANES. SEE APPENDIX A, FIG. A.5.1



Examples of bicyclists on Limonite Avenue (above) and Van Buren Boulevard just north of the Santa Ana River bridge (below), riding without a bike lane or on the sidewalk. *Images: Google Street View*



Cracked pavement or gutter joints can create hazardous riding conditions along narrow bike lanes (Limonite Ave east of Bain St in 2023; roadway was repaved in late 2024) *Image: Google Street View*

Opportunities

i. Corridor bike lanes can provide multiple benefits:

The City may pursue a long-term implementation of bike lanes along all major corridors to provide equitable bicycling connectivity citywide, calm traffic, and reduce vehicle miles traveled, enhance climate quality, increase energy efficiency and benefit public health goals.

ii. **Best practices are changing:** Where arterial traffic speeds are above 30 mph, protected bike lanes and protected intersections (where bike lanes are physically separated from vehicle lanes with a combination of striping, bollards, and/or raised medians) are becoming best practices in California and nationwide – and are now recommended by Caltrans .

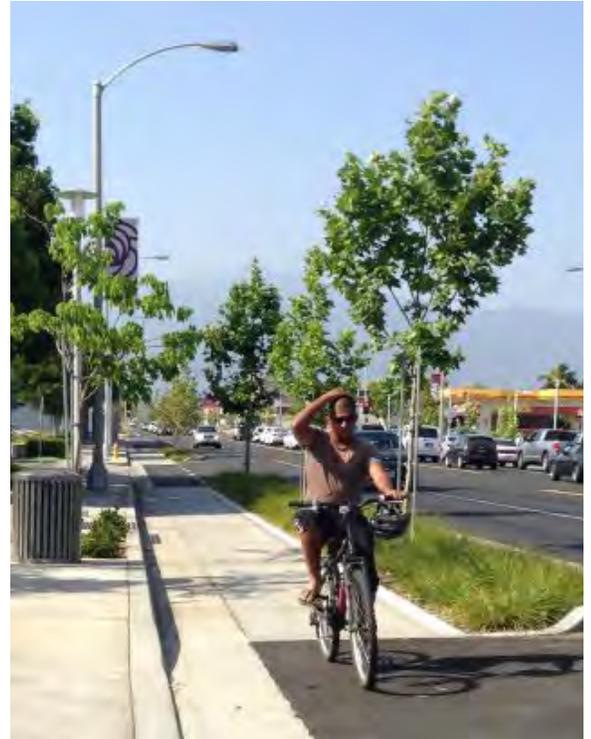
iii. Wide roadways can enable low cost bike lanes:

On many of the city’s corridors, relatively low-cost reallocation of existing wide roadway widths can enable installation of protected bike facilities and help to calm traffic.

iv. **Protected bike lanes can be phased:** At locations planned for protected bike lanes, interim striped bike lane buffers may be provided until funding for bollard and/or curbed barriers is secured.

v. **Bike lanes can be put in separately or combined with other improvements:** Infill of missing corridor bike routes and intersections can be pursued independently or in combination with more comprehensive corridor project improvements such as lighting, shade tree canopies and sidewalk infill.

vi. **Town Center bike lanes promote tourism and equitable access:** For both community integration and visitor economy benefits, safe bike lanes and bike parking should become an integral part of Town Center and retail center planning and design.



On Rosemead Blvd in Temple City, CA, a protected bike lane is created by positioning medians with street trees and parallel parking stalls to protect the bike lane from traffic, resulting in a safer street for all transportation modes and an enhanced image of the corridor. *Image: Google Street View*



Protected bike lanes may be phased where interim striped buffers can be initially provided at low cost while funding of constructed barriers is secured. *Image: Joe Linton/Streetsblog LA*



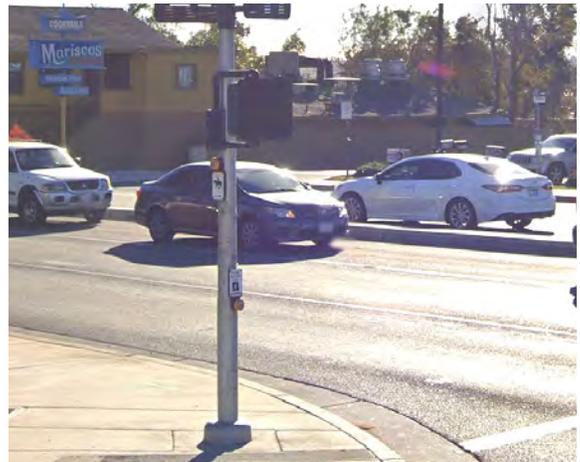
A safe bike network benefits all modes of transportation by calming traffic and improving the safety of all users. *Image: Google Street View*

5. Equestrian Paths Challenges

- i. Improved corridor-located trails, connections and crossings are unequally distributed within the Equestrian Lifestyle Protection Overlay (ELPO):** Northern and eastern portions of the Equestrian Overlay have fewer improved corridor trails, trail connections and crossings with equestrian-height pushbuttons than the western portions.
- ii. Parts of the ELPO are cut off from each other by the CA-60 Freeway and the Van Buren Blvd Expressway:** CA-60 overpasses (at Country Village Rd and Pedley Rd) and the Bellegrave Ave/Van Buren Blvd intersection crosswalks are exposed and not suitable for riding; and the CA-60 and Van Buren Expressway underpasses are too narrow (at Valley Way, Campbell St, and Limonite Ave) or lack trail connections (at Pyrite Street and Camino Real). Jurupa Road is the exception in that a future Van Buren Blvd underpass trail is currently under construction.
- iii. Street lighting is missing at key corridor trail segments and intersections:** For safer twilight and nighttime riding, Trails Master Plan commenters have requested trail lighting along corridors without any street lighting between intersections, such as on Bain Street, Etiwanda Avenue, Holmes Avenue and Limonite Avenue.
- iv. Existing equestrian-height crosswalk pushbuttons are too close to the curb:** Also from Trails Master Plan input, all existing equestrian-height crosswalk pushbuttons are traffic pole-mounted, causing some horses to be unsafely startled by passing cars and trucks just inches away; pushbuttons further set back from the road have been requested.
- v. Improved equestrian trail access to the Pedley and Glen Avon Town Centers is currently lacking:** Though these two Town Centers are planned to become stronger community and visitor destinations as future retail and community gathering places, horse riders cannot easily participate and contribute to their semi-rural character without improved equestrian trails to and along Town Center streets (Note - the Pedley Town Center Plan contains improved trail access recommendations).



The Van Buren Boulevard undercrossing on Limonite Ave. Safe and comfortable equestrian access to the Pedley and Glen Avon Town Centers is lacking. *Image: Sargent Town Planning*



A crosswalk pushbutton for horse riders at Limonite and Etiwanda Avenues is at the right height, but puts horses uncomfortably close to traffic. *Image: Google Street View*



Example of a designated but unimproved Equestrian trail on Jurupa Road lacking streetlights and fencing. *Image: Google Street View*

Opportunities

- i. The Trails Master Plan contains key corridor-located trail and connection recommendations:** Upgrading of unimproved and/or discontinuous corridor-located trails and underpass improvements will be contained in Trails Master Plan recommendations, programs and trail investments, as well as potential corridor segment improvements in this Corridors Plan (including a widened multipurpose trail along Limonite Ave beneath Van Buren Blvd and the UPRR train trestle) .
- ii. Solar/battery lighting may provide equestrian path lighting:** This lighting type along corridor equestrian and/or multiuse paths, proven by many years' use along LA River and San Fernando corridor trails in Los Angeles County, can provide off-grid trail lighting without trenching disruptions and lower the risk of conduit theft - also benefiting pedestrians, bicyclists and motorists along dark corridor segments between existing illuminated intersections.
- iii. Retrofitted equestrian pushbuttons can create more curb setback distance for horses:** Pushbuttons may be retrofitted with cantilevered arms at existing poles to allow horses and riders to be further set back from the curb, such as those used in the City of Burbank.
- iv. Town Center streetscapes can promote semi-rural identity by incorporating equestrians:** future Pedley and Glen Avon Town Center street retrofits can be designed to include equestrian or multipurpose trails and hitching facilities as part of the streetscape, as shown in the Pedley Town Center Plan.



Town Center streetscapes can promote semi-rural identity by incorporating equestrian infrastructure. *Image: City of Norco*



Solar/battery lighting is a proven means of providing “off-grid,” copper-theft resistant trail lighting, as in this example on San Fernando Rd, Los Angeles, CA. *Image: Google Street View*



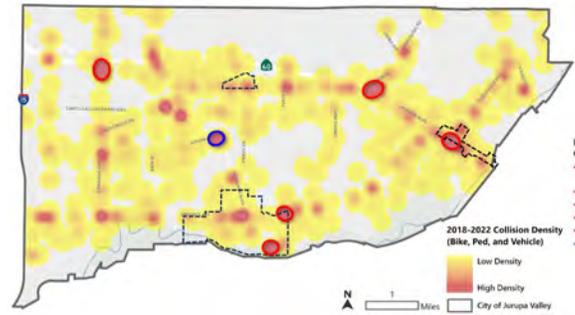
An equestrian pushbutton on cantilevered arms allows riders to keep their horses further from traffic in Burbank, CA. *Image: ShutterBun/Reddit*

6. Vehicle Speeds

Challenges:

- i. Wide lanes and wide roadways can encourage speeding and increase crash risks:** Visual cues created by corridors' existing wide lane widths (many 13'+) in combination with multiple lanes (4+) can encourage drivers' speeding behavior – especially increasing risks for pedestrians, bicyclists and equestrians.
- ii. Wide roadways with low average traffic can also encourage speeding:** Corridor streets with consistently low daily traffic counts relative to their two lanes in each direction capacity, which also encourages speeding.
- iii. Wide intersections** also (due to turn lanes, even visually wider than preceding roadway widths) can further encourage speeding behavior, specifically where conflicts between vehicle turns and crosswalks/bike lane crossings may occur.

FIGURE 1.3.5 | COLLISION HEAT MAP.
SEE APPENDIX A, FIG. A.3.8



Map showing a 2019-2022 “heat map” of the city's collision densities, clustering at corridor intersections.



Many corridor travel lanes in the city are wider than 12 feet and up to 19' as on Limonite Avenue east of Camino Real - encouraging speeding behavior.
Image: Graphic Solutions



The Etiwanda Avenue and Van Buren Boulevard intersection is among the three with the highest fatality rates in the city. *Image: Google Maps*

Opportunities:

- i. Traffic lanes can be narrowed:** Relatively low-cost restriping to narrow existing traffic lanes can help to calm traffic, in combination with remaining street width re-allocated to protected bike lanes and/or striped buffers. Additional visual cues can be applied such as planting repeating street trees behind the curb to “narrow” the perceived street width and installing landscaped medians where there are few driveways.
- ii. “Right-sizing” of streets:** In some cases, multi-lane streets with low traffic volumes can be candidates for “right-sizing,” changing to one lane in each direction to reduce speeding and calm traffic. The remaining width can be reallocated for protected bike lanes, street parking, and in some cases, additional street trees between parked cars.
- iii. Safer intersection designs:** Retrofitting an intersection with a roundabout or protected intersection design can reduce traffic delays and create safer interactions for drivers, pedestrians, horse riders and bicyclists. These may potentially be built through a quick-build process at lower cost by use of modular (prefabricated) curb and median elements. Signalized crosswalks should be provided at all 4 “legs” of the intersection where possible.



Travel lanes can be narrowed to incorporate striped buffers and bike lanes, contributing to traffic calming and improved safety for all road users, as seen on First Street in Davis, CA. *Image: Jimmy Fong/City of Davis*



Intersections are critical safety locations. At this protected intersection at 17th St and Arizona Ave in Santa Monica, bike crossings and medians prevent “blind spot” crashes between vehicles and bikes. *Image: Google Street View*



Medians can be added as a traffic calming tool and a mid-crossing refuge for pedestrians. *Image: NY DOT*



Example of a protected bike lane on Foothill Blvd in Claremont, CA. *Image: Google Street View*

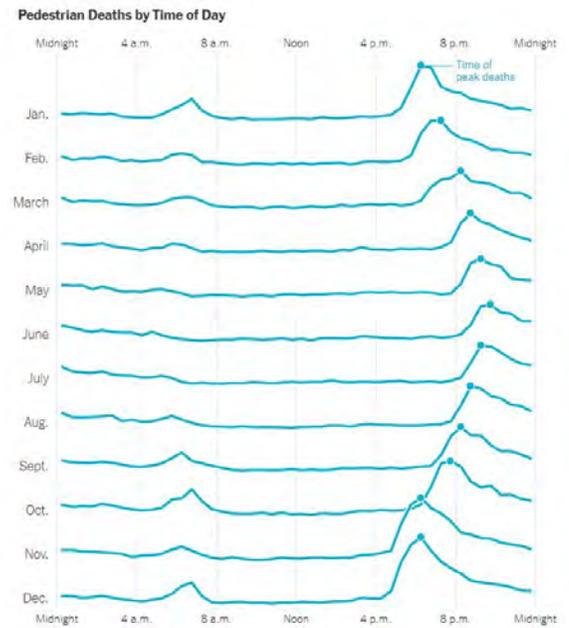
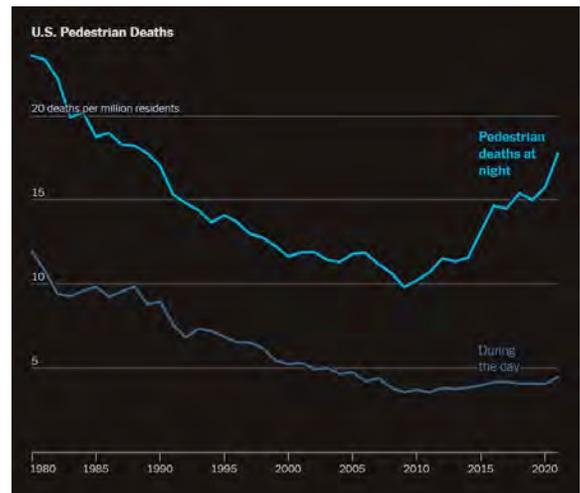
7. Street Lighting

Challenges:

- i. Long portions of corridors lack streetlights:** A majority of the city's corridors do not have continuous street lighting between intersections, resulting in long, dark stretches.
- ii. Gaps in sidewalk and curbside lighting:** Where corridor street lighting is present, roadway-oriented streetlights are typically stagger-spaced about 200 feet apart (resulting in 400-foot spacings on one side), creating mid-point lighting gaps on and along sidewalks for pedestrians, bicyclists and equestrians.
- iii. A decade-long nationwide rise in vehicle-pedestrian casualties:** National pedestrian injury and fatality rates from after-dark roadway crashes have grown sharply in the last decade .



An over-2,000 foot segment of Limonite Avenue east of Marlatt Street without streetlights between intersections. *Image: Google Street View*



Source: New York Times analysis of federal road fatality data.

Above: Graph of pedestrian deaths at night increasing after 2009.

Below: Graph of monthly pedestrian deaths by time of day, showing peaks at twilight.

Source: *The New York Times*, "Why Are So Many American Pedestrians Dying at Night?" December 11, 2023

Opportunities:

- i. **Streetlight mapping** (if not previously performed): Mapping in combination with an inventory of roadway streetlights and supplementary pedestrian/bike/equestrian path lighting should be completed to guide future infill of gaps in streetlight coverage.
- ii. **Supplementary solar-battery lighting:** Installations of shorter-height solar-battery light poles for pedestrian, bicyclist and/or equestrian paths, on and off roadways, have been a proven technology in Southern California for off-grid lighting with lower conduit theft risks and without trenching disruptions, and may be an appropriate alternative approach.

FIGURE 1.3.6 | MISSING STREET LIGHTING BETWEEN INTERSECTIONS. SEE APPENDIX A, FIG. A.4.2



Map showing segments of missing streetlights between intersections along corridor roads.



Night view of solar-battery LED lighting along the Los Angeles River trail. Image: City of Los Angeles



Solar-battery LED lighting along the Los Angeles River trail at Winnetka Avenue. Image: Google Street View

8. Entries, City Image and Identity Challenges

- i. Visitor awareness of Jurupa Valley and its city identity, boundaries and places may be low.**
- ii. Limited city gateway marker locations:** Just 3 corridor entry points (Limonite Ave west, Van Buren Blvd south, and Mission Blvd south) are currently marked with relatively small, easy-to-miss gateway monument signs. Other corridor entry points have smaller, hard-to-read city welcome panel signs, or have no signs.
- iii. No city identity/wayfinding signs at points arriving from freeways:** Other than Caltrans exit signs on the freeway, there are no city identity/welcome/wayfinding signs for visitors upon arrival onto corridors from the I-15 and CA-60 off-ramps, with the exception of Limonite Avenue - especially to assist new visitors.
- iv. The Highway 60, Valley Way and Mission Boulevard junction is an important city crossroads, but is visually confusing and unattractive:** This interchange and key corridor intersection is a highly visible arrival place and a connection between Glen Avon, Rubidoux and the northeastern neighborhoods – however, the overpass, retaining walls, and wide intersections create a confusing setting not representative of Jurupa Valley’s semi-rural character (*image at lower right*).
- v. Walking and biking connections between the Santa Ana River trails, river bridges, corridors and Pedley and Rubidoux Town Centers are missing, inconvenient or confusing:** Some do not yet exist (Market Street at the west bank of the Santa Ana River) or are narrow and/or exposed to traffic (Mission Blvd at the Santa Ana River bridge and Van Buren Blvd at the Santa Ana River bridge); crosswalk markings are worn and routes lack wayfinding signage.



Existing gateway monument sign on Van Buren Boulevard, north of the Santa Ana River bridge.
Image: Google Street View



The current arrival point of the SR-60 off-ramp onto Pedley Road lacks wayfinding and city identity signs.
Image: Google Street View



The existing Valley Way junction with SR-60 and Mission Boulevard is confusing and anonymous.
Image: Google Street View



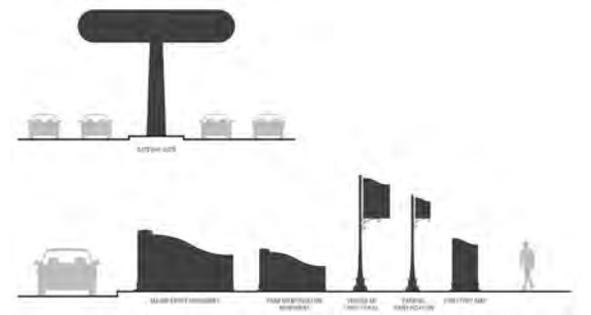
The existing lack of connection to the Santa Ana River levee trail from the eastbound Mission Blvd sidewalk.
Image: Sargent Town Planning

Opportunities

- i. A gateway and signage treatment program:** The new city branding campaign should serve as a basis for a corridor gateway and signage program for identity and wayfinding, designed to reflect Jurupa Valley's character and sized appropriately to the scale and volume of corridor entry locations.
- ii. Signage at freeway offramps:** In addition to border entry points, welcoming, city identity and wayfinding signs should be located at key freeway offramps to support new and existing retail centers, Town Centers' development, and the visitor economy.
- iii. Collaborate with Caltrans on the Valley Way/Mission Boulevard/Highway 60 intersection:** To make this location more functional for pedestrians and bicyclists as well as drivers and more attractive and in keeping with Jurupa Valley character, the City should collaborate with Caltrans to improve landscaping, tree canopies, fencing, walkways, pedestrian-scale lighting and welcoming/wayfinding signage.
- iv. Support community recreation, the visitor economy and the Town Centers with corridor path/River bridge/trail connections:** Ensure that upcoming improvements to the Santa Ana River bridges at Market Street and Mission Boulevard, and upcoming widenings of Van Buren Blvd and Market Street up to their Santa Ana River bridges, provide safe, comfortable and attractive walking, biking (and where possible, equestrian) connections between trails, bridges, and corridor paths, including wayfinding and city identity signage, pedestrian-scale lighting and shade trees where possible.



Example of a Corridor-scale Gateway Sign on El Cajon Bouelvard in San Diego. *Image: Graphic Solutions*



Example of a "sign family," coordinating sign types for gateways, neighborhoods, wayfinding and directories. See Appendix D, Public Signage & Branding for details. *Image: Graphic Solutions*



Example of a river bridge and park sign linked to a trail to downtown in Auburn Mills, MI. *Image: Oakland County Blog*

9. Shade Tree Canopies Challenges

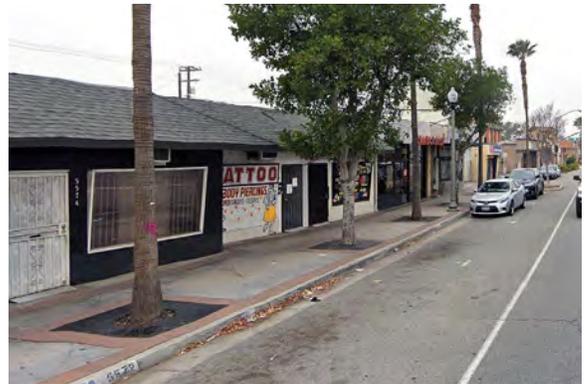
- i. Loss of historic tree canopies:** The Corridors' once-extensive street tree canopies of a century ago have largely disappeared, leaving sidewalks, horse trails and bike paths without shade during hot weather months - discouraging walking and riding.
- ii. Lack of width for street trees:** Many existing corridor sidewalk widths are narrow (7 feet or less) and integral with the curb and gutter, making potential sidewalk tree wells or planter strips too narrow for trees that can provide effective shade.
- iii. Increasing heat and dryness:** Within the last decade, the length and intensity of the Inland Empire's hot weather season has markedly increased - changing the prospects for thriving (if not surviving) for many previously successful urban tree and plant species.



Extensive tree canopies were planted throughout the future Jurupa Valley during the 1920s and 30s, as seen in this 1941 view of westbound Mission Blvd in Rubidoux. Most of these have been lost due to widenings and age. *Image source: Penny Newman*



View of an existing southbound Rubidoux Blvd sidewalk, too narrow to accommodate a sidewalk tree well and conform with ADA requirements. *Image: Google Street View*



Large tree trunks and tree wells on narrow Mission Blvd sidewalks in Rubidoux Town Center interfere with walkability. *Image: Google Street View.*

Opportunities:

- i. Within a few years, corridor tree replanting programs can make visible improvements in walkability, livability and beauty:** A phased program of corridor shade canopy tree replanting would support 3 major Plan goals and improvement of air quality, help adaptation to increasing heat, strengthen semi-rural character and beauty, and enhance neighborhood livability, especially for communities more reliant on walking and transit.
- ii. Narrow corridor sidewalks may require special measures:** Because narrow sidewalk conditions are common along corridors, development of a typical back-of-sidewalk tree pit detail combined with a tree pit easement process (through legislation or a code update) and a program for cooperative outreach with property owners for implementation may be an important adjunct to corridor tree planting programs.
- iii. Sidewalk shade tree requirements may need focused updating:** The City may want to consider strengthening new developments' requirements for canopy street trees planting and maintenance to create continuous sidewalk shade along corridor frontages.
- iv. The City's street tree list may need updating to address increasing heat:** Other arid-climate California and southwestern cities have been compelled to update their tree lists and planting practices for more heat-acclimated street tree species, from which Jurupa Valley may benefit. The UC Davis Climate Ready Trees Program provides tree type recommendations appropriate for Jurupa Valley, based on testing conducted just 5 miles from the city at the UC Riverside. Research Center.



Canopy trees within chicanes on Honolulu Avenue, Montrose, CA help calm traffic and create beauty. *Image: Montrose, CA Community Facebook Page*



Canopy trees on Lancaster Blvd (Lancaster, CA) provide shade for pedestrians and parking and help revitalize the district. *Image: Moule & Polyzoides*



With average summer temperatures rising annually, the City of Phoenix, AZ replaced failing Palo Brea street trees with Indian Rosewood trees in 2016 (2017 photo above); the 2022 photo below shows their successful performance as shade trees in high urban heat conditions. *Images: Google Street View*

10. Economic Catalyst and Placemaking Roles

Challenges:

- i. **The changing role of retail on Jurupa Valley’s corridors:** Corridor-located shopping center projects large and small have recently been completed in Jurupa Valley and more are under construction or have approved entitlements. These together with national retail trends shape prospects for remaining retail-zoned corridor parcels and segments.

Current city policies now discourage the pre-freeway linear pattern of strip commercial development along corridors. With the newer retail developments tending to cluster at freeway and corridor crossroads locations, Crosstown corridor segments function primarily as through-routes. Rather than attempting to compete with shopping centers, Town Center corridor segments should be differentiated by street configurations and placemaking that create settings to attract walkable retail, community gathering and mixed uses.

- ii. **The need for Town Center street reconfigurations:** The city’s Town Centers and segments of retail businesses have been identified in the General Plan for potential mixed-use economic opportunity. However, most corridor roadways and frontages in Pedley Town Center and Glen Avon Town Center are in conventional arterial formats: travel lanes are wide to move traffic quickly, sidewalks are narrow, few trees provide sidewalk shade and streetlights are far apart. These current corridor street formats can’t successfully nurture a “classic” Town Center environment and incentivize private investment in building types and businesses that further build up those settings and in turn, gain value from them.

FIGURE 1.3.7 | TOWN CENTER/ACTIVITY NODE CORRIDOR SEGMENTS. SEE APPENDIX A, FIG. A.2.3



Town Center/ Activity Node Segments Map



Retail clusters at freeway and corridor crossings (such as those at the junction of Valley Way, Mission Blvd and CA-60, pictured) are typically auto-oriented rather than pedestrian-oriented. *Image: Google Maps*



Mission Boulevard functions as the “main street” of Glen Avon Town Center but is currently configured as an arterial through-route and not as a pedestrian-friendly destination place. *Image: Google Street View*

Opportunities:

i. Town Center streetscapes can help catalyze revitalization and investment:

Because the Town Centers are close to underserved as well as well-to-do neighborhoods, upgrades to their Corridor streets can provide focused opportunities to address all 4 Plan Goals simultaneously. Reconfiguring their streetscapes with traffic calming and placemaking elements can support safer, more equitable and attractive access for walking, biking and equestrian use in appropriate locations. These public realm improvements best work together with development policies supporting active ground floor frontages and upper floor and nearby housing and workplaces; business assistance and recruitment programs; and events programming to promote Town Center activity.

ii. Use quick-build and temporary projects to start up change:

Lower-cost temporary and quick-build improvements can be used to add walkable safety and activity to streets incrementally. These can include striping narrower lanes to calm traffic and make bike lanes safer; restripe crosswalks with more visible or decorative patterns; create dining parklets for restaurants with temporary curbing, planters and furnishings; and adding signage.

iii. Effective Town Center streetscapes:

Streetscape improvements that shift from an automobile-priority pattern to a more balanced mix between walking and gathering activities, canopy tree shade, bike and/or equestrian access, curbside parking and travel lanes, will provide more sustained support for Town Center investments. Similar treatments can also be applied to short neighborhood-serving retail cluster segments on corridors.

iv. Frontage Lane alternative:

For Town Center corridor roads that remain as through-routes such as may occur in Pedley Town Center, pedestrian-oriented streetscapes may still face on corridors as slower-speed “frontage lanes” with curb parking. These can be set up as frontage easements of larger private development parcels, supporting commercial, mixed-use, or residential uses, enabling walkable building frontages to be visible from the corridor and still served by street parking and active sidewalks (center at right).

v. Revitalized Town Center streetscapes can incentivize corridor housing:

When town centers combine storefront retail businesses with walkability and gathering places, nearby residential neighborhoods can gain a walk-to “place to go,” and underutilized sites in and around Town Centers gain greater potential for housing investment. Residential sites along bus-served corridors have the potential to increase ridership and headways.



Parklets are an interim but robust strategy to activate the public realm and boost economic activity in Town Centers. *Image: Patricia Chang*



Example of a frontage lane in Berkeley, CA, where angled parking is safely separated by a tree-lined median from travel lanes. *Image: Google Street View*



To support a successful Town Center economy, streetscapes must balance the mix between walking, gathering spaces, trees, biking, street parking and travel lanes. *Image: Campus Partners*

1.4 | Corridor Types

A. CORRIDOR SEGMENT TYPES



An existing Crosstown Corridor segment on Limonite Avenue at Peralta Street, looking east. *Image: Graphic Solutions.*



An existing Neighborhood Corridor segment on Pedley Road near Jurupa Road, looking north. *Image: Google Street View*



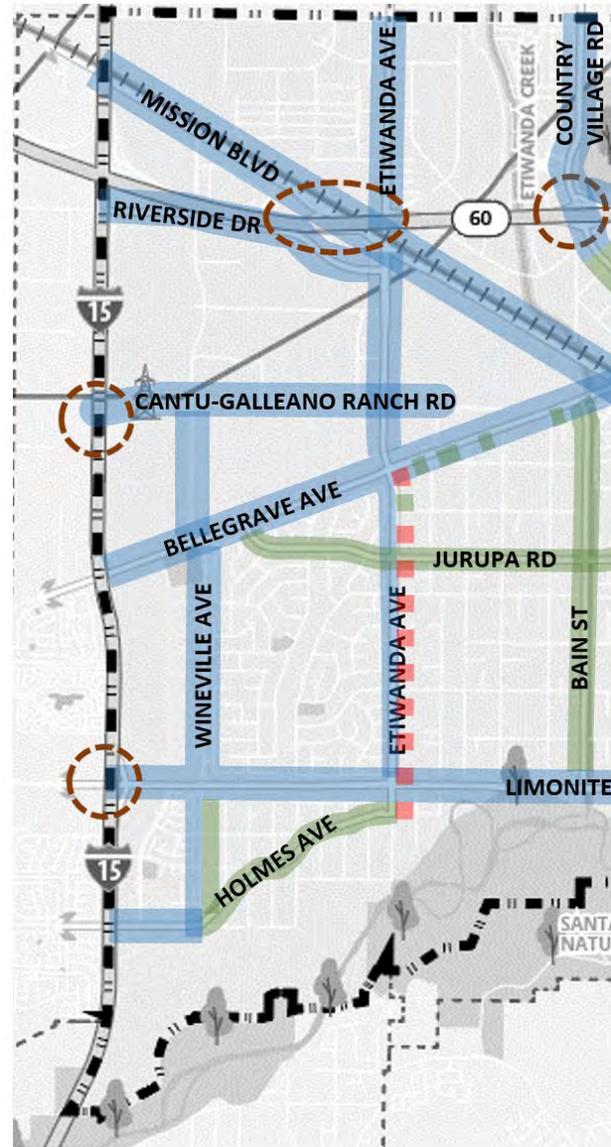
An existing Town Center Segment on Mission Boulevard at Twining Street, looking west. *Image: Google Street View*

Jurupa Valley's 71 miles of corridors can be broadly categorized into three major segment types based on public right-of-way edge conditions (referred to as "public frontages"), adjacent land uses, and place character:

- Crosstown Corridor Segments
- Neighborhood Corridor Segments
- Town Center/ Activity Node Corridor Segments

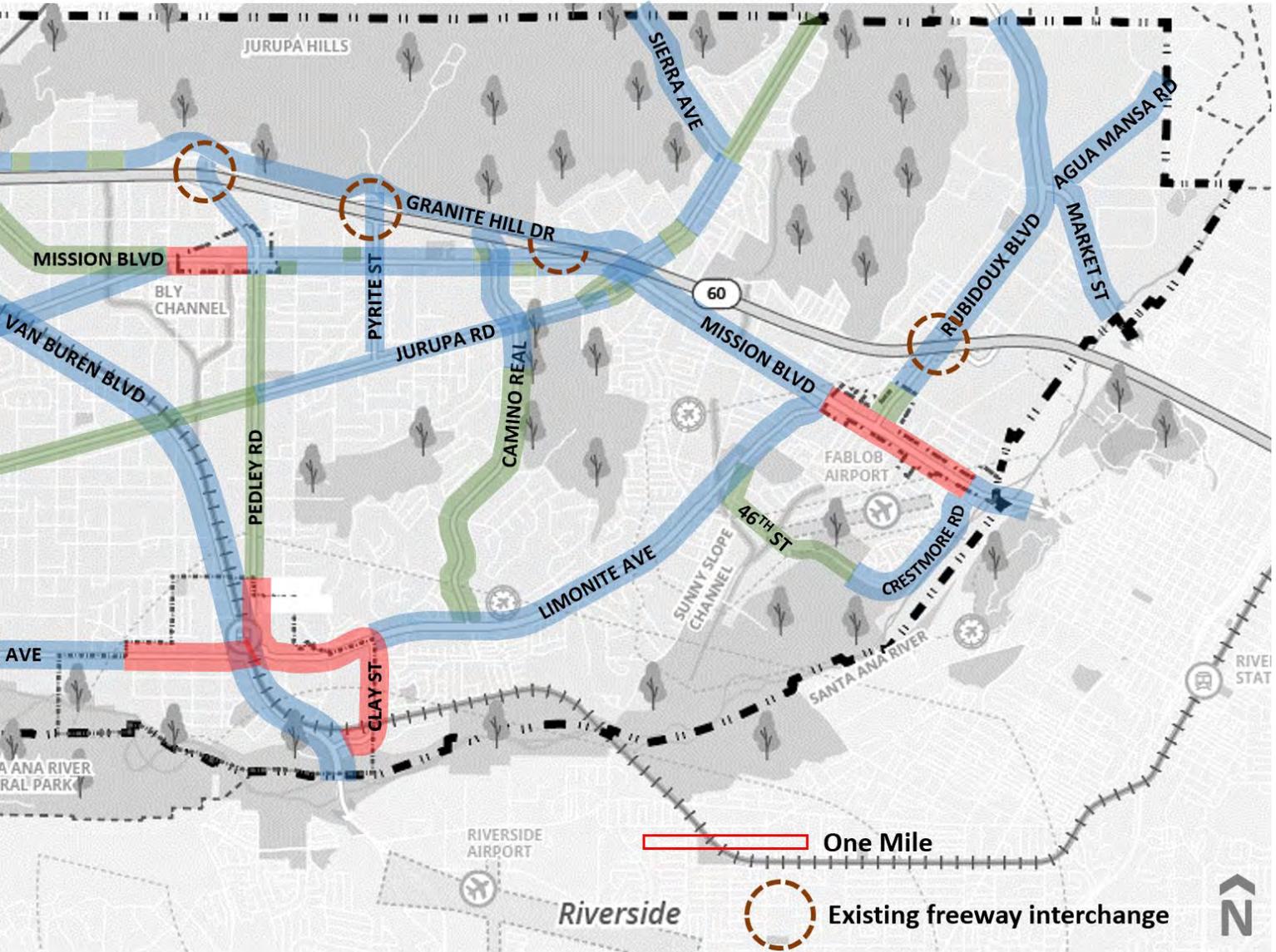
Different segment types may occur and transition from one to another along the same corridor due to changes in land use, roadway width and neighborhood character.

FIGURE 1.4.1 | EXISTING CORRIDOR TYPES



Crosstown Corridor Segments

- Arterial setting - oriented to "getting through"
- Frontages: parking lots, soundwalls, landscaping, set-back buildings
- Many buildings orient to their parking lots (front, side or back)
- Commercial, industrial and residential enclaves



Neighborhood Corridor Segments

- Predominantly residential addresses - “home street”
- Frontages: landscaped front yards, driveways, front doors
- Most houses faces the street
- Can include smaller commercial buildings

Town Center/Activity Node Corridor Segments

- Retail setting - fully or potentially walkable
- Frontages: storefronts, business fronts, and some parking lots
- Most buildings face the street and sidewalk
- Commercial and mixed uses

B. CROSSTOWN CORRIDORS SEGMENTS

Crosstown Corridors (approximately 53.5 miles / 75% of all corridors) represent the largest proportion of all types and function as significant across-town connectors, prioritizing vehicle through-traffic on wide arterial roads (5+ lanes) and usually have limited pedestrian and bicycle facilities.

Many have been “oversized” in roadway right-of-way width for future widenings. Land uses along Crosstown Corridors are typically the most set-back and separated from streets among the 3 corridor types, with roadways configured mainly for moving through-traffic.

Some challenges that are common in this type of corridor segments are:

- **Low walkability/bikeability:** Many have missing sidewalks on one or both sides for significant lengths, and even when present, most are narrow and lack street trees for shade, discouraging walking in warm months. Street crossings are usually far apart, creating barriers between neighborhoods. The bicycle network is incomplete and lacks connectivity.
- **Inactive Frontages.** Most properties along crosstown corridor segments have limited interaction with the street environment, being commercial, industrial or institutional sites set back behind parking lots and landscaping, or are residential subdivisions behind sound walls – isolating the walking experience.



Mission Boulevard near Patriot High School shows the typical pattern of Crosstown corridors, with fronting uses are set back and separated from the roadway. *Image: Google Earth*



Safe walking and biking facilities remain to be developed along many Crosstown corridor segments. *Image: Google Street View*



Example of a Crosstown corridor sidewalk ending abruptly on Mission Boulevard at Camino Real. *Image: Google Street View*

Goals

Plan Goals may strategically improve Crosstown Corridor segments according to goal type:

- **Traffic Calming and Multimodal Safety.** Key improvement opportunities can make residents' and visitors' walking, biking and horse riding connections safer, more convenient and attractive while increasing driving safety.
 - i. Narrower traffic lanes and slower speeds, where feasible
 - ii. Protected bike lanes or separate paths where feasible
 - iii. Infill of missing sidewalks, curbs, lighting and crosswalks
 - iv. Shorter distances between street crossings
 - v. Safer pedestrian and bike crossings at intersections
- **City Image and Identity:**
 - i. Gateway and signage opportunities at city and neighborhood border locations and freeway off-ramps.
 - ii. Along Crosstown Corridor segment lengths, planting of shade tree canopies and infill of missing roadway elements
- **Economic catalysts/performance:**
 - i. Most Crosstown corridors' land uses have relatively low interaction with street activity. Economic benefits of improvements will have more effects district- or neighborhood-wide than on specific sites.
 - ii. Tree plantings that enhance neighborhood image and livability can benefit property values and support infill potentials for individual opportunity sites within the neighborhood.
 - iii. Gateway improvements will primarily strengthen city-wide and corridor identity, together with location recognition for nearby sites.



Example of a Crosstown Corridor segment in Alameda, CA, where striped bike lanes have been introduced by narrowing existing travel lane widths. *Image: Google Earth*



Example of Crosstown Corridor segments in Alameda, CA (top) and Reseda, CA (bottom) where large canopy trees along sidewalks and medians have improved identity and livability along of the corridor. *Images: Google Street View*

C. NEIGHBORHOOD CORRIDOR SEGMENTS

Neighborhood corridors are generally narrower than Crosstown corridors, typically 2–3 lanes wide (with some 4–5 lane exceptions) and most have lower traffic volumes. Many also lack sidewalks and bike lanes. Unlike Crosstown Corridor segments, they serve as residential and mixed-use streets with fronting homes and frequent driveways. Many have unpaved shoulders that while not ADA-compliant, provide flexibility for walking, horse riding, street parking, and utilities. Most fronting properties are small with front yards and building entrances oriented toward the street

Some challenges that are common in this type of corridor segments are:

- **Increasing traffic volumes:** The semi-rural identity of Jurupa Valley can be impacted by increasing traffic volumes and road widenings in response.
- **Infill opportunities are limited:** As most parcels along Neighborhood Corridor segments are built out, there are few development opportunity sites (typically residentially-zoned individual infill sites).



Examples of Neighborhood Corridor segments on Armstrong Road (above) and Camino Real (below).
Images: Google Street View



This portion of Jurupa Road west of Steve Avenue serves as an example of a common frontage configuration along Neighborhood corridors in Jurupa Valley. *Image: Google Earth*

Goals

Plan Goals may strategically improve Neighborhood Corridors according to goal type:

- **Traffic Calming and Multimodal Safety:**
 - i. Narrower traffic lanes and slower speeds, where feasible
 - ii. Safe bike lanes or paths, where feasible
 - iii. Infill of missing street elements
 - iv. Safer intersections with multimodal facilities
- **City Image and Identity:** Because of their residential scale, Jurupa Valley's semi-rural identity is important to maintain along Neighborhood Corridors.
 - i. Semi-rural character will best be reinforced by canopy trees plantings where feasible.
 - ii. Decorative landscaping and residential-scale signage can be applied at key neighborhood entry points.
- **Economic Catalysts/Performance:** As most Neighborhood Corridor segments are built out, there are limited development opportunity sites (typically residentially-zoned individual infill sites).
 - i. Corridor safety and city identity improvements (described above) may serve to stabilize and strengthen neighborhood quality around opportunity sites and maximize infill development potentials.



This Neighborhood corridor in Austin, TX provides safety for all modes of transportation - pedestrian, bicycle and vehicular - as well as attractive addresses for fronting uses. *Image: Google Earth*



The sidewalk of a neighborhood corridor segment should ideally provide the same amenity as a high-quality residential street - street trees and a landscape buffer separating it from moving traffic. *Image: Monkey Business*



Rosemead Blvd is an example of a Neighborhood corridor segment in Temple City - a former 5-lane arterial with an added tree-lined center median and tree- and parking-protected bike lanes. *Image: Google Street View*

D. TOWN CENTER CORRIDOR SEGMENTS / ACTIVITY NODES

Among the 3 Corridor Segment Types, the Town Center Segment Type represents the smallest proportion but shows the highest “overlap” potentials among the Plan Goals of Safety and Traffic Calming, City Image and Identity, and Economic Catalysts.

They make up the main streets and central boulevards of the Pedley, Glen Avon and Rubidoux Town Centers. Most are 5 or more lanes in width, carry moderate through-traffic, and like other corridors have minimal sidewalk and bike facilities.

Their more compact mix of retail, office, civic, gathering, and residential uses can generate greater pedestrian, bicycle, and transit activity than other districts in the city, as well as greater value per acre.

As they also anchor older neighborhoods, concentrations of disadvantaged households are in and near them, notably the Rubidoux and Glen Avon Town Centers – raising equity considerations for potential residential and commercial displacement issues as well as development potentials.

Though existing Town Center Corridor segments are the most walkable of all types in the city, some challenges that are common to this type of corridor segments are:

- **Customers aren’t shared:** The sidewalks on opposite sides of the corridor are typically far apart and additionally, crosswalks are often over 800 feet from each other. As a result, Jurupa Valley’s Town Centers do not successfully share customers in a “park-once” environment.
- **Narrow sidewalks:** Sidewalks tend to be too narrow and with obstacles such as streetlights or other infrastructure elements.
- **Conflicts between cars, buses, pedestrians, bicyclists and equestrians:** Traffic calming and safety measures are needed for Town Centers’ more complex pedestrian, bicycle, and transit (and in some locations, equestrian as well) interactions with corridor traffic and parking movements. These can also be configured to support the other 2 goals



Town Center Corridor segment example on Mission Boulevard in Rubidoux Town Center. *Image: Google Street View*



Long crosswalks and far-apart street crossings on Limonite Avenue in Pedley Town Center discourage walking and prevent businesses from sharing customers. *Image: Google Earth*

Goals

Plan Goals may strategically improve Town Center Corridor Segments according to goal type:

- **Traffic Calming and Multimodal Safety:** Town Centers' more complex pedestrian, bicycle, and transit (and in some locations, equestrian as well) interactions with corridor traffic and parking movements create the greatest need for traffic calming and safety measures.

These can also be configured to support the other 2 goals.

- **City Image and Identity:** As Jurupa Valley has no single downtown, Town Center corridor streetscapes, gateways/landmarks, and signage are opportunities to support businesses, community gathering and street activity, highlight the historic and focal community character of the Rubidoux, Pedley and Glen Avon Town Centers, and strengthen common city identity.

At Rubidoux and Glen Avon in particular, their corridor streets already serve as “main streets,” though their current configurations mainly favor through-travel.

- **Economic catalysts/performance:** Corridor street redesign (together with other policy and program measures) can help Town Centers better take advantage of their economic niche by playing to their strengths: highlighting visible sidewalk activity, a park-once setting, active storefronts, mixing of uses, shared customers, outdoor dining and community identity.

By combining public investment, thematic design and placemaking with safer walking, biking and parking; street improvements (in tandem with supportive zoning and incentive programs) can strengthen Town Center segments as places-to-go and spur private development along them and nearby, including housing.

Such street improvement initiatives can begin as small-scale, faster “tactical” projects before mobilizing larger street “makeover” projects.

As previously noted, the 3 Town Centers are near concentrations of disadvantaged households, warranting outreach and potential stabilization measures to help residents understand and become aware of change.



Lancaster Blvd in Lancaster, CA is an example of a Town Center Corridor whose redesign has improved safety, city identity and economic activity. Image: Tamara Leigh Photography



Palm-tree-lined medians, large canopy shade trees, broad sidewalks and a 35 mph speed limit make Anaheim Blvd in the Packing District an appealing Town Center residential boulevard address rather than a wide arterial, steps away from dining and shops. Image: Google Street View.



In downtown Lancaster, CA, Lancaster Blvd itself serves as a plaza and community gathering space during special events - contributing to the city's identity in the region. Image: Curt Gideon Photography

1.5 | Economic Catalyst Case Studies

TOWN CENTER STREET IMPROVEMENTS IN CALIFORNIA AS ECONOMIC CATALYSTS

Examples of Town Center corridor street redesigns in California that have successfully contributed to a range of economic catalyst activity. The interventions ranged from simple restriping of existing lanes and street parking to undertaking extensive streetscape reconstructions – with a similar wide range of results.

A. MAIN STREET IN BRIDGEPORT, CA

Case Study Strategies

Reduce underutilized lanes from 5 to 3 and make them narrower to calm traffic, enable easier street crossing, add diagonal parking, and introduce bike lanes to support the downtown's visitor economy.

This small rural town (population 553), the county seat of Mono County, undertook a 2012 restriping of its then-5 lane Main Street, a 1/3 mile long segment of SR 395, to help revitalize its tourism-dependent downtown (note – SR 395 is a 2 lane highway outside of downtown). With Caltrans' participation, the existing 81 foot curb-to-curb width within the 100 foot right-of-way was restriped from 5 lanes with parallel parking to 3 lanes with bike lanes and a mix of back-in angled and parallel parking. The work was completed within 2 months of initial design discussions and at no cost to the county (funded by Caltrans). Since the project's completion, Main Street has slowed cars down, provided more visitor parking, reduced the number of traffic lanes for pedestrians to cross, and added bike lanes, which help welcome recreational visitors. Encouraged by the process and results, participating citizens, businesses and the Town have since been incrementally implementing other downtown street and plaza improvements.



Businesses along Main Street are now more accessible by pedestrians (improved crossings), by bike (new bike lanes), and by car (with more and easier-to-access parking). *Image: Carol M. Highsmith/Library of Congress*

Bridgeport Main Street Revitalization Project

Design Fair Workshops

Want to help:

- Enhance the sense of community vitality on Main Street?
- Foster a vibrant economy?
- Improve safety for walkers, cyclists and drivers?
- Support historic and community character?

Then join us for a conversation about the future of Main Street and how to better meet community needs!

Thursday, August 23, 2012
Opening Workshop:
Community Values and Priorities
■ 7 - 9 pm
Light Refreshments

Saturday, August 25, 2012
Walkability Audit & Design Workshop
■ 9 am - 1 pm
Lunch provided
BBQ in the Park!

Tuesday, August 28, 2012
Presentation of Vision Plan
■ 7 - 9 pm
Light Refreshments

All events will be at Bridgeport Memorial Hall

For more information:
Wendy Sugimura, Mono County
(760) 924-1814

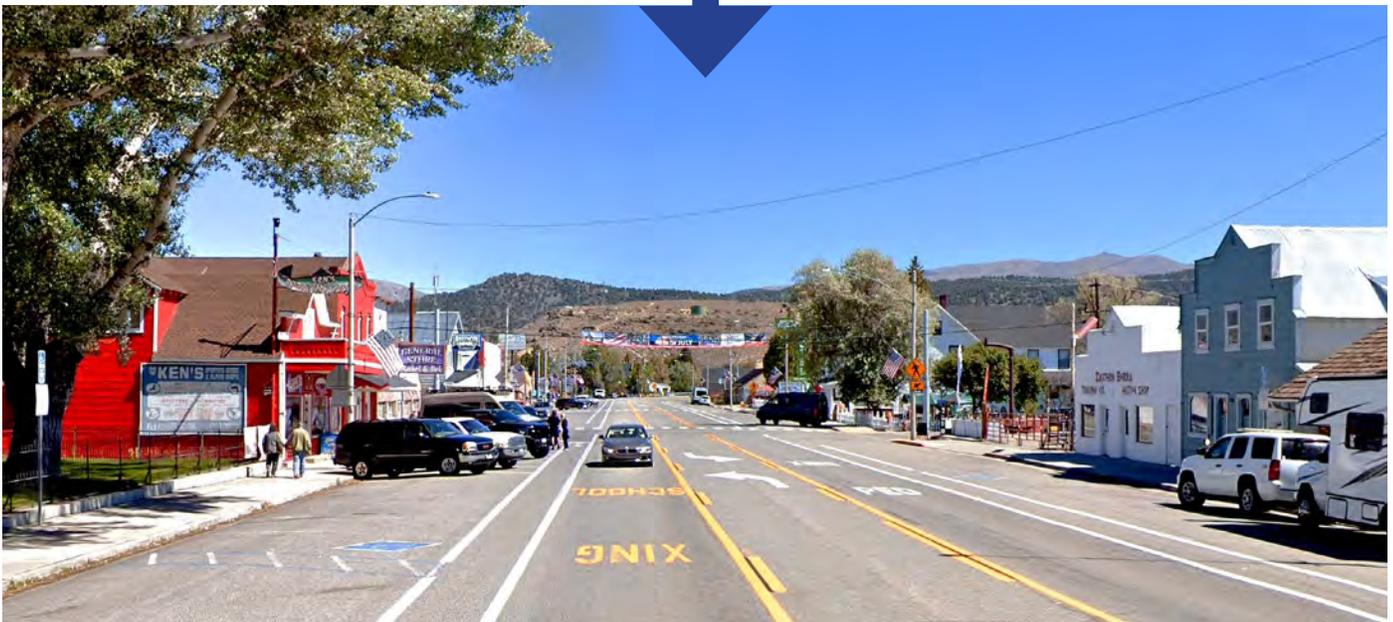
Mono County **Caltrans**

This project is made possible through a Community-based Transportation Planning Grant from the California Department of Transportation.

Design Fair Workshops Poster for Bridgeport Main Street Revitalization Project. *Image: Mono County Planning Department*



Bridgeport's Main Street before, with 5 wide underutilized lanes and a long street crossing to stores on the opposite sidewalk. *Image: courthouselover/Flickr*



Main Street after improvements, "right-sized" with 3 narrower lanes. The width of 2 previous lanes was converted to bike lanes and one-sided diagonal parking, making crossing the street shorter and less intimidating for pedestrians. *Image: Google Street View*

B. WHITTIER BOULEVARD IN MONTEBELLO, CA

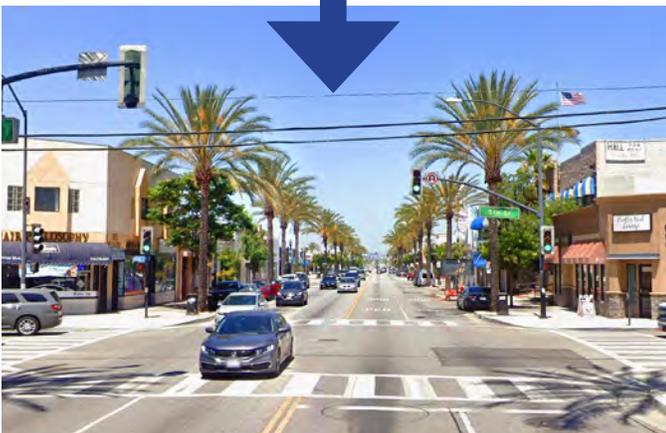
Case Study Strategies

On the existing downtown arterial, keep existing corridor lanes and curbs, install palm trees within parking lanes to define downtown and sidewalk settings, add small sidewalk shade trees and decorative lighting, introduce “bulb outs” to shorten crosswalks, and create new city gateways.



Whittier Boulevard before.

Image: Google Street View



Whittier Boulevard after street improvements. Image: Google Street View



The lively “BLVD MRKT” opened after street improvements. Image: BLVD MRKT

Whittier Boulevard, a relinquished portion of SR-72 and a 2.1 mile central arterial corridor in Montebello (population 60,000), forms the main street of the city's 3,000 foot, 9-block long downtown segment. Montebello's downtown was seriously damaged in the 1987 Whittier Narrows earthquake but avoided even more destruction when Caltrans agreed to limit the boulevard's widening to outside of downtown. However, the existing 4-lane arterial street did not support the downtown setting. In 2006, the city built a first phase of Whittier Boulevard downtown streetscape improvements as well as city entry gateways, downtown landmark signs and parking lot improvements for a cost of \$8.8 million, with completion of a 2nd phase at \$672,000 following in 2010. The boulevard's 4 lanes with parallel curb parking were retained at 56 feet curb-to-curb within an 80 foot right-of-way, but streetscape improvements included new date palm trees within parking lanes, sidewalk shade trees, corner bulb-out curb extensions, decorative street lighting, and other furnishings. Following the streetscape, downtown's revitalization was gradual but leapt forward with the opening of a new Whittier Blvd brew pub in 2017 and the launching of a new food hall “BLVD MRKT” across the street in 2021. 132 units of new downtown affordable housing were approved for development the same year, a new scramble intersection was approved in 2024.¹ An ambitious Downtown Specific Plan and multimodal corridor redesign was adopted in 2024.²

- 1 Whittier Daily News, “Montebello traffic signal and ‘scramble’ crosswalk coming to busy intersection,” April 8, 2024; <https://www.whittierdailynews.com/2024/04/08/montebello-traffic-signal-and-scramble-crosswalk-coming-to-busy-intersection/>.
- 2 Whittier Daily News, “Montebello approves major land-use plans to guide development, quality of life,” April 16, 2025; <https://www.whittierdailynews.com/2024/04/16/montebello-approves-major-land-use-plans-to-guide-development-quality-of-life/>.

C. LANCASTER BOULEVARD IN LANCASTER, CA

Case Study Strategies

Transform the downtown's 5-lane arterial spine from a pass-through to a destination place by reconfiguring it as a slow 2-lane street with a tree-lined central "rambla" with median plazas and angled parking, broad landscaped sidewalks, curb parking, safer crosswalks, decorative streetlights and furnishings.



Lancaster Boulevard before. *Image: Google Street View*

In the 2000's, Lancaster (population 166,000 today) had high unemployment and limited housing; its town center along Lancaster Boulevard was underperforming amid multiple vacant storefronts. The 3,300 foot, 9-block downtown segment had 5 lanes and parallel parking spanning 70 feet curb-to-curb within a 100 foot right-of-way - encouraging speeding well beyond its posted 35 mph limit. In 2010, the City pursued a community-based redesign process that transformed the wide arterial into a 2 lane street with broad sidewalks and a continuous



Lancaster Boulevard after street improvements. *Image: Google Street View*



New activity after Lancaster Boulevard improvements. *Image: City of Lancaster*

tree-lined central "ramblas" of plazas and angled parking. Its \$11.5 million investment (from Redevelopment Agency funding of the time) led to \$125 million in private investment, 48 new businesses, 802 permanent jobs and a doubling of tax revenues from 2007 to 2013.³ In the same period, total collisions diminished by nearly one-third, and injuries decreased by two-thirds. Today, the rebranded "BLVD" is the focus of festival gatherings, a farmers' market, a museum, performing arts center and daily walkable dining, shopping and personal services.

³ Anderson, Geoff and Searfoss, Laura, Smart Growth America: Safer Streets, Stronger Economies. Washington D.C., March 2015, p. 29, <https://smartgrowthamerica.org/wp-content/uploads/2016/08/safer-streets-stronger-economies.pdf>.



Chapter 2

DESIGN SCENARIOS



INTRODUCTION

This chapter contains a series of street design scenarios to address goals outlined in Chapter 1.

IN THIS CHAPTER

2.1 Introduction	58
2.2 Town Center Corridors	60
A. Prototypical Configuration	62
B. Constrained Sidewalk Variation	64
C. Constrained Roadway Variation	65
D. Constrained Sidewalk & Roadway Variation	66
E. Equestrian Variation	67
F. Frontage Lane Variation	68
G. Frontage Lane + Bus Stop Variation	69
2.3 Neighborhood Corridors	70
A. Prototypical Configuration	72
B. Equestrian Variation	74
C. Multi-Use Trail Variation	75
D. Rural Variation #1 - Prototypical	76
E. Rural Variation #2 - Prototypical Equestrian	77
F. Rural Variation #3 - Non-Frontages	78
G. Rural Variation #4 - Specific to Jurupa Rd	79
H. Rural - Specific to Pedley Rd	80
2.4 Crosstown Corridors	82
A. Prototypical Configuration	84
B. Equestrian Variation	86
C. Multi-Use Trail Variation	87
D. Frontage Lane Variation	88
E. Constrained Sidewalk Variation	89

2.1 | Introduction

INTRODUCTION

This Chapter provides a “toolkit-based” set of corridor improvement strategies aligned with the 3 “Corridor Types” and the 4 overarching *Corridors Plan Goals* introduced in Chapter 1. While the strategies illustrated in this chapter are not exhaustive of every existing condition along the many dozens of miles of corridors in Jurupa Valley, they are intended to illustrate ways in which multiple improvement types and strategies (detailed in Chapter 3) can be assembled and deployed in a variety of contexts and configurations to best-accomplish the Plan’s goals.

These strategies are organized into a variety of “improvement scenarios” based on:

- **Location:** is the subject corridor improvement within a *Town Center, Neighborhood, or Cross Town Corridor Segment* (see **Chapter 1, Section 1.4** for *Corridor Types*).
- **Accomplishable goals and other considerations:** based on the location of the corridor, what are the specific goals and requirements for future improvements? (i.e. is the corridor segment part of an Equestrian or Bicycle Priority Route? Would the addition of on-street parking support businesses, etc.)
- **Adaptation to existing constraints:** are there unique existing constraints (i.e. limited roadway right-of-way, existing natural features or physical barriers, etc.) that potential improvements must balance and adapt to?

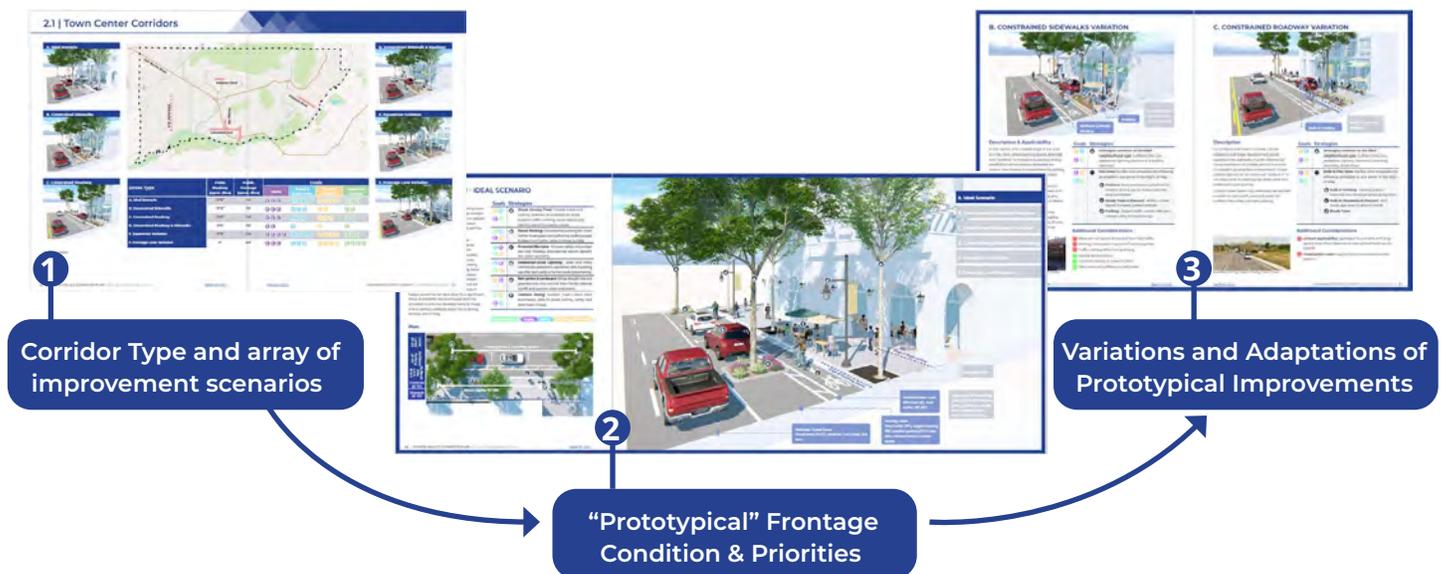
CHAPTER ORGANIZATION

Accordingly, this Chapter is organized into the following 3 sections based on *Corridor Segment Type*:

- **Town Center Corridors** (Section 2.2)
- **Neighborhood Corridors** (Section 2.3)
- **Crosstown Corridors** (Section 2.4)

As illustrated below, each section includes:

- 1 **A map of the location(s) of the applicable *Corridor Segment Type*** and a summary of the **improvement scenarios** illustrated for that type.
- 2 A conceptual illustration of a **“Prototypical” Corridor Frontage Configuration** for the subject *Corridor Segment Type* highlighting an unconstrained application of streetscape improvement elements and strategies.
- 3 **Variations and Adaptations** of the “*Prototypical Corridor Improvements*” based on typical physical constraints or unique requirements observed/documentated for the subject *Corridor Segment Type* (i.e. constrained roadways, equestrian routes, etc.).



CORRIDOR IMPROVEMENTS GUIDE

Step 1: Identifying Corridor Segment Type

Based on **Figure 1.4.1** or the related mapping in this Chapter, identify the *Corridor Type* of the subject corridor segment, and refer to the relevant subsection.

Step 2: Calibrating Improvements to Corridor's Context and Constraints

Identify any additional context-specific goals, constraints or considerations relevant to the subject corridor segment that could effect the types and applications of improvements to be applied. Examples of such include:

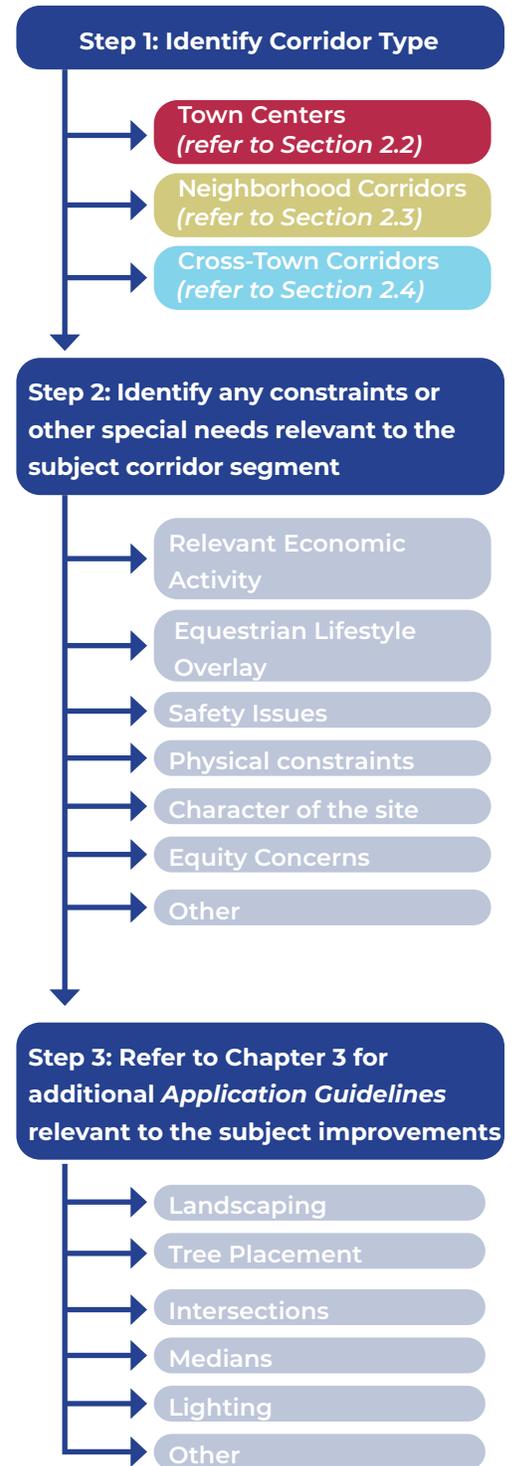
- Is the subject corridor segment in a Town Center where outdoor dining (a.k.a. parklets) and/or on-street parking is envisioned?
- Is the subject corridor segment within the Equestrian Lifestyle Protection Overlay (ELO) where equestrian facilities are prioritized?
- Is the subject corridor segment part of the existing or planned citywide bicycle network? If so, what facility type/class (i.e. Class II lanes, Class IV protected lanes, etc.) are most appropriate?
- Are there physical constraints that make the prototypical configuration infeasible? (i.e. constrained sidewalks, roadway, R.O.W, etc.)
- What is the local character of the surrounding area? (i.e. urban vs. rural) and how should the design details of future improvements respond?
- What traffic capacity must the subject corridor segment accommodate? Are lane reductions feasible?
- Are frontage lanes (side access lanes) needed to allow future development to “front” wider or busier corridors?

Many of these questions are addressed in the range of corridor improvement “scenarios” described and illustrated in this chapter.

Step 3: Application Guidelines and Details - (Refer to Chapter 3)

Chapter 3 provides an overview and “application guidelines” for a comprehensive set of corridor improvement strategies and design elements that make up the “Toolkit” of Corridor Improvements that are highlighted in the *Improvement Scenarios* to follow.

Collectively, the *Improvement Scenarios* defined in this chapter, and the *Application Guidelines* for the *Corridor Improvement Toolkit* defined in Chapter 3, establish a clear guide for evaluating and implementing any future corridor improvements not specifically addressed in this chapter.



2.2 | Town Center Corridors

A. Prototypical Configuration



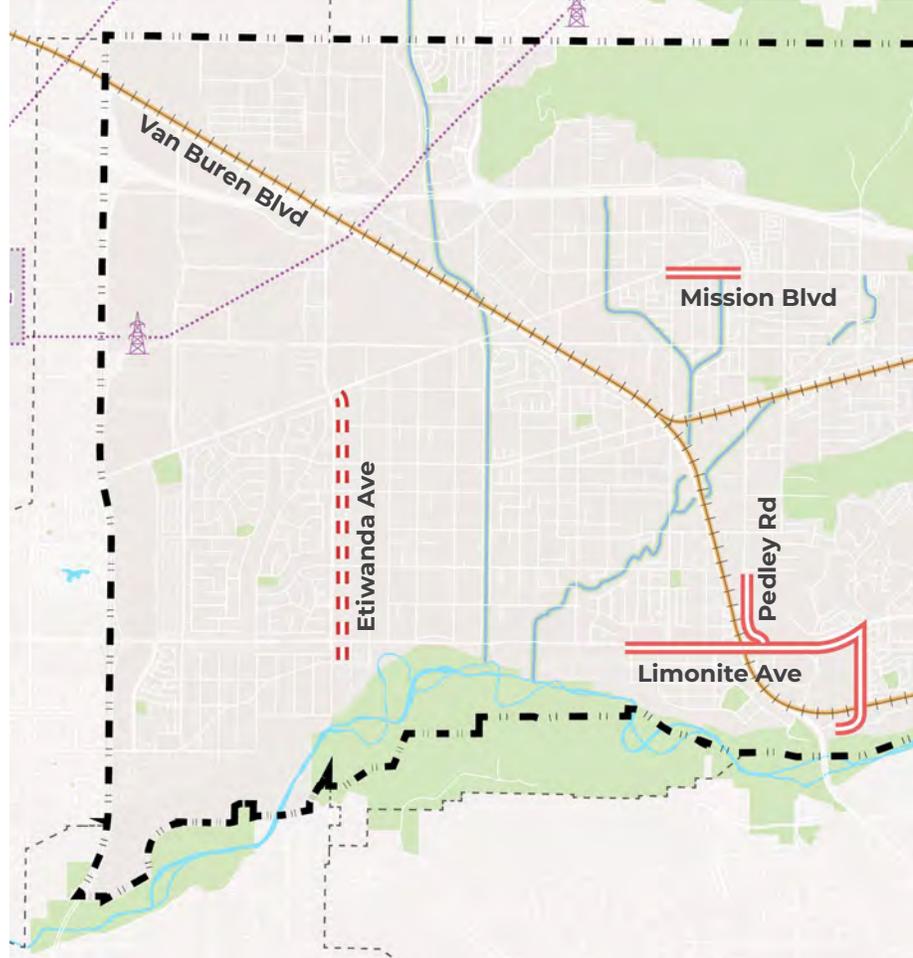
B. Constrained Sidewalks



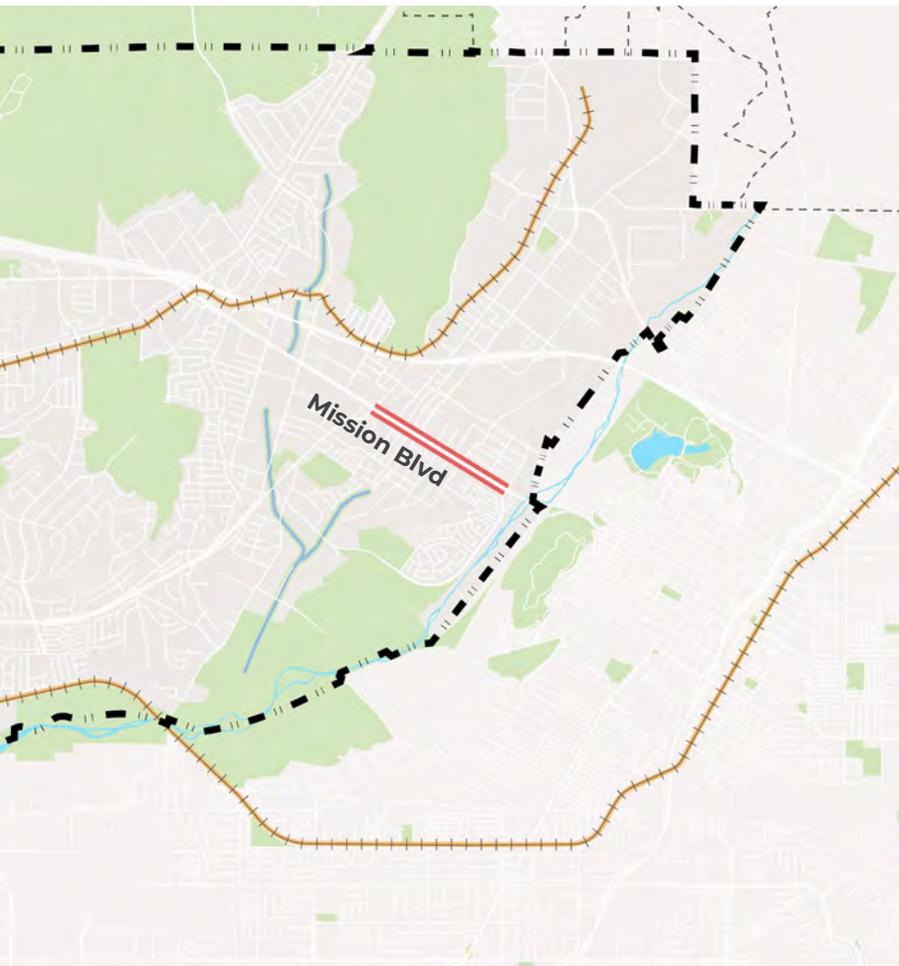
C. Constrained Roadway



FIGURE 2.2.1 | TOWN CENTER SEGMENTS



Improvement Type	Applicability
A. Prototypical Configuration	Within Town Center corridor segment where sidewalk can be extended toward the street centerline
B. Constrained Sidewalks	Within Town Center corridor segment where sidewalk is within the right-of-way and/or where there is no street centerline
C. Constrained Roadway	Within Town Center corridor segment where there are undevelopable parcels where sidewalk is not possible
D. Constrained Roadway & Sidewalks	Within Town Center corridor segment where vehicle speeds can be limited to 30 mph
E. Equestrian Variation	Within corridor segments that facilitate trail connections to and from adjacent areas
F. Frontage Lane Variation	Within Town Center corridor segment where an opportunity exists to line the right-of-way with frontage parking
G. Frontage Lane w/Bus Stop Variation	Within Town Center corridor segment where there is a need and sufficient right-of-way for a bus stop



ments where infill and redevelopment can be set back and/or the existing right-of-way centerline to provide for wider sidewalks

ments where existing development precludes the dedication of additional insufficient curb-to-curb width to extend the curb toward the right-of-

ments with fixed curblines, narrow sidewalks, and large and/or deep sidewalks may be widened via easements on private properties

ments where curb-to-curb dimensions preclude separated bike lanes but no more than 30 miles per hour to allow for sharrows

all within the Equestrian Lifestyle Protection Overlay and where equestrian joining streets exist or can be established in the future

ments that function as high-volume/high-speed thoroughfares and where right-of-way with street-activating buildings and frontage improvements

ments similar to those providing for Improvement Type F and where there is sufficient curb-to-curb width dimension to accommodate bus service

D. Constrained Roadway & Sidewalk



E. Equestrian Variation



F. Frontage Lane Variation



A. PROTOTYPICAL CONFIGURATION

(TOWN CENTER CORRIDORS)

Description

While most city corridors function as auto-oriented arterials, Town Center segments offer the greatest economic catalyst potential because thriving commercial and mixed-use areas depend on visibility, access, and a strong walking, biking, transit, and in some cases equestrian environment.

This “prototypical” Town Center corridor configuration illustrates an optimal layout: parking-protected Class IV bike lanes, on-street customer parking, wide sidewalks with space for outdoor dining and furnishings, pedestrian-oriented lighting and signage, and tall-canopy street trees that provide shade, visually narrow the roadway (traffic calming), and maintain storefront visibility.

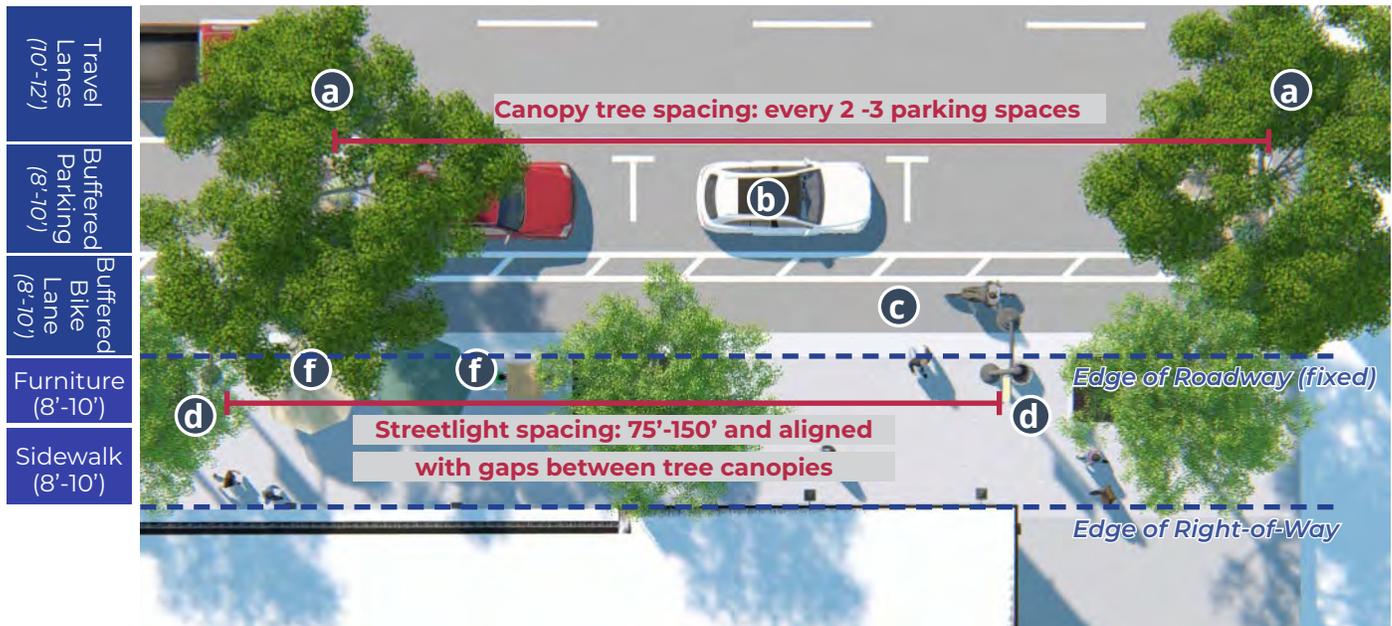
This configuration applies primarily to new development, with context- and constraint-based variations provided in the following pages.

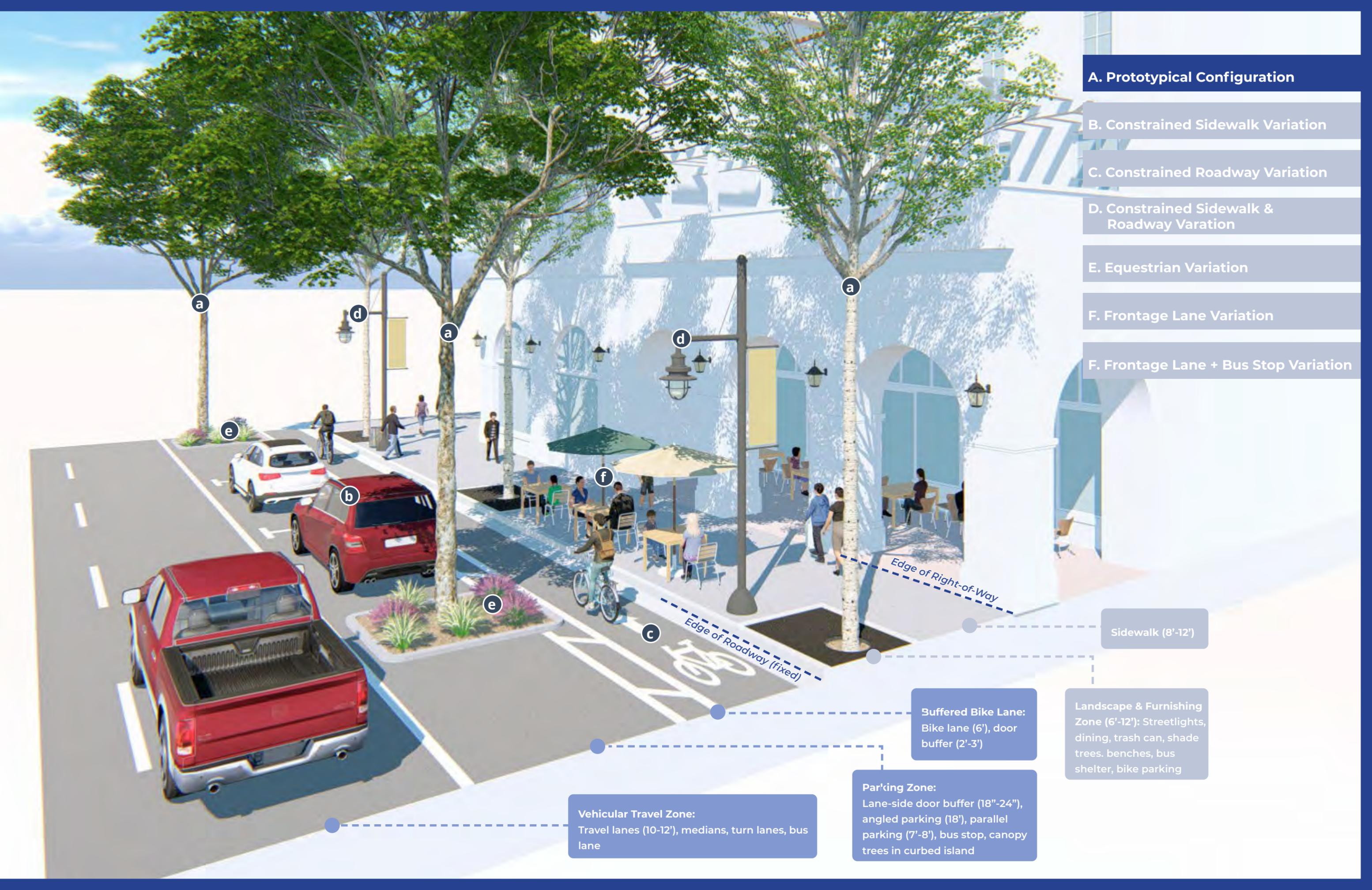
Goals Strategies

I S E \$	a Shade Canopy Trees: Provide shade and cooling, greenery and pedestrian scale; support traffic calming; recall historic city identity; benefit property values.
\$ S E I	b Street Parking: Convenience parking for Town Center businesses and gathering; buffer people & bikes from traffic; adds to street activity.
S E \$ I	c Protected Bike Lane: Increases safety; encourages low cost mobility and exercise option; benefit the visitor economy.
S E \$ I	d Pedestrian-Scale Lighting: Safer and more comfortable pedestrian, equestrian, bike & parking use after dark; adds to human scale placemaking.
I E	e Rain garden & Landscape: Brings drought-tolerant greenery and color into the Town Center; reduces runoff and sustains trees and plants.
P I E S	f Outdoor dining: Support Town Center food businesses; adds to street activity, safety and downtown image.

Performance (\$) Equity Safety City Image & Identity

Conceptual Design Configuration





- A. Prototypical Configuration
- B. Constrained Sidewalk Variation
- C. Constrained Roadway Variation
- D. Constrained Sidewalk & Roadway Variation
- E. Equestrian Variation
- F. Frontage Lane Variation
- F. Frontage Lane + Bus Stop Variation

a

d

a

d

a

e

b

f

e

c

Vehicular Travel Zone:
Travel lanes (10-12'), medians, turn lanes, bus lane

Parking Zone:
Lane-side door buffer (18"-24"), angled parking (18'), parallel parking (7'-8'), bus stop, canopy trees in curbed island

Buffered Bike Lane:
Bike lane (6'), door buffer (2'-3')

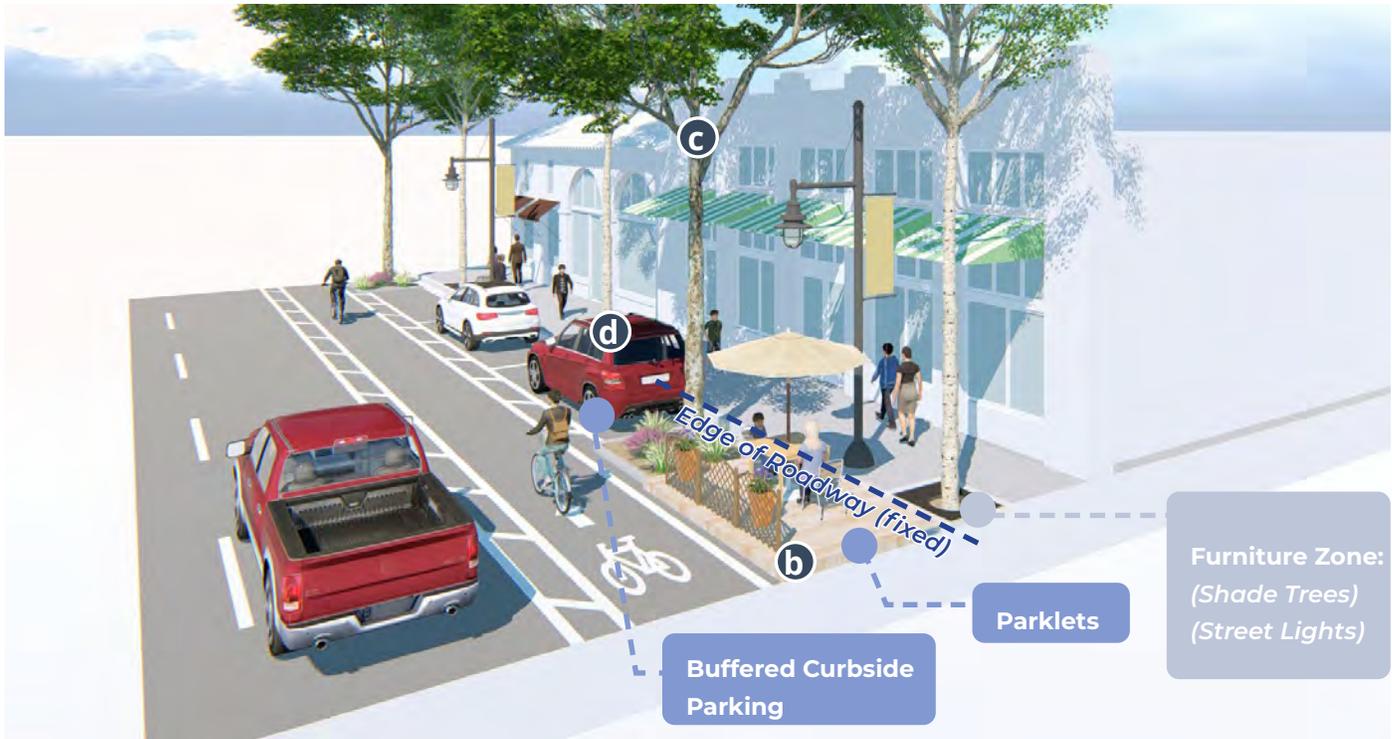
Landscape & Furnishing Zone (6'-12'): Streetlights, dining, trash can, shade trees, benches, bus shelter, bike parking

Sidewalk (8'-12')

Edge of Roadway (fixed)

Edge of Right-of-Way

B. CONSTRAINED SIDEWALK VARIATION (TOWN CENTER CORRIDORS)



Description & Applicability

In this variant, the curbside edge of the road is a “Flex Zone,” alternating parking with “parklets” that can accommodate outdoor dining and street furnishing where sidewalks are too narrow. The tree canopy is strengthened by adding street trees further toward the roadway in curb islands or sidewalk extensions.

Travel lanes are narrowed to calm traffic and support lower speeds for pedestrian safety, with the reclaimed width reallocated to buffered bike lanes and safer parking.

Where existing sidewalk-centered trees interfere with walkability, selective removal and replacement with trees in parking lanes or curb extensions may be needed to create a more consistent shade canopy.



Eastbound Mission Blvd in Rubidoux Town Center.
Image: Google Street View

Goals Strategies

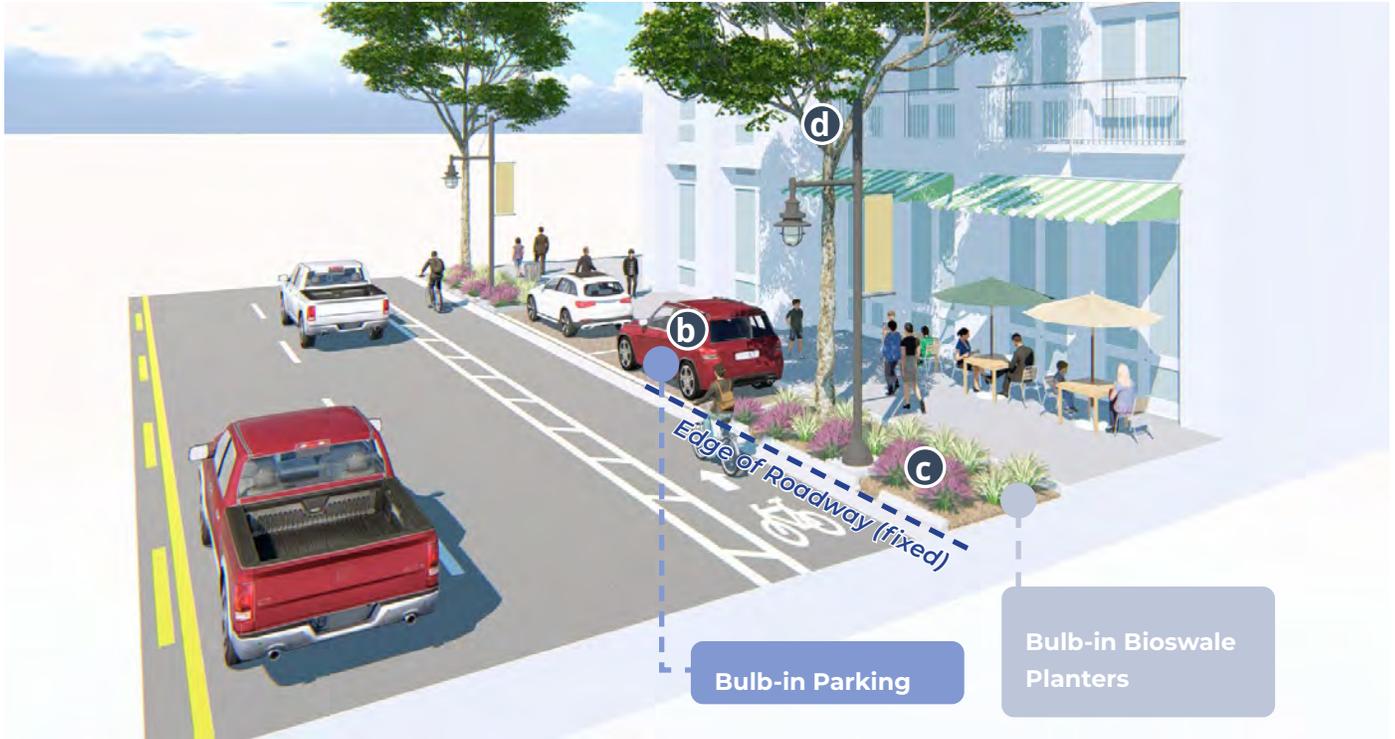
Goals	Strategies
<ul style="list-style-type: none"> I S E P 	<ul style="list-style-type: none"> a Strategies common to the prototypical neighborhood type: buffered bike lane, parallel parking, pedestrian lighting, banners & branding elements.
<ul style="list-style-type: none"> E I S P 	<ul style="list-style-type: none"> Flex Zone: the flex zone integrates the following strategies in one “slice” of the Right-of-Way: <ul style="list-style-type: none"> b Parklets: Semi-permanent platforms for outdoor dining use by restaurants and food businesses. c Shade Trees & Planters: Within curbed islands between parked vehicles. d Parking: Striped lane-side buffer next to bike lane creates safety for door swings.

Additional Considerations

- Bikes are not barrier-protected from fast traffic.
- Parking maneuvers may conflict with bicyclists
- Traffic calming effect is not as strong
- Parklet opportunities
- Curbside parking is closer to retail
- Bike Lanes are buffered on both sides

C. CONSTRAINED ROADWAY VARIATION

(TOWN CENTER CORRIDORS)



Description

On corridors with fixed curblines, narrow sidewalks, and larger/deeper development parcels, sidewalks can be widened through frontage easements to support an active ground-floor environment. On-street parking can be selectively “bulbed in” to create landscaped edge zones with street trees and pedestrian-scale lighting.

Where feasible, travel lanes can be narrowed to calm traffic and reallocate roadway width to buffered bike lanes and safer parking

Goals Strategies

<p>I S E \$</p>	<p>a Strategies common to the prototypical neighborhood type: buffered bike lane, pedestrian lighting, banners & branding elements, shade trees.</p>
<p>E I S \$</p>	<p>● Bulb-in Flex Zone: the flex zone integrates the following strategies in one piece of the Right-of-Way:</p> <ul style="list-style-type: none"> b Bulb-in Parking: Parking spaces indented into the edge landscaping zone. c Bulb-in Bioswales & Planters: Porous landscape areas to absorb runoff, including overflow drains. d Canopy Shade Trees

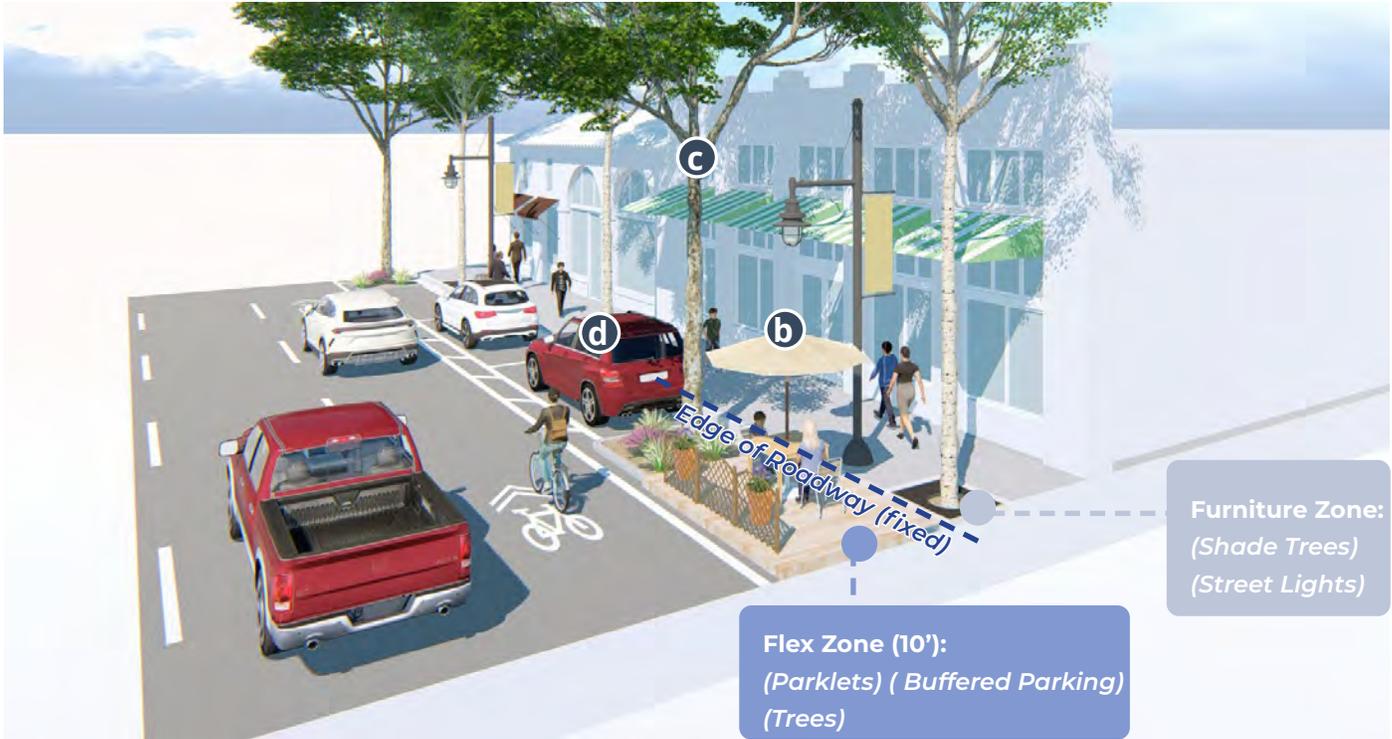


Northbound Clay Street in Pedley Town Center. Image: Google Street View

Additional Considerations

- **Limited applicability:** applicable to corridors with large vacant sites where easements onto private land may be feasible.
- **Construction costs** may be higher compared to other options.

D. CONSTRAINED SIDEWALK & ROADWAY VARIATION (TOWN CENTER CORRIDORS)



Description & Applicability

Similar to Variation B, this option uses limited roadway width to configure the curb-adjacent lane as a Class III shared lane with “sharrows,” rather than a separated bikeway. For Class III operations to be safe, speeds must be under 30 mph, which typically limits this configuration to one travel lane in each direction.



Northbound Etiwanda Ave, north of Jurupa Rd.
Image:: Google Street View

Goals Strategies

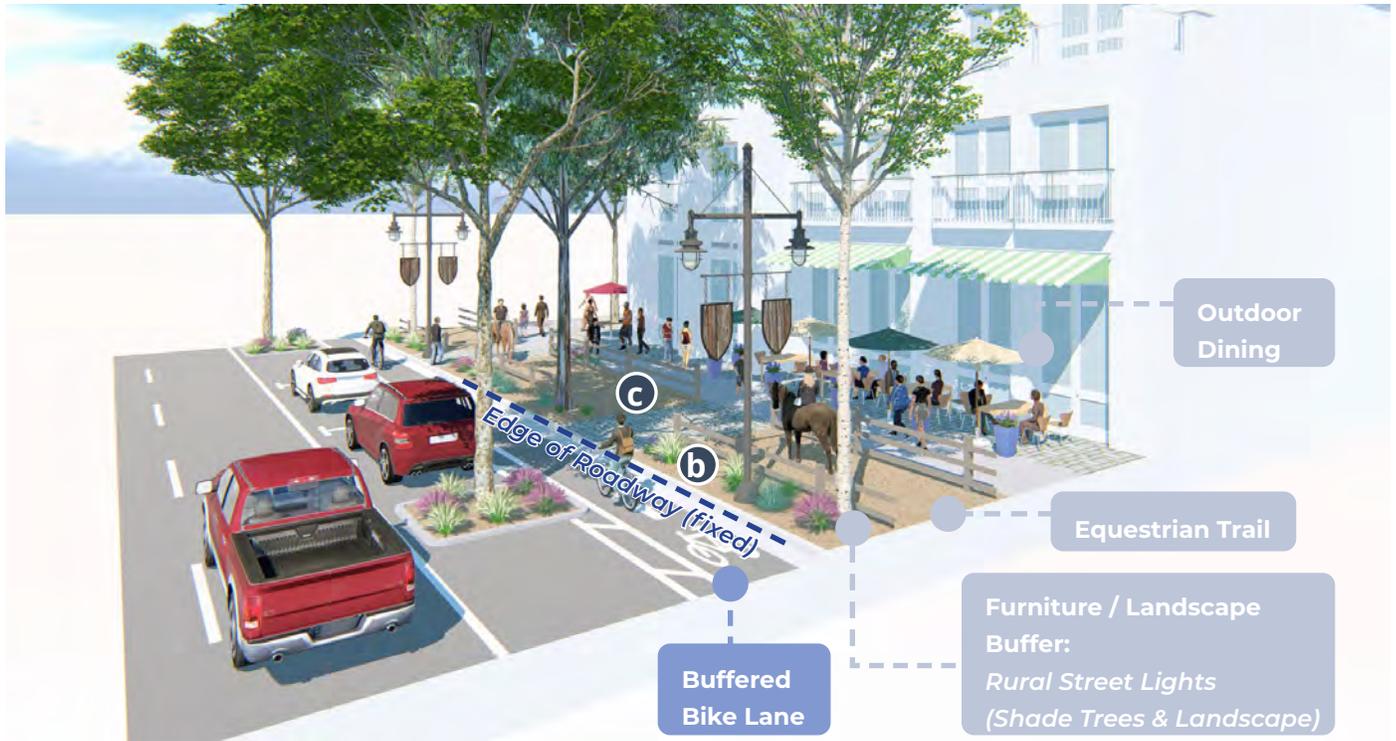
Goals	Strategies
	a Strategies common to the prototypical neighborhood type: pedestrian lighting, banners & branding elements, shade trees.
E I S P	Flex Zone: the flex zone integrates the following strategies in one piece of the Right-of-Way: <ul style="list-style-type: none"> b Parklets: Semi-permanent platforms for outdoor dining use by restaurants and food businesses. c Shade Trees & Planters: Within curbed islands between parked vehicles. d Parking: Striped lane-side buffer next to bike lane creates safety for door swings.
I S E P	e Furniture Zone: write and mention limitations on how narrow they are. Mention that it has to accommodate street lights and existing tree planters.

Additional Considerations

- A shared travel lane and bikeway is designated by “sharrows” - requires speed limit below 30 mph
- A travel lane may need to be removed to accommodate curbside parking
- Street parking supports ground floor retail
- Parklets support food businesses

E. EQUESTRIAN VARIATION

(TOWN CENTER CORRIDORS)



Description

This variation adds an equestrian trail with wood rail fencing between the curbside landscape zone and the Town Center sidewalk, reinforcing Jurupa Valley’s semi-rural identity. It is best suited to corridor segments with lower traffic volumes and wider right-of-way, where lane narrowing or reduction is feasible.

Goals Strategies

<p>I S E \$</p>	<p>a Strategies common to the prototypical neighborhood type: buffered bike lane, pedestrian lighting, banners & branding elements, shade trees.</p>
<p>E I S \$</p>	<p>● Equestrian Trail: the equestrian trail/landscape buffer integrates the following strategies:</p> <ul style="list-style-type: none"> b Furniture/Landscape Buffer: A landscaped “belt” between the roadway and horses for comfort and safety, with low plants to reinforce semi-rural character and room for street light poles & branding elements (10’ vertical clearance). c Equestrian Trail: a decomposed granite multi-use surface, 8 - 12 feet in clear width, framed by wood rail fences with periodic cross-openings for pedestrians.



Westbound Mission Blvd, east of Glen St. in Glen Avon Town Center. Image: Google Street View

Additional Considerations

- **Outdoor dining:** located next to the retail buildings for separation from the equestrian trail
- **Breaks in the equestrian trail** should be spaced every 2-3 parking spaces to provide pedestrian access from curbside parking to storefront businesses.

F. FRONTAGE LANE VARIATION

(TOWN CENTER CORRIDORS)



Frontage Lane Median:
(Canopy Trees)
(Bioswales & Landscape)

Frontage Lane:
(Parking)
(Side access lane)
(Sharrow)
(Pavers -Public Realm extension)

Description & Applicability

At wider and higher traffic volume corridor segments, a frontage lane variation provides an accessible frontage and more protected corridor presence (instead of a soundwall frontage) by creating a parallel “slow street” frontage lane with a tree-lined protective median and easement(s) on private land.

The frontage lane can provide efficient parking as a single or double-loaded one-way lane, next to a comfortable sidewalk with street trees, pedestrian-height lighting, and ground floor storefronts and entrance lobbies. The frontage lane should be narrow to ensure slow vehicle speed and a pedestrian-friendly environment.

Goals Strategies

	a	Strategies common to the prototypical neighborhood type: pedestrian street lights, banners & branding, outdoor dining, sidewalks.
E I S P	b	Median: the median incorporates the following elements: b Bioswales & Landscape c Shade canopy trees
I S E P	d	Access Lane: Narrow widths of the access lane (11') and parking lane (8') should be used to maintain a slow speed, pedestrian-friendly setting. Paving the lane with unit pavers e adds further pedestrian setting emphasis.

Additional Considerations

- Primarily applicable to large vacant sites
- Costs are typically elevated
- Strong City-Developer coordination needed
- Provides high-amenity walkable setting along high traffic volume roadways
- Enables additional street parking
- Cyclists can use the traffic-calmed frontage lane



Westbound Limonite Ave, west of Baldwin Ave. in Pedley Town Center. Image: Google Street View

G. FRONTAGE LANE + BUS STOP VARIATION

(TOWN CENTER CORRIDORS)



Frontage Lane:
 (Parking)
 (Side access lane)
 (Sharrow)
 (Pavers -Public Realm extension)

Frontage Lane Median:
 (Bus Stop)
 (Canopy Trees)
 (Bioswales & Landscape)

Description

The overall configuration is similar to the Frontage Lane variation “F,” The frontage median is widened at the bus stop by selective removal of 2-3 parking spaces. The bus stop may be in-lane, on a bus-only lane, or within a bus “duck-in” / turnout depending on available right-of-way and easement width.

Goals Strategies

	a	Strategies common to the prototypical neighborhood type: pedestrian street lights, banners & branding, outdoor dining, sidewalks.
E I S P	b	Bus Stop: The widened median provides space for a bus waiting shelter..
I S E P	c	Access Lane: Crosswalk striping and/or a raised crosswalk ensure safety and visible access.



Westbound Limonite Ave, west of Baldwin Ave. in Pedley Town Center. *Image: Google Street View*

Additional Considerations

- The bus stop may be in-lane, on a bus-only lane, or within a bus “duck-in,” depending on available right-of-way and easement width.
- Refer to F. Frontage Variation for other Additional Considerations.

2.3 | Neighborhood Corridors

A. Prototypical Configuration



B. Equestrian Variation



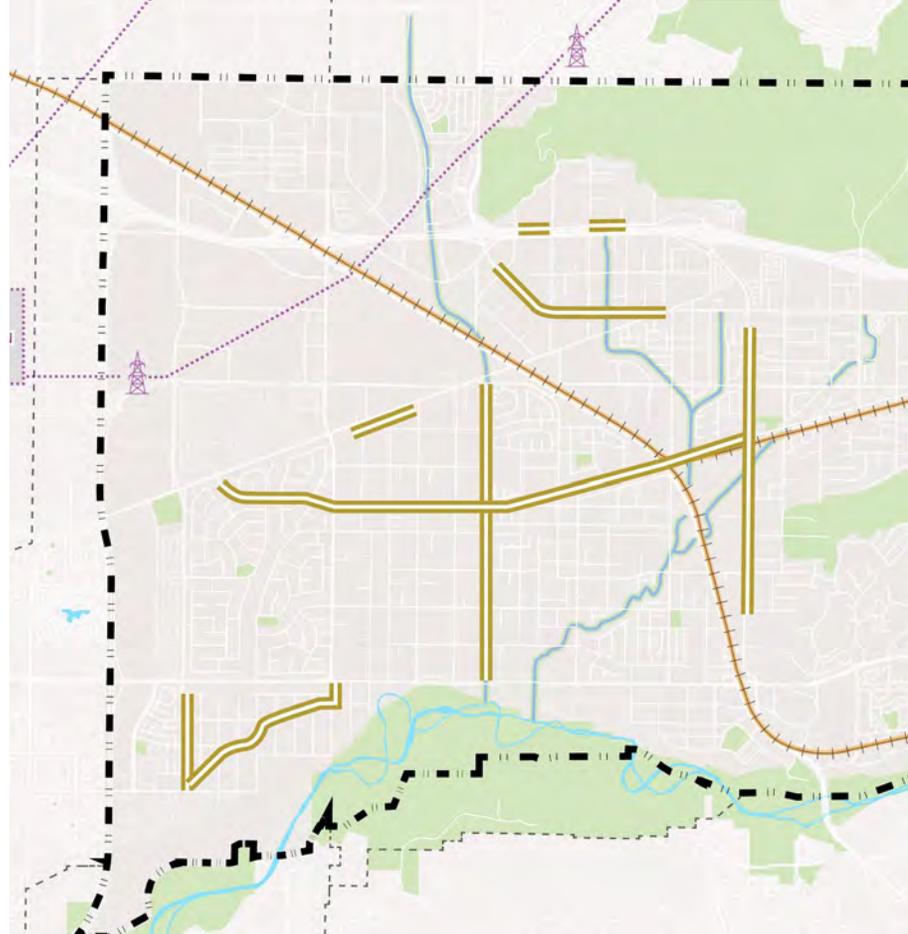
C. Multi-Use Trail Variation



D. Rural Variation (Prototypical)

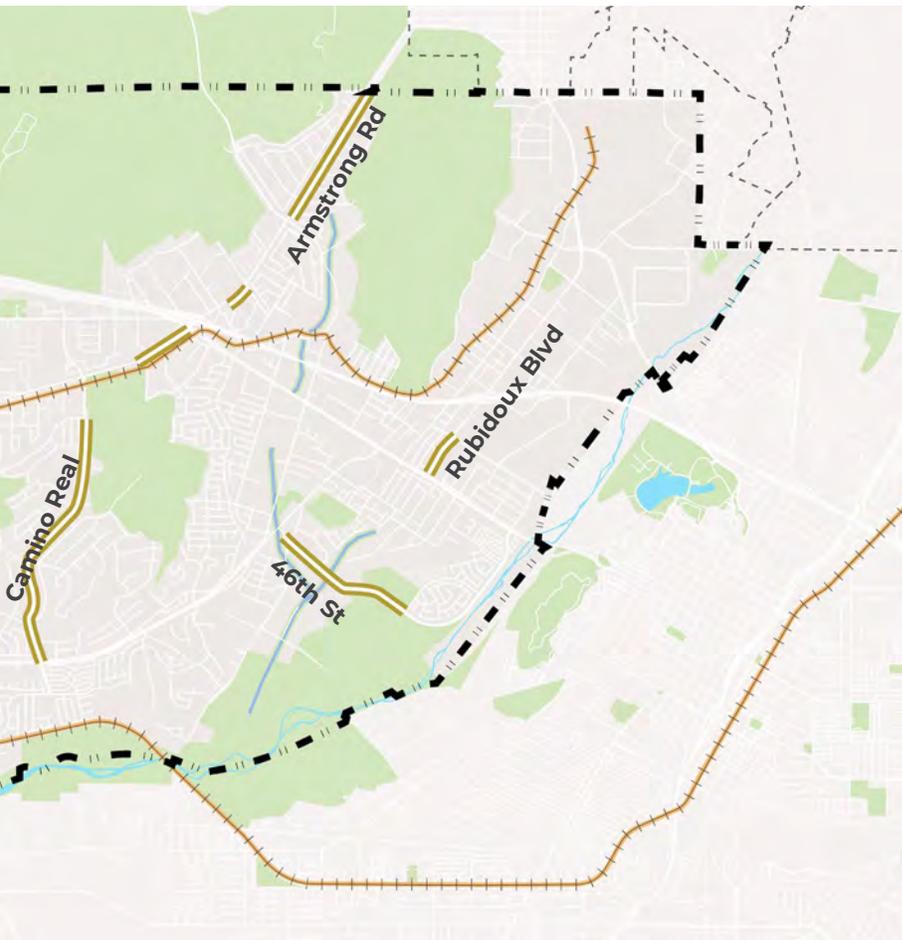


FIGURE 2.3.1 | NEIGHBORHOOD CORRIDOR SEGMENTS



Write if needed.

Improvement Type	Applicability
A. Prototypical Configuration	Within Neighborhood Corridor segments where sufficient dimension exists
B. Equestrian Variation	Within Neighborhood Corridor segments situated within the Equestrian Overlay
C. Multi-Use Trail	Within Neighborhood Corridor segments where the curb-to-curb dimensions allow for a multi-use trail
D. Rural Variation (Prototypical)	Within Neighborhood Corridor segments where the curb to implement prototypical rural variation
E. Rural - Equestrian Variation	Within Neighborhood Corridor segments within the Equestrian Protection Overlay, and where the curb-to-curb dimensions allow for a multi-use trail
F. Rural - Constrained Sidewalks	Within Neighborhood Corridor segments where there isn't sufficient dimension to implement a prototypical rural variation
G. Rural - Specific to Channel	Within segments of Jurupa Valley Channel and thus unable to implement a prototypical rural variation
H. Rural - Specific to Pedley Rd	Pedley Road between Mission and Jurupa Valley Channel and a multiuse trail



- Corridors lined with conventional residential development and where setbacks behind the curb to implement parkway and sidewalk
- Corridors similar to those described under Improvement Type A and Equestrian Lifestyle Protection Overlay
- Corridors similar to those described under Improvement Type A but where setbacks cannot accommodate a separated bike lane outside the curb
- Corridors with a rural character and where sufficient dimension exists behind the curb to implement parkway and sidewalk
- Corridors with a rural character, located within the Equestrian Lifestyle Protection Overlay with sufficient dimensions for parkway, equestrian trail, and sidewalk
- Corridors similar to those described under Improvement Type D but where setbacks cannot accommodate both equestrian trail and sidewalk
- Corridors on 56th Street constrained by a parallel drainage channel and/or freight rail where setbacks cannot accommodate a sidewalk or an equestrian trail
- Corridors on Mission Boulevard and 56th Street where dimensions allow for a bike lane

E. Rural Equestrian Variation



F. Rural - Constrained Sidewalks



G. Rural - Specific to Channel Situations



H. Rural - Specific to Pedley Rd



A. PROTOTYPICAL CONFIGURATION

(NEIGHBORHOOD CORRIDORS)

Description

This “prototypical” Neighborhood Corridor configuration illustrates a conventional curbside section with a landscaped parkway or planter (street trees and lighting) buffering the sidewalk, followed by the sidewalk at the right-of-way/property line, and private front-yard landscaping with a low wall.

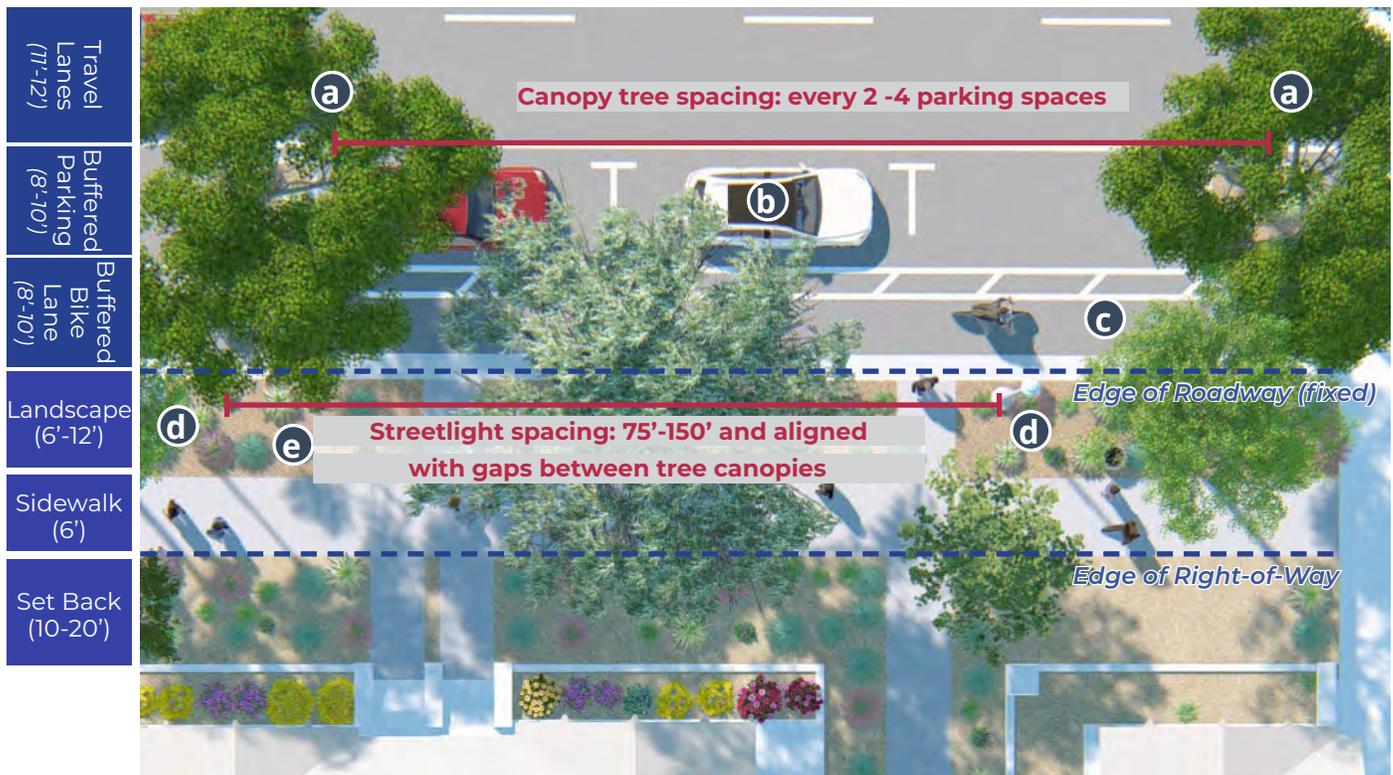
Along the curb, on-street parking with street trees in curb islands helps protect a parking-buffered Class IV bike lane, including added width for door swings and passenger safety. Together, the two rows of trees better buffer nearby homes, calm traffic, and enhance neighborhood livability and value—creating safer, more appealing conditions for walking and biking and shifting the street away from cars alone.

Goals Strategies

I S	a	Shade Canopy Trees: Provide shade and cooling, greenery and buffer homes from the street; aid in traffic calming; historic identity; increase property values.
E P		
S E	b	Street Parking: Convenience parking for residents and visitors; buffer pedestrians & bikes from traffic; provides added buffers for driver/passenger and door swing safety; adds to street activity.
S E	c	Protected Bike Lane: Increases safety; encourages low cost, healthier mobility and exercise options.
E S	d	Pedestrian-Scale Lighting: Safer and more comfortable pedestrian, equestrian, bike & parking use after dark, especially between widely-spaced roadway lighting; maintains human scale.
I		
I	e	Arid Landscaping & Bioswales: Brings drought-tolerant, heat adapted greenery and color to the neighborhood; reduces runoff and helps sustain trees and plants.

Equity Safety City Image & Identity

Conceptual Design Configuration





- A. Prototypical Configuration**
- B. Equestrian Variation
- C. Multi-Use Trail Variation
- D. Rural Variation #1 - Prototypical
- E. Rural Variation #2 - Prototypical Equestrian
- F. Rural Variation #3 - Non-Frontages
- G. Rural Variation #3 - Specific to Jurupa Road
- H. Rural Variation #4 - Specific to Pedley Road

Vehicular Travel Zone:
Travel Lanes (10'-12'), Medians, Turn Lanes, Transit

Parking Zone:
Parking (7'-8'), Door buffer (18"-24"), Canopy Trees & Planters

Buffered Bike Lane:
Bike Lane (6'), door swing buffer (2'-3')

Sidewalk (8'-12')

Landscape Zone (6'-12'):
Street Lights, Shade Trees & Landscape

Set Back (10'-20')

a

d

a

a

b

d

e

e

c

Edge of Roadway (fixed)

Edge of Right-of-Way

B. EQUESTRIAN VARIATION (NEIGHBORHOOD CORRIDORS)



Description

This variant adds to the “Prototypical Configuration” a decomposed granite equestrian trail, lined on both sides by wooden rail fences – strengthening this segment’s semi-rural character.

The trail is located between the back-of-curb landscape strip and the sidewalk, separating it from street traffic activity.

The depth of the features shown behind the curb, however, limit its applicability to frontages with deep setbacks from the curb to the property line – or, to larger sites where easements on private land can accommodate them.

Goals Strategies

Goals	Strategies
<p>I S</p> <p>E</p>	<p>a Strategies common to the prototypical neighborhood type: Street parking between street tree planters & safety buffers, protected bike lane, pedestrian-scale lighting, shade canopy trees, arid landscaping & bioswales, equestrian trail, wood rail fencing, paved walkway.</p>
<p>E I</p>	<p>b Equestrian Trail (+12’): Provides neighborhood recreational access for riders and pedestrians. Trail contributes to semi-rural town identity, contingent on available right-of-way width and/or easements on private land.</p>



Southbound Pedley Rd, south of Thorobred Ln.
Image: Google Street View

Additional Considerations

- Limited applicability:** applicable to corridors with an unimproved equestrian trail or deep setbacks.

C. MULTI-USE TRAIL VARIATION (NEIGHBORHOOD CORRIDORS)



Description

With the paved multi-use trail located at the back of curb, this variation not as 'rural' in character as its equestrian counterpart. Provides safe off-street bicycling where the roadway width is insufficient for a protected or buffered bike lane.

The line of curbside parking spaces with street trees in curbed islands, a second row of trees between the trail and sidewalk, and front yard landscaping again can create a deeper "green belt" between the corridor roadway and residential homes.

The applicability of this variation may be limited to frontages with deep setbacks from the curb to the property line – or, larger sites where easements on private land may be feasible.

Goals Strategies

<p>I S E</p>	<p>a Strategies common to the prototypical neighborhood type: Street parking between street tree planters & safety buffers, paved multi-use trail, pedestrian-scale lighting, shade canopy trees, arid landscaping & bioswales, paved walkway.</p>
<p>E I</p>	<p>b Multi-Use Trail (+10'): Provides walking, exercise and bicycle access for pedestrians, strollers, runners, skaters and cyclists.</p>

Additional Considerations

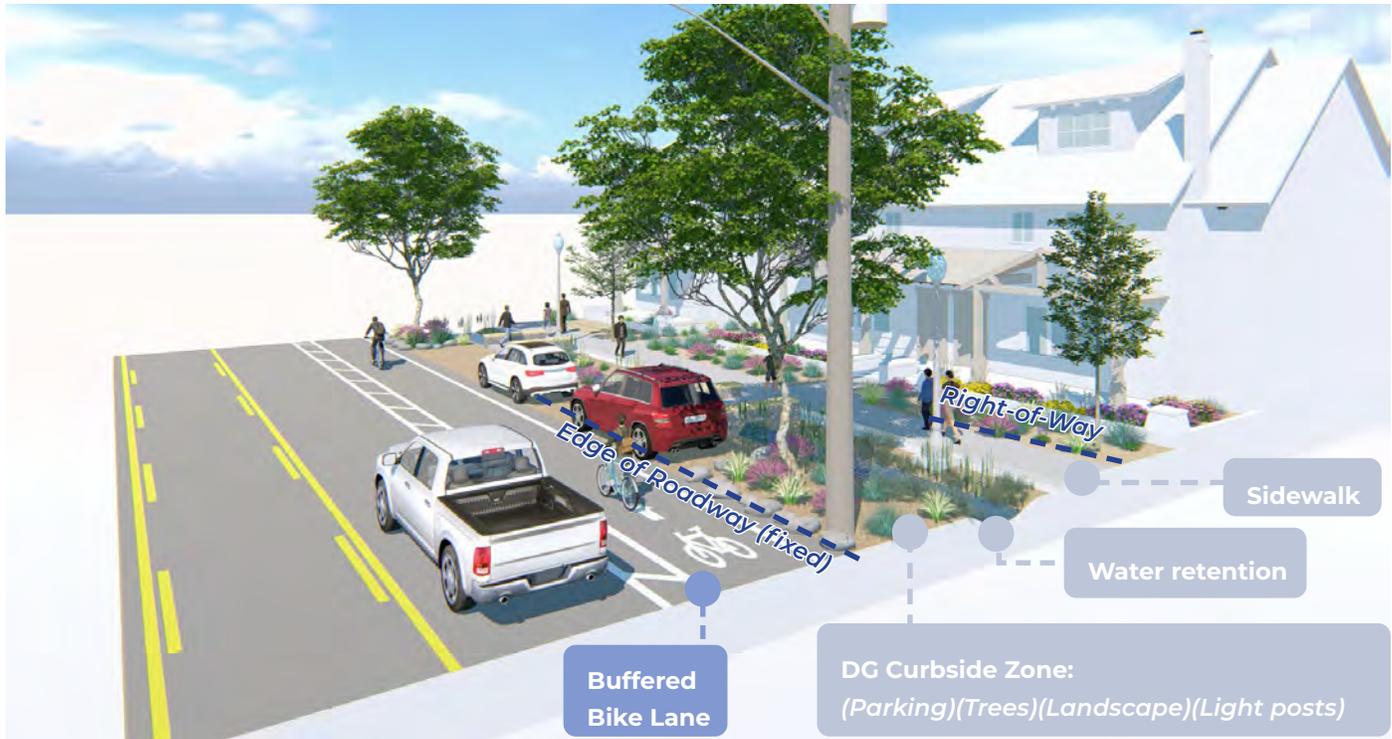
- **Limited applicability:** applicable to corridors with an unimproved equestrian trail or deep setbacks.



Southbound Pedley Rd, north of the Train Station in Pedley Town Center. *Image: Google Street View*

D. RURAL VARIATION #1 - PROTOTYPICAL

(NEIGHBORHOOD CORRIDORS)



Description

This more conventionally configured rural variant assumes a neighborhood corridor roadway with width for 2-3 travel lanes and buffered bike lanes. Frontage depth is adequate to fit intermittent unpaved or gravel parking bays behind the curb (8'-10') within a wider arid landscaped (and/or bioswales) frontage edge (10'-12').

A paved walkway (6'-8') lies beyond up to the edge of the right-of-way/parcel line and front yard edge; or, this area lies within an easement on private land. The arrangement of trees and utility poles/light poles within the landscape strip is conventional.

The frontage configuration may be adapted from an existing unpaved frontage.



Southbound Pedley Rd, south of Jurupa Rd.
Image: Google Street View

Goals Strategies

Goals	Strategies
I S E	a Strategies common to the prototypical neighborhood type: Buffered bike lane, pole-mounted roadway lighting, shade canopy trees, arid landscaping & bioswales, parking within decomposed granite (d.g.) bays "notched" into curbed landscape areas, paved walkway, pedestrian-height lighting.
S E	b DG parking bays (+9'): May be "curbed" with stones to maintain rural character.
I S	c Water retention / Bioswale: Potentially curbless roadway edge with pervious materials and bioswales within landscaped frontage to absorb runoff.

Additional Considerations

- **Limited applicability:** Applicable to corridors with an unimproved equestrian trail or deep setbacks.
- **Potential tradeoffs** Less street parking.

E. RURAL VARIATION #2 - PROTOTYPICAL EQUESTRIAN (NEIGHBORHOOD CORRIDORS)



Description

This variant adds to the prototypical “Rural Variation” a decomposed granite equestrian trail, lined on both sides by wooden rail fences – strengthening this segment’s semi-rural character.

The trail is located between the edge-of-roadway landscape frontage and the paved walkway, separating it from street traffic activity.

The depth of the features shown behind the curb, however, limit its applicability to frontages with deep setbacks from the curb to the property line – or, to larger sites where easements on private land could accommodate them..



Northbound Pedley Rd, south of Jurupa Rd.
Image: Google Street View

Goals Strategies

<p>I S E</p>	<p>a Strategies common to the prototypical neighborhood type: Buffered bike lane, pedestrian-scale lighting, shade canopy trees, arid landscaping & bioswales, on-street parking.</p>
<p>S E</p>	<p>b DG parking bays (+9’): May be lined with stones to maintain rural character.</p>
<p>E I S</p>	<p>c Equestrian Trail (+12’): Provides neighborhood recreational access for riders and pedestrians. Trail contributes to semi-rural town identity, contingent on available right-of-way width and/or easements on private land.</p>

Additional Considerations

- **Limited applicability:** only applicable to corridors where there’s currently an unimproved horse trail or large vacant sites where property easements may be feasible.
- **Paving costs** may be higher compared to other options.

F. RURAL VARIATION #3 - NON-FRONTAGES

(NEIGHBORHOOD CORRIDORS)



Description

This common corridor condition—no on-street parking or bike lanes, wood rail fencing, an equestrian trail, and a soundwall edge (e.g., along Limonite, Etiwanda, and Wineville)—can be improved by narrowing and restriping travel lanes to add a curbside buffered bike lane.

Strategic breaks in the fencing can accommodate street trees and pedestrian-scale lighting, including pedestrian luminaires mounted to existing poles. Where feasible, vines or landscaping can be added to soften blank soundwalls.

Goals Strategies

Goals	Strategies
S E	a Strategies common to the prototypical neighborhood type: Buffered bike lane, pedestrian lighting, shade canopy trees
S E I	b DG Sidewalk / Trail: Breaks in the fence may need to be created to enable installation of shade canopy trees and pedestrian-height streetlights.

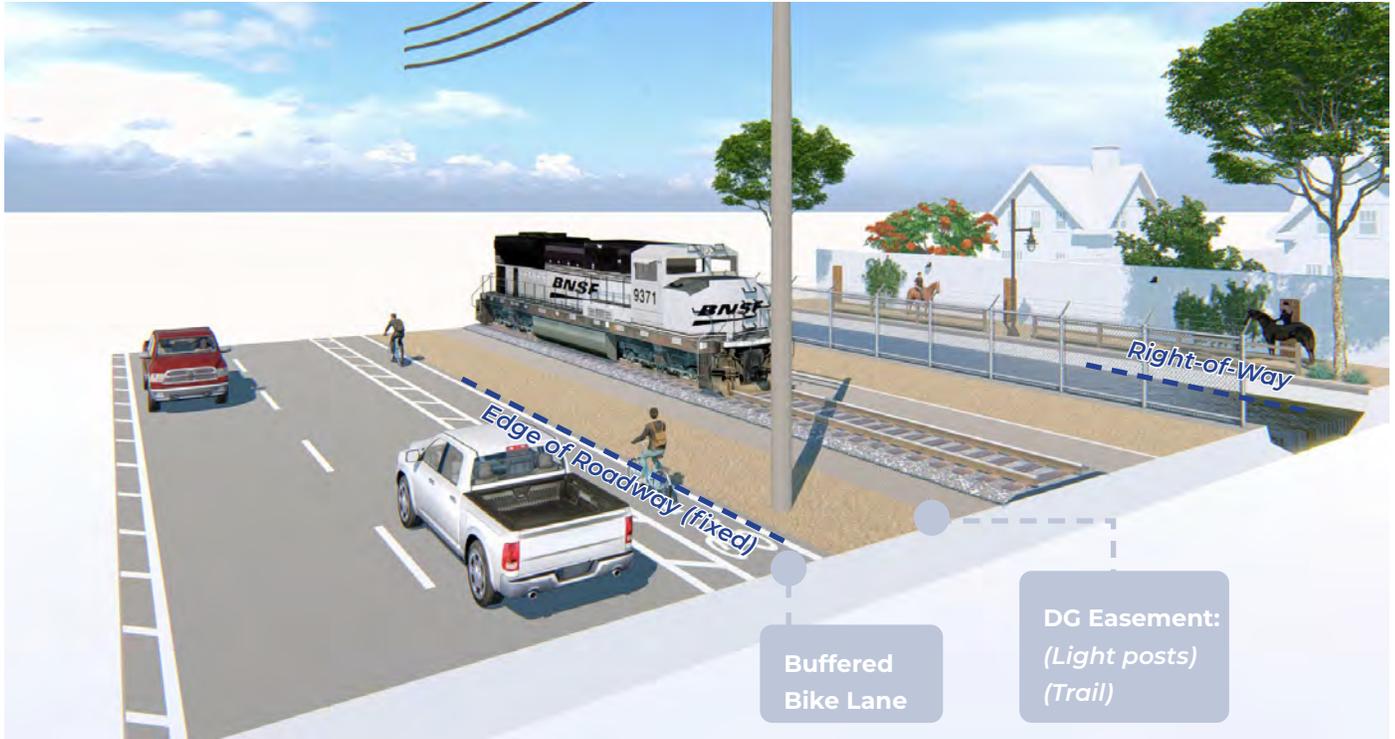


Westbound Limonite Ave, west of Etiwanda Ave.
Image: Google Street View

Additional Considerations

- **Limited applicability:** applicable to corridors with existing minimal equestrian trail edges at soundwalls.
- **Potential Tradeoffs:** Restriping of travel lanes and buffered bike lane implementation will require full corridor segment length treatment, contingent on check of dimensions. Trees may require irrigation lines, or truck watering for initial years of tree establishment.

G. RURAL VARIATION #4 - SPECIFIC TO JURUPA RD (NEIGHBORHOOD CORRIDORS)



Description

This Neighborhood Corridor segment focuses on Jurupa Road along the UPRR tracks between Felspar Street and Valley Way/Soto Avenue (approx.). Conditions vary by location, including pavement and lane widths, track offsets, and the availability of the parallel trail route south of the tracks (roughly Agate Street to Bain Street).

The Jurupa Road bike path will ultimately connect west via the future Van Buren Boulevard grade separation, serving as a key link between neighborhoods, schools, and recreation facilities in Glen Avon and Rubidoux.



Eastbound Jurupa Ave, west of Stone Ave.
Image: Google Street View

Goals Strategies

	a	Strategies common to the prototypical neighborhood type: Buffered bike lane
S E	b	Buffered bike lane (+5'): Bike lane alignments, clearances and buffer widths may need flexibility to adjust to train standards and locations of existing light posts and other obstacles.

Additional Considerations

- **Tradeoffs:** Due to north side power lines and variations in right-of-way width and grade, shade canopy trees may not be feasible along much of this segment. Infrequent track crossings and long blocks make crosswalks infrequent.
- **Coordination with UPRR and other agencies:** May introduce unknown complexities and costs.
- **Continuity issues:** Bike route continuation feasibility east to Mission Blvd on either Valley Way or Jurupa Rd TBD.

H. RURAL - SPECIFIC TO PEDLEY RD

(NEIGHBORHOOD CORRIDORS)



Description

Pedley Road is one of the last rural neighborhood corridor segments in central Jurupa Valley, retaining an intimate scale and character. While there is strong interest in expanding equestrian and bike facilities, improvements must be carefully balanced with preserving the road’s rural feel—paving, fencing, trees, landscaping, and the selection of lighting and other elements.

This strategy involves adjustments and tradeoffs that will not likely fit or be appropriate in other contexts.

Goals Strategies

Goals	Strategies
I S E	a Strategies common to the prototypical neighborhood type: pedestrian lighting, shade canopy trees.
S E	b Buffered Bike Lane: Bike lane alignments, clearances and buffer widths may need flexibility to adjust to narrow rights-of-way and positions of existing utility posts and other obstacles.
S E	c DG Sidewalk / Trail: Breaks in the fence may need to be created to enable installation of shade canopy trees and pedestrian-height streetlights.



Northbound Pedley Rd, south of 58th St.
Image: Google Street View

Additional Considerations

- Tradeoffs:** The narrow roadway pavement and proximity of power poles may involve adjustments to widths of buffers and clearances, and use of irregular tree and light spacings.
- The narrow right-of-way** may necessitate asymmetrical location of bike paths and equestrian trails.

~ Page intentionally left blank ~

2.4 | Crosstown Corridors

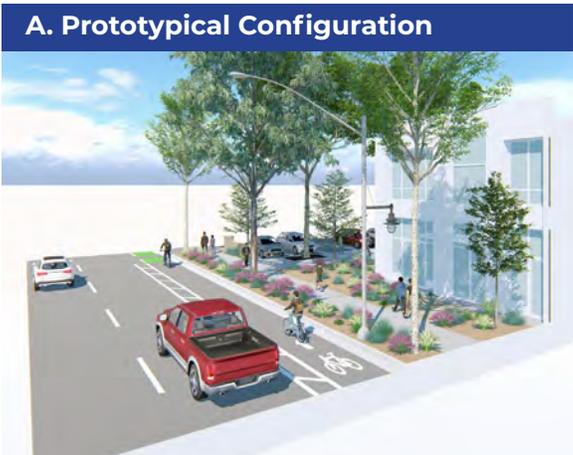
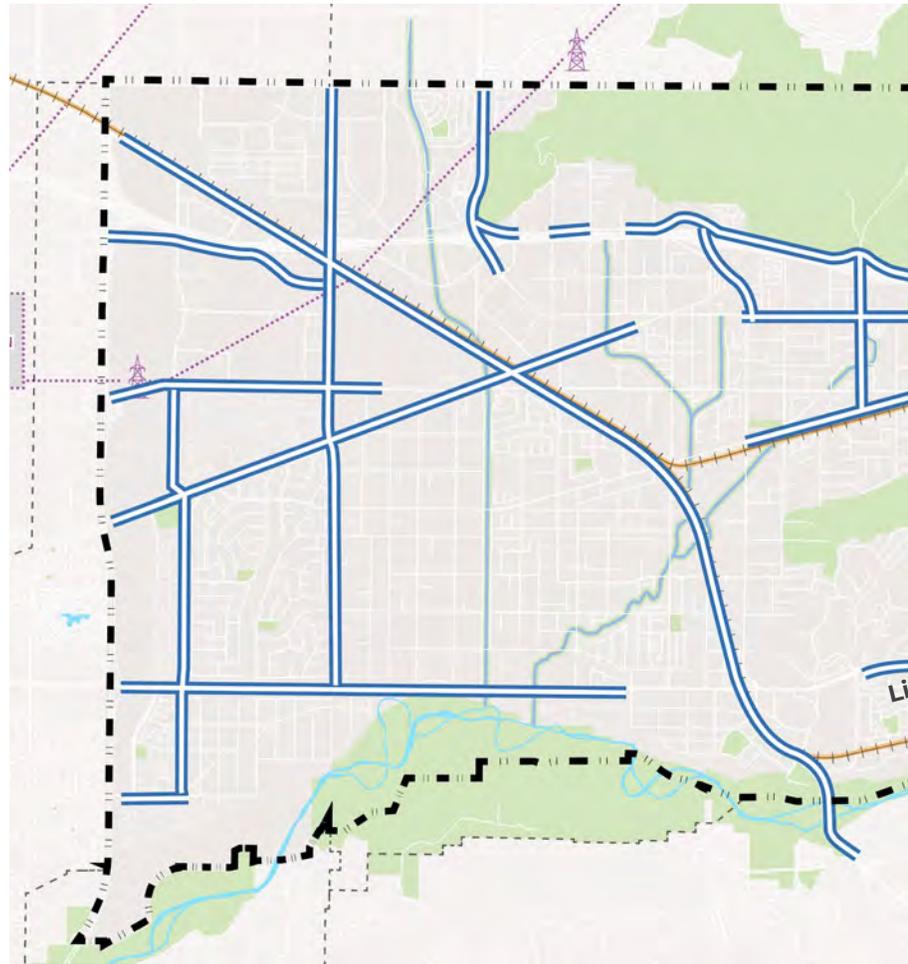
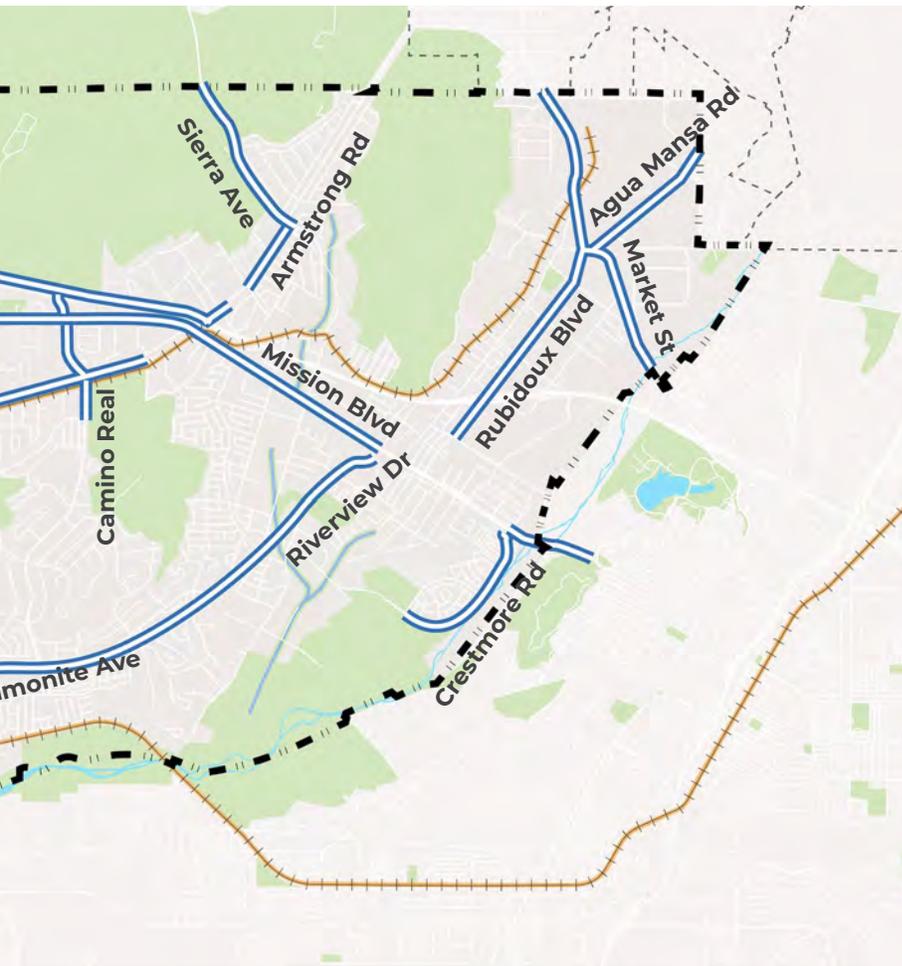


FIGURE 2.4.1 | CROSSTOWN CORRIDOR SEGMENTS



Improvement Type	Applicability
A. Prototypical Configuration	Within Crosstown corridor, parkway, and sidewalk
B. Equestrian Variation	Within Crosstown corridor, sufficient dimension exists
C. Multi-Use Trail Variation	Within Crosstown corridor, multi-use trail behind the
D. Frontage Lane Variation	Within Crosstown corridor, that provide for an activa
E. Constrained Sidewalks Variation	Within Crosstown corridor, behind the curb such tha



- ors with sufficient dimension to accommodate a buffered bike lane,
- ors lying within the Equestrian Lifestyle Protection Overlay and where
- ts for a buffered bike lane, parkway, equestrian trail, and sidewalk
- ors where deep setbacks and/or easements over private property allow for a
- e curb
- ors with sufficient dimension to accommodate slow-speed frontage lanes
- ted street frontage lined with commercial development
- ors where topography and other physical constraints limit dimension
- at sidewalk cannot be expanded

A. PROTOTYPICAL CONFIGURATION

(CROSTOWN CORRIDORS)

Description

This “prototypical” Crosstown Corridor configuration illustrates a conventional curbside section with a buffered Class II or Class IV (if physically buffered) bike lane, a landscaped parkway (with street trees and lighting) buffering the sidewalk from street traffic, and buildings set back behind a modest landscaped yard/dooryard, with their primary entries accessible from the sidewalk.

Parking is typically located behind or beside buildings in shaded, landscaped lots; when visible from the roadway, it is screened with street landscaping and often low walls.

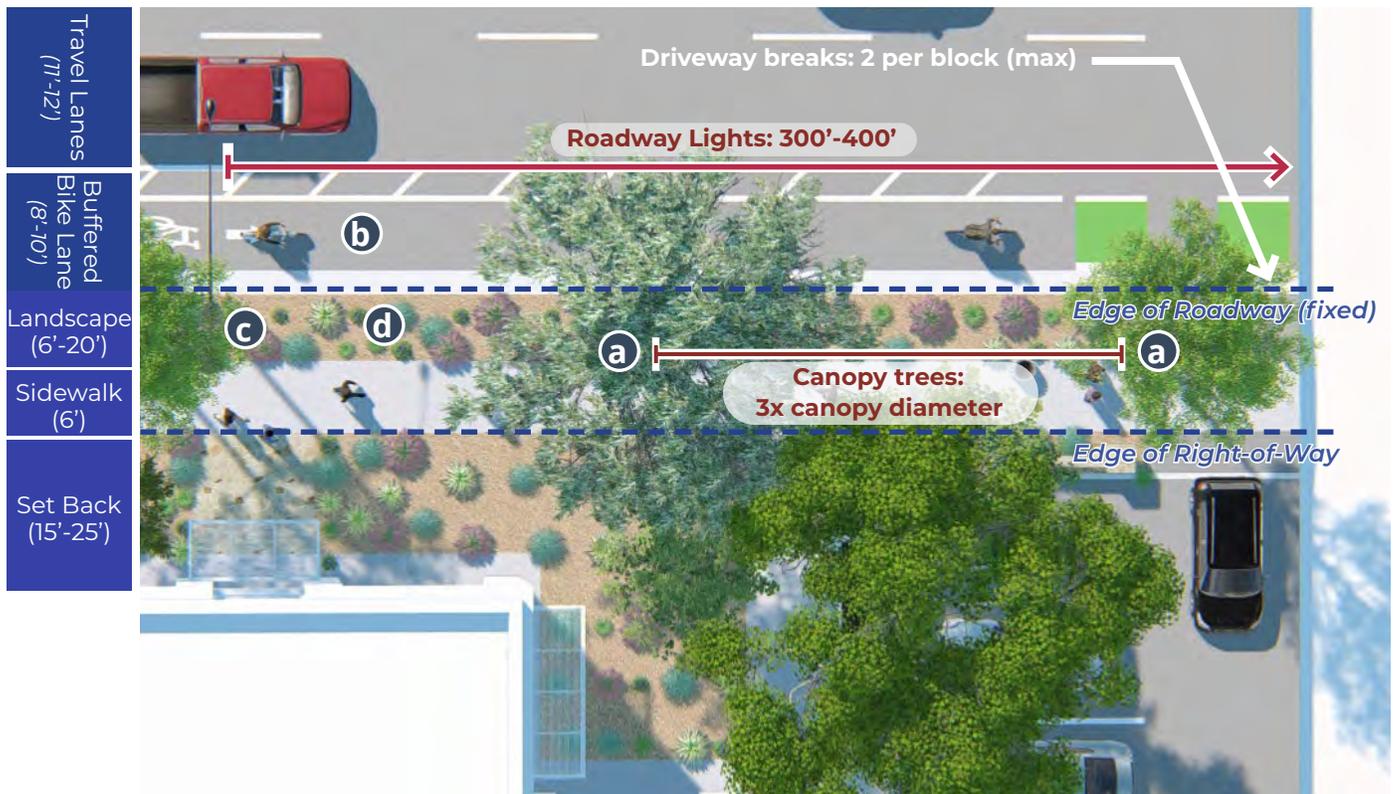
This configuration applies primarily to new / infill development areas, with context- and constraint-based variations provided in the following pages.

Goals Strategies

I	a	Shade Canopy Trees: Provide shade and cooling, greenery and buffer homes from the street; aid in traffic calming; historic identity; increase property values.
S E	b	Buffered Bike Lane: Increases safety; encourages low cost, healthier mobility and exercise option.
E S	c	Pedestrian Lighting: Attached to existing cobrahead lights.
I	d	Bioswale & Landscape: Brings greenery and color to the neighborhood; reduces runoff and helps sustain trees and plants.

Equity Safety City Image & Identity

Conceptual Design Configuration



CROSTOWN CORRIDORS:

A. Prototypical Configuration

B. Equestrian Variation

C. Multi-Use Trail Variation

D. Frontage Lane Variation

E. Constrained Sidewalk Variation



Vehicular Travel Zone:
Travel Lanes (10'-12'), Medians, Turn Lanes,
Transit

Buffered Bike Lane:
Bike Lane (6'-7'),
buffer (2'-3')

Landscape Zone (6'-12'):
Street Lights, Shade
Trees & Landscape

Sidewalk (8'-12')

Set Back (15'-30')

Edge of Roadway (fixed)

Edge of Right-of-Way

B. EQUESTRIAN VARIATION

(CROSTOWN CORRIDORS)



Description

This variant adds to the “Prototypical Configuration,” a decomposed granite equestrian trail, lined on both sides by wooden rail fences and buffered from vehicular traffic by a landscaped parkway strip – reinforcing a semi-rural public realm character.

Because of the added frontage depth, this option is best suited to locations with deep curb-to-property setbacks or larger sites where frontage easements are feasible.

Existing bike lane striping as shown below may require additional striping for higher visibility and/or plastic bollards, and green conflict striping at driveways.



Westbound Bellegrave Ave, east of Graphite Creek Rd.
Image: Google Street View

Goals Strategies

Goals	Strategies
<p>I S</p> <p>E</p>	<p>a Strategies common to the prototypical neighborhood type: buffered bike lane, pedestrian lighting, shade canopy trees, tree planters, landscaping & bioswales, on-street parking.</p>
<p>E I</p>	<p>b Equestrian Trail (+12’): provides equitable access to segments of the population that ride a horse. This solution might be used when equestrian access needs to be provided and there’s enough physical space in the public realm.</p>

Additional Considerations

- **Limited applicability:** Applicable to corridors with an existing unimproved equestrian trail or large vacant sites where property easements may be feasible.
- **Paving costs** may be higher compared to other options.

C. MULTI-USE TRAIL VARIATION

(CROSTOWN CORRIDORS)



Description

With a paved multi-use trail at the back of curb, this option is less “rural” in character than the equestrian variation, providing safe off-street bicycling where roadway width cannot accommodate buffered or protected bike lanes.

Curbside parking with street trees in curb islands, a second row of trees between the trail and sidewalk, and front-yard landscaping together create a deeper green buffer between the roadway and adjacent development. This configuration is best suited to streets with deep curb-to-property setbacks or larger sites where frontage easements are feasible.

Goals Strategies

<p>I S E</p>	<p>a Strategies common to the prototypical neighborhood type: buffered bike lane, pedestrian lighting, shade canopy trees, tree planters, landscaping & bioswales, on-street parking.</p>
<p>E I</p>	<p>b Multi-Use Trail (+10’): provides equitable access to large segments of the population like cyclists, runners, strollers or kids. When placed near Town Centers & activity nodes, it can leverage economic activity by improving the connectivity to other modes of transportation.</p>



Eastbound Limonite Ave lanes, west of Camino Real.
Image: Google Street View

Additional Considerations

- **Limited applicability:** Applicable to corridors with an existing unimproved equestrian trail, landscaped setback or large vacant sites where property easements may be feasible
- **Paving costs** may be higher compared to other options.

D. FRONTAGE LANE VARIATION

(CROSTOWN CORRIDORS)



Description

On undeveloped major corridors with four or more travel lanes, adding frontage (side-access) lanes creates a low-speed public realm that supports street-fronting development. These lanes provide convenient visitor and resident parking and a safer pedestrian environment away from high-speed traffic; travel lanes should be kept narrow so parking and the lane function as part of the pedestrian realm.

In some cases, multi-use paths can be accommodated within the frontage lane median (along the corridor edge), providing safer, off-street facilities for non-vehicular travel.

Goals Strategies

<p>I S E</p>	<p>a Strategies common to the prototypical neighborhood type: Shade canopy trees, arid landscaping & bioswales, paved multi-use path, pedestrian-height lighting, frontage access lane with parking, frontage landscaping, paved walkway.</p>
<p>S E</p>	<p>b Multi-use Trail (+10'): Provides walking, exercise and riding access for cyclists, runners, and strollers.</p>
<p>E I S</p>	<p>c Frontage Access Lane (18' max. at single-sided parking; 26' max. at double sided parking): Frontage lane should be kept narrow and maintain pedestrian scale to avoid creating parking lot-like character.</p>



Westbound Limonite Ave, west of Baldwin Ave in Pedley Town Center. Image: Google Street View

Additional Considerations

- **Limited applicability:** Applicable to corridors with deep setbacks and/or large vacant sites that can support easements onto private land.
- **Construction costs** may be higher compared to other options.

E. CONSTRAINED SIDEWALK VARIATION

(CROSTOWN CORRIDORS)



Description

Along corridor segments where edge of roadway (curb) is fixed and the back of sidewalk (paved or unpaved) is coincident with the edge of right-of-way, i.e. no expansion onto private land through an easement is possible (commonly due to a soundwall or fence), retention of the pedestrian walking path should be the priority.

Safety, multimodal access, and traffic calming should instead be achieved by reallocating roadway width: narrow travel lanes to 11 feet maximum (or 10 to 10.5 feet where lower speeds allow) and add a protected bike lane with a 6-foot bike lane plus a physical buffer.

Goals Strategies

<p>I S E</p>	<p>a Strategies common to the prototypical neighborhood type: due to the limited space in this type of environment, retrofits and improvements are very constrained. Sidewalks and pedestrian access should be prioritized over other strategies.</p>
<p>E I</p>	<p>b Protected Bike Lane (+6'): protected bike lanes should be provided for this type of environment where traffic tends to be of high speed and safety can be a major concern. To do so, vehicle travel lanes may be narrowed to accommodate for a protected buffer of no less than 2' and a bike lane of no less than 5'. Protection can be provided through plastic bollards, continuous concrete curbing, or median segments mounted into the pavement.</p>



Very wide (19') curbside lane at westbound Limonite Ave, east of Camino Real. Image: Google Street View

Chapter 3

CORRIDOR IMPROVEMENT TOOLKIT





CHAPTER OVERVIEW

Chapter 3 provides a “toolkit” of street improvement strategies intended to implement the goals established in **Chapter 1** and which underlie the Design Scenarios in **Chapter 2**. Toolkit items and strategies are described in terms of their function as well as guidelines for their application, with guidance on Identity Elements (Gateway Signs, Identity Signage and Wayfinding Signage) described in **Appendix D** and regulatory Corridor Design Standards provided in **Appendix E**.

IN THIS CHAPTER

- [3.1 | Introduction](#) 92
 - [A. Introduction & Chapter Overview](#) 92
 - [B. Toolkit Contents / Organization](#) 94
- [3.2 | Travel Zone](#) 96
 - [A. Traffic Calming Strategies](#) 98
 - [B. Adding Medians](#) 102
 - [C. Intersection Improvements](#) 104
- [3.3 | Curbside Access & Parking Zone](#) 108
 - [A. Provide Safe Bike Facilities on all corridors](#) 110
 - [B. Adding Curbside Parking](#) 116
 - [C. Adding Parklets in the Curbside Zone](#) 117
 - [D. Adding Parking Lane street tree Planters](#) 118
 - [E. Adding Curb Extensions at intersections](#) 120
- [3.4 | Landscape & Furnishing Zone](#) 122
 - [A. Adding Landscaping & Paving Materials](#) 124
 - [B. Adding Street Trees](#) 126
 - [C. Adding Street Furniture](#) 128
 - [D. Adding Street & PATH Lighting](#) 130
- [3.5 | Secondary Access Zone](#) 132
 - [A. Equestrian Trails subject to the E.L.O.](#) 133
 - [B. Multi-use Trails](#) 133
 - [C. Off-Street Bicycle Facilities](#) 133
- [3.6 | Sidewalk & Access Zone](#) 134
 - [A. Sidewalk Widening](#) 135
 - [B. Calibrated Building Setbacks](#) 135
 - [C. Paving Material Considerations](#) 135

3.1 | Introduction



An example of a “Complete Corridor” design approach that accommodates safe, all-mode circulation and provides an attractive and valuable address for street-fronting properties and businesses.

A. INTRODUCTION & CHAPTER OVERVIEW

This Corridor Improvements Toolkit introduction provides an overview of elements and strategies for systematically improving Jurupa Valley’s multi-modal corridor network, using “Complete Streets” and “Safe Street” design principles while strengthening public realm character and city and neighborhood identity. This Toolkit (**Section 3.2**) is based on the Corridor Anatomy concept diagrammed in **Figure 3.1-1** (at right) - where the Corridor’s public right-of-way (the right half is shown in cross-section view; the opposite half may be the same or different) is defined as a series of unique “zones” - each with its own unique functional characteristics and improvement opportunities.

1. “Complete Corridor” Design and Balancing Trade-offs

A “Complete Street” is designed to accommodate safe circulation for all modes (i.e., cars, buses, bikes, pedestrians, and where possible, equestrians), all ages, and all abilities. An important focus in **Figure 3.1-1** is on the elements between the curbside zone and building frontages - the “Public Frontage.” As corridor streets are wider and carry more traffic than local streets, the careful design and calibration of the Public Frontage determines much of the design character, quality, and comfort of the Corridor. Along successful Complete Streets, fronting properties become more accessible, convenient and valuable street addresses.

A common challenge in Complete Street designs and retrofits is insufficient cross-section width for all of the improvements and amenities desired. Accordingly, **Chapter 2** provides more specific “Scenario-based” design concepts based on common configurations and constraints along Jurupa Valley’s corridors, along with calibrations for parts of the city with unique / local characteristics (e.g. semi-rural neighborhoods as compared with more developed areas).

The Corridor Design Standards in **Appendix E** identify requirements in some cases for a “Public Frontage Easement” to be applied along the street-fronting edges of private properties to ensure adequate space for improvements. See **Section E.1.A.2.b.iv “Required Public Access / Public Frontage Easement”**

FIGURE 3.1-1: CONCEPTUAL CORRIDOR ANATOMY DIAGRAM

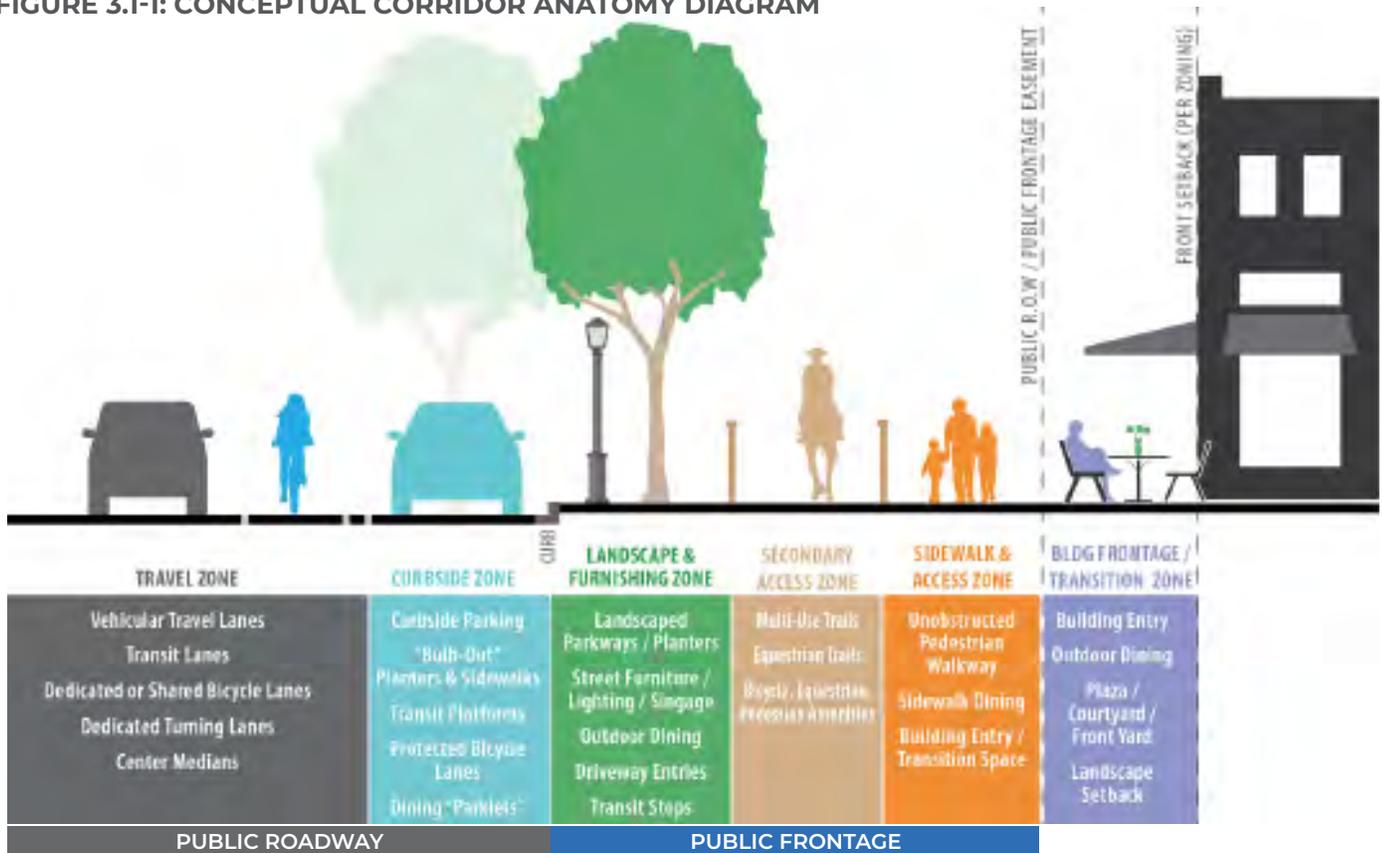


Figure 3.1-1: Conceptual Corridor Anatomy Diagram organizing a conceptual corridor cross-section into distinct “zones” where the various elements, facilities, and amenities described in the Corridor Improvements Toolkit (this chapter) are typically located.

2. “Conceptual Corridor Anatomy”

Figure 3.1-1 describes a conceptual corridor “anatomy” in terms of the following “zones” - around which the *Corridor Improvements Toolkit* in **Section 3.2** is loosely organized by:

- a. Travel Zone:** Its primary function is to accommodate vehicular and on-street bicycle travel movement and safe crossings.
- b. Curbside Access / Parking Zone:** The paved roadway space between the curb and the first vehicular travel lane. When present, this space is typically used for curbside parking, passenger loading/unloading, and commercial loading zones. It may also include parking-protected bike lanes, street trees, parklets, and other amenities in more urban contexts. Some elements such as parking and street trees may alternate within this zone, or be located only at intersections.
- c. Landscape & Furnishing Zone:** The area behind the curb devoted to street landscaping (in parkways and planters), street trees, street lighting and furnishings, buffering pedestrians and buildings from moving traffic in the travel zone. In urban settings (i.e. Town Centers), this zone often seamlessly directly into the Sidewalk & Access Zone.
- d. Secondary Access Zone:** On some roadways, a Secondary Access Zone is an added portion of the Public Frontage dedicated to non-vehicular facilities such as equestrian or multi-use trails.
- e. Sidewalk & Access Zone:** The portion of the paved sidewalk area dedicated to unobstructed pedestrian access and circulation.
- f. Building Frontage / Transition Zone:** The space between the primary pedestrian access zone (sidewalk) and the entrances of street fronting buildings. This space provides a transition between the public and private realms, and may occur within the public right-of-way and/or a portion of private property.

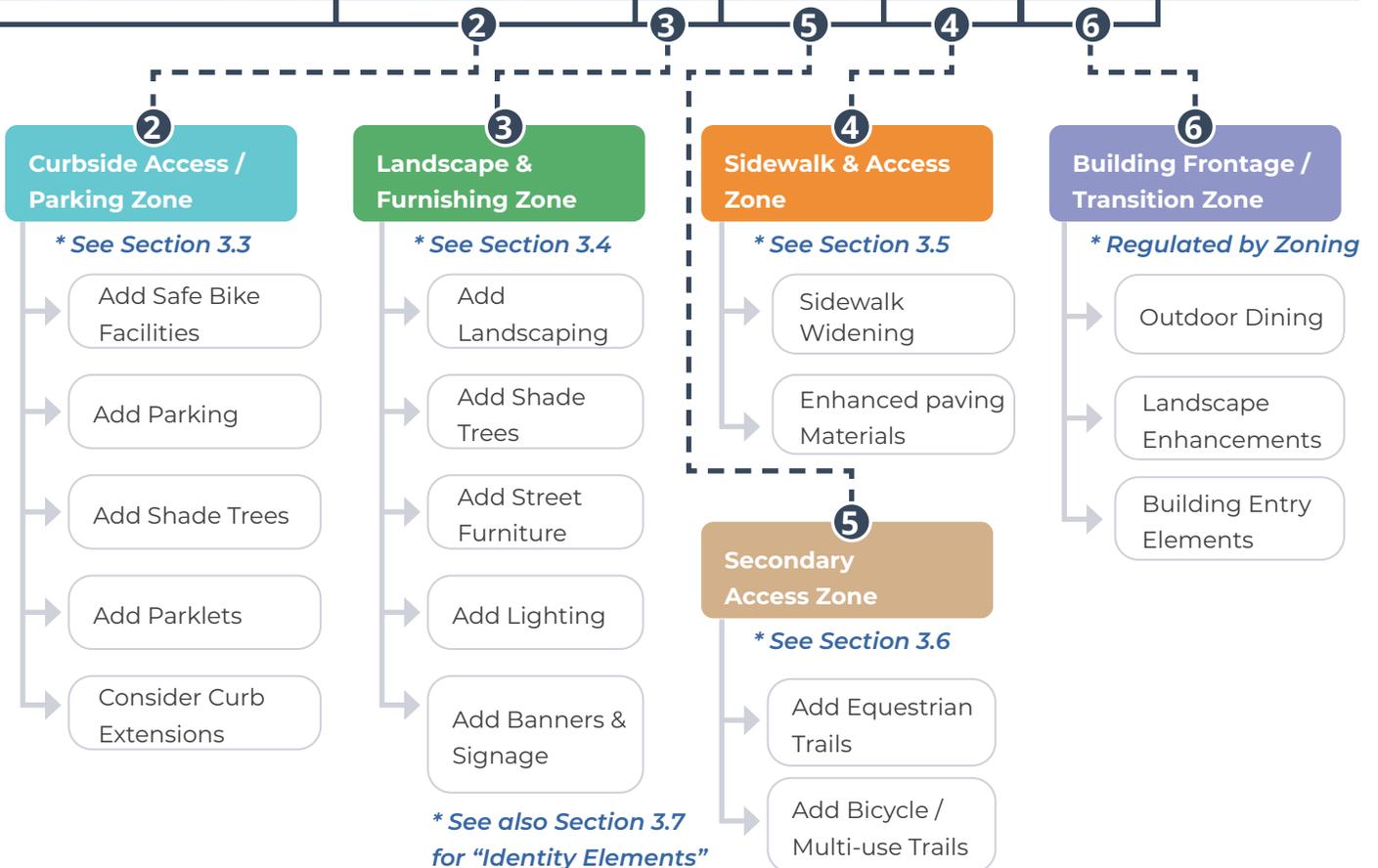
B. TOOLKIT CONTENTS / ORGANIZATION

FIGURE 3.2-1: CORRIDOR TOOLKIT ELEMENTS & STRATEGIES



The **“Corridor Improvements Toolkit”** in this section organizes corridor improvement elements and strategies around the basic Corridor Anatomy described in Section 3.1. Figure 3.2-1 provides an illustrative table of contents for the strategies discussed in the following sections, showing how multiple strategies and elements can be layered to achieve safer, more complete corridor design outcomes.





3.2 | Travel Zone



The travel zones on Palos Verdes Drive North in Rolling Hills Estates, CA contain average-sized lanes but the accompanying presence of bike lanes, median and sidewalk canopy trees, multi-use and equestrian paths and fencing combine to encourage slower traffic. *Image: Google Street View*

OVERVIEW

The Travel Zone manages the safe movement of motorized vehicles (and bicycles in many cases), as well as safe and convenient crossings by all modes.

Cross-traffic within the Travel Zone is typically regulated by stop signs, yield signs, traffic signals, or intersection features such as roundabouts that slow vehicles and improve safety. Crosswalks are generally provided at intersections, though mid-block crossings may be introduced where long blocks create barriers to pedestrian or bicycle movement. Crosswalk design may vary based on corridor width, traffic volume, and speed conditions.

A range of traffic calming strategies can be applied within the Roadway Zone. Passive measures (e.g., landscaping, paving treatments) reduce speeds through visual cues while active measures (e.g., narrowed lanes, horizontal deflections) physically encourage slower travel. Together, these strategies help moderate vehicle speeds and create a more comfortable and inviting environment for pedestrians, bicyclists, and equestrians where present.

These strategies are described in more detail in this Section.

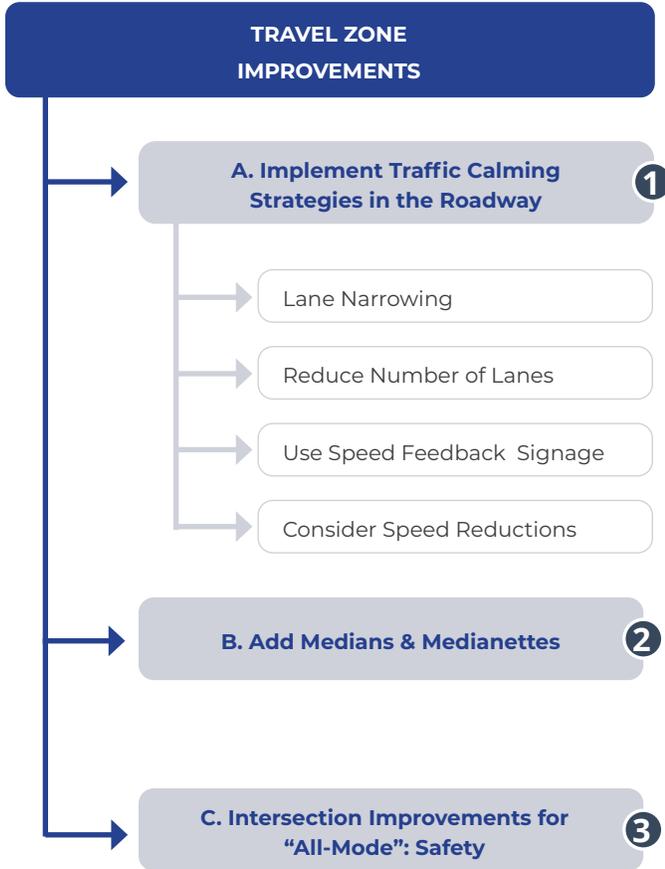


The Roadway Zone

Travel Zone.

The Travel Zone contains all contiguous vehicular and bicycle lanes, any center turn lanes and/or medians, and roadway intersection elements.

The primary function of this zone is to accommodate vehicular and on-street bicycle travel movement and safe crossings. A basic priority of the recommended improvements in this zone is to calm vehicular traffic and improve all-mode safety.



1 Modesto, CA reduced 4 lanes to 3 on its College Ave and added a parking-protected bike lane, calming traffic and increasing safety. *Image: Google Street View*



2 Medianettes with trees and landscaping on Foothill Blvd in Arcadia, CA. *Image: Google Street View*



3 A protected intersection at Covell Blvd and J Street in Davis, CA (2015). As they cross the street, bike lanes are shifted rightward to reduce blind-spot crashes between right-turning vehicles and bikes. *Image: Kittelson & Associates*

A. TRAFFIC CALMING STRATEGIES

Traffic calming strategies can be used individually or combined with other complementary strategies. For example, an added speed table may be adequate to slow vehicles along a short stretch of narrow roadway, a combination of strategies (e.g., narrower lanes and curb bulb-outs) might be needed to slow vehicles along the full length of a wider corridor. A combination of passive and active strategies can not only promote safer speeds but also improve the street's look and feel.

While this chapter focuses on a limited number of traffic calming strategies listed, the City can consider others include “hard” infrastructure as well as softer tactical interventions such as portable signs and barriers, street art, etc. Strategies can be piloted in limited areas to test their effectiveness and user acceptance.

Seeing people on foot and bike can also help calm corridor traffic. As such, making streets feel safer and more comfortable with wide sidewalks, buffered bike lanes, street furnishings, active building frontages adds to traffic calming.

Four traffic calming strategies are profiled here:

- a. Lane Narrowing
- b. Lane Reductions
- c. Speed Reductions
- d. Speed Feedback Signs

The existing very wide curb-to-curb widths on many Jurupa Valley corridors can accommodate many of these strategies. Doing so in combination with better walking, biking and equestrian facilities and adding tree canopies creates “complete streets” with beauty and community relevance.



A lane reduction from 5 to 2 lanes, medians, bike lanes, roundabouts and landscaping on La Jolla Blvd, San Diego, calmed traffic, improved safety, maintained traffic count and increased walking, biking, and retail sales. *Image: Dan Burden*



A center median and side medianettes (providing bike lane protection) planted with trees limit the visual width of the roadway to help calm traffic on Foothill Blvd (CA-238) in Hayward, CA. *Image: Google Street View*



On a residential street, islands and medians create a “chicane” that calms traffic by curving the lane. *Image: NACTO*



A solar-powered speed feedback sign on El Camino Real in Atascadero, CA. *Image: Google Street View*

1. Lane Narrowing

Lane widths more than 12 feet wide are increasingly recognized as encouraging speeding and contributing to higher crash rates.¹ Corridor lanes widths in Jurupa Valley are commonly 12 feet and often wider, with some up to 20 feet. While routes with heavy truck and bus usage may justify lanes wider than 11 feet, using narrower lane widths whenever possible is an important traffic-calming tool.

Narrower lanes used in combination with other speed-reducing street design cues are consistent with a “Complete Streets” approach. They can also free up existing roadway width between curbs for striped buffers, bike lanes and other safety features.

For corridor speeds up to 45 mph, *Caltrans Design Information Bulletin (DIB) #94 Complete Streets: Contextual Design Guidance (January 2024)*² provides recent guidance to minimize lane widths ranging from 10.5 to 12 feet (see Table 5.3 from the Caltrans Design Information Bulletin (DIB) #94, also shown on page 111).

- 1 John Hopkins University School of Public Health: A National Investigation on the Impacts of Lane Width on Traffic Safety. November 2023. <https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>
- 2 Ramsey, Lisa, Acting Chief, Division of Design: Caltrans Design Information Bulletin 94 Complete Streets: Contextual Design Guidance. Sacramento: January 16, 2024, p. 42. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-ally.pdf>



Example of the “before” and “after” of a lane narrowing treatment to calm traffic and better define parking on Fairfax Blvd in Ranson, West Virginia. *Images: Google Street View*



An existing 19 foot wide lane on Bellegrave Avenue in Jurupa Valley, east of Big League Dreams. *Image: Google Street View*



Modesto, CA replaced its College Avenue’s 4 lanes with 3, plus a parking-protected bike lane on one side to calm traffic and increase pedestrian and bike safety. *Image: Google Street View*

2. Travel Lane Reductions

The quantity of lanes along most of the city's corridors are properly calibrated to their current and future traffic volumes. However, in some cases, a reduction of the number of lanes to calm traffic may warrant consideration. On corridors where current and projected traffic volumes are low relative to the capacity of 2 or more lanes in each direction, removal of one lane in one or more directions (also referred to as a "road diet") can calm traffic, improve pedestrian safety with shorter crosswalks, strengthen the street's neighborhood feel, and free up street width for potential street parking, street trees, and/or bike lanes— with potentially little or no increase in travel time.³

3. Deploy Speed Feedback Signs

Where speeds in excess of posted speed limits are prevalent, Vehicle Speed Feedback Signs (SFS), also known as Dynamic Speed Displays, provide drivers feedback about speeds relative to the limit, locatable where needed as portable or permanent installations. See *Caltrans Traffic Calming Guidance Resources, SIGNINGS AND MARKINGS, "Vehicle Speed Feedback Sign."*

³ See [City of Jurupa Valley Local Roadway Safety Plan \(March 2022\)](#), "Install Road Diet" (3 locations), pp. 34-35; and *Caltrans Traffic Calming Guidance Resources, Roadway Narrowing, "Road Diet."*



Before a 2013 lane reduction, Rowena Avenue in the Silver Lake district of Los Angeles had 4 traffic lanes, no bike lanes and high crash rates. *Image: Google Street View*



After the 2013 reduction to 3 traffic lanes on Rowena Avenue with one lane each way, a shared center-turn lane and added bike lanes, crashes were significantly reduced,, consistent traffic volumes were maintained, and bike use substantially increased. *Image: Google Street View*



A solar-powered electronic speed feedback sign on El Pomar Drive in Templeton, CA. *Image: Google Street View*

4. Consider Speed Reductions

Together with narrower lanes and other traffic calming measures, posted speed limits should be re-evaluated and potentially reduced as part of traffic calming and increasing pedestrian safety along corridors (See *Fig. 3.2.1*). In Jurupa Valley, these currently range from 35 to 55 mph (apart from Van Buren Blvd at 60 mph).

As noted by Caltrans DIB #94 guidance, operating speed must be factored together with lane width as well as configurations of intersections, crosswalks and other elements. *Caltrans Design Information Bulletin DIB #94 Complete Streets: Contextual Design Guidance (January 2024), 4.0 VEHICLE SPEEDS* states:

“Research has shown that vehicle speeds play a significant role in the safety and comfort of pedestrians and bicyclists. Setting the right speeds is a critical part of implementing the Safe System approach – encouraging drivers to operate at speeds appropriate to the place type. Place type can be used to help identify appropriate speeds for a project segment.”

From the same document, *Table 4.1, Ranges of Proposed Operating Speed by Place Type for Conventional Highways in California* and *Table 5.3, Suggested Minimum Lane widths by Place Type and Proposed Operating Speed* previously referenced, together suggest that to improve multimodal safety and comfort, factoring in Place Types together with proposed narrower lanes and other tools may justify further corridor speed limit reductions beyond those revised city-wide in 2014. For example, the table shows an upper end of 45 mph for Suburban Areas, especially where “...transitioning to urban areas” (i.e. such as Town Centers in the Jurupa Valley context), “...and spot locations such as schools or community facilities with higher pedestrian usage.”

The expressed interests of adjacent neighborhoods also play a part. For example, Limonite Avenue has a current 50 mph speed limit between Wineville Ave. and Bain St., previously reduced from 55 mph in 2014. In the JARPD-sponsored Trails Master Plan’s collected survey responses (2024), residents and trail users commented on the need for safer and more accessible pedestrian, bicyclist and equestrian crossings of Limonite Avenue between Mira Loma neighborhoods to the north and Santa Ana River trails and parklands to the south. Should lane narrowing, addition of medians, striped buffers and/or protected bike lanes be implemented together with requested intersection improvements and crosswalks on this Limonite Avenue segment, reduction below the current speed limit may be warranted.

FIGURE 3.2.1 | DRIVERS’ “CONE OF VISIBILITY” REDUCES AT HIGHER SPEEDS



Graphic: Valley Transit Authority



A median with trees on Fern Ave in Chino, CA, with flanking shade tree canopies on both sides of the roadway. Together they define and subdivide the roadway's visual width to help calm traffic and beautify the neighborhood. *Image: Google Street View*

B. ADDING MEDIANS

The majority of Jurupa Valley's corridors include continuous two-way left turn lanes for access to businesses and residences. As traffic volumes increase, crash risks can grow from unpredictable left turn movements.

To address this, where possible, add raised center medians with left turn pockets or "medianettes" within existing two-way turn lanes to control left turns, visually narrow the street, calm traffic, make pedestrian crossings safer, and add beautification and city identity opportunities.

Studies on the economic impact of added medians in Utah (2013)⁴ and Texas (2000)⁵ indicated mostly positive or neutral effects on corridor sales and property values, with a minority of business types impacted.



Median opportunity: a continuous two-way left turn lane on Bellegrave Ave in Jurupa Valley. *Image: Google Street View*



Medians with trees and landscaping on Foothill Blvd. in Arcadia, CA. *Image: Google Street View*

⁴ <https://www.udot.utah.gov/projectpages/TIGSOWNER.gf?f=Raised+Median+Business+Study.pdf>

⁵ <https://static.tti.tamu.edu/tti.tamu.edu/documents/3904-4.pdf>

Implementation Strategies

- a. Install continuous medians with left turn pockets.** Corridor blocks whose frontages have few driveways can provide left side access through U-turn-enabled left turn pockets at the next signalized intersection opportunity.
- b. Utilize “medianettes” when left-turn access needs to be maintained.** Medianettes are shorter repeating median islands with gaps between them that allow trees and the same visual narrowing benefits of continuous medians while keeping left-turn access where needed along the block.
- c. Plant median trees.** Medians’ traffic calming effects, corridor beautification and local cooling benefits are magnified by canopy shade trees planted continuously along medians’ lengths. They help make the otherwise highway-like wide corridor roadway width feel narrower.
- d. Set up medians as pedestrian crossing refuges.** Crosswalks are made safer and more comfortable for pedestrians when medians serve as refuges at intersection or midblock crossings.
- e. Gateway features are more visible and effective when located on medians.** Positioning city or neighborhood identity signs or landmarks in the center of the roadway dramatically increases their visibility and effectiveness as gateway features.



A median-located entry gateway arch landmark on East 14th St (CA-185) in San Leandro, CA. *Image: Gregory Tung*



A pedestrian crosswalk refuge at an intersection median with a turn pocket on CA-131 in Tiburon, CA. *Image: Google Street View*



Center medianettes support canopy trees to subdivide the street width on Foothill Blvd in Arcadia, CA. *Image: Google Street View*



A landscaped median serves as midblock crossing pedestrian refuge on San Vicente Blvd in West Hollywood, CA. *Image: Toole Design Group*



A multi-lane protected intersection at Walnut Ave and Paso Padre Parkway in Fremont, CA. This intersection type increases bicyclist safety by positioning bike crossings further to the right for better visibility by right-turning drivers. *Image: City of Fremont*

C. INTERSECTION IMPROVEMENTS

Most collisions occur at intersections⁶; they pose conflict and safety risks for all modes of travel. At corridors, the intensity, scale and speed of multi-lane traffic and resulting severity of intersection collisions make them daunting for pedestrians, bicyclists and equestrians to cross. This section of Chapter 3 outlines intersection design concepts to support safe and efficient intersection access for all modes of travel, and to help make them more welcoming on foot, bike or on horseback.

Most corridor intersections are formed by crossings of two corridors, or where a local street meets a corridor. In addition to traffic and countdown crossing signals, safe pedestrian, bicycle and equestrian crossings of two-corridor intersections are ideally provided good lighting, high-visibility crosswalks, curb bulb-outs and/or median refuges to minimize crossing distances, protected curb islands for bicyclists, and other features that clearly distinguish walking and biking paths from motor vehicle lanes. Where local streets connect to higher volume, higher speed corridors, maintaining sightlines, reducing vehicle speeds, and phasing of traffic and crossing signals

to give pedestrians and bicyclists adequate reaction and transit times are critical for safe and comfortable crossings.

The intersection types and design alternatives discussed in this section of Chapter 3 are meant to inform both new and retrofitted intersection design.

Considerations Common to all Intersections

- a. **Existing standards.** Typical intersections and corner designs should conform with city, Caltrans and NACTO standards, though corners should use the smallest radius dimension possible to support traffic calming and pedestrian safety.
- b. **Accessible ramps at corners.** For curb ADA ramps at corridor intersections, separate corner ramps rather than a single diagonal corner ramp are preferable wherever possible, as noted by the *U.S. Access Board Guide to the ADA Accessibility Standards, Chapter 4, Ramps and Curb Ramps, Diagonal Curb Ramps*⁷

⁶ <https://highways.dot.gov/safety/intersection-safety/about#:~:text=Intersecting%20roadways%20are%20necessary%20to,program%20focus%20area%20for%20FHWA.>

⁷ <https://www.access-board.gov/ada/guides/chapter-4-ramps-and-curb-ramps/#diagonal-curb-ramps>

1. Protected Intersections

Protected Intersection designs for safe corridor bicycle crossings **add curbed islands and high-visibility crosswalk and bikeway markings at intersection corners.** These features separate curbside bike lanes from vehicle travel lanes, reduce vehicle speeds, and shift bike crossings rightward within intersections for better visibility by right-turning drivers, resulting in up to 80% reduction in car-bike conflicts.

From the NHTSA (2019), 27% of bicyclist fatalities nationwide have occurred at intersections. Accordingly, protected corridor intersections are recommended wherever feasible, in conjunction with all future bicycle facility additions and improvements on corridors with posted / design speeds of 30 MPH or more.

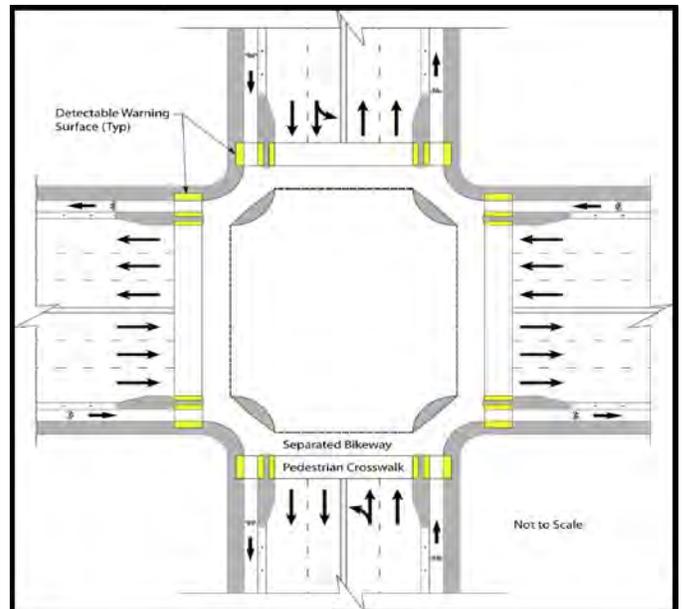
Such facilities have been constructed in Los Angeles, Long Beach, Santa Monica, Santa Ana, Visalia, San Luis Obispo and other California cities, and are planned in Riverside and Cathedral City. Pavement striping with bollards instead of medians may also be used as an interim phased version. See *Caltrans DIB 89-02, "Class IV Bikeway Guidance," pp. 10-13* for guidance and references.



A protected intersection with raised curb islands at 17th St and Arizona Ave in Santa Monica. Image: Joe Linton/Streetsblog LA



Striping and bollards can be used as either an interim or permanent corner configuration for a protected intersection, such as at South 4th and East San Fernando Streets in San Jose, CA. Image: Alta Planning & Design



A protected intersection plan diagram from Caltrans Design Information Bulletin (DIB) 89-02.

2. Modern Roundabouts

Modern roundabouts have been used in California since the 1990s to improve intersections' traffic flow, reduce major crashes, and lower associated exhaust emissions from waiting and accelerations. The City has been considering roundabout configurations at potential corridor intersections. The "Riverside Roundabout" at Riverside Drive and North San Fernando Road in Los Angeles demonstrates that multi-lane roundabouts work with corridor roads as well as with single-lane roads, and provide placemaking and public art opportunities as well. Caltrans Highway Design, Chapter 400 (May 20, 2022), Section 405.10 Roundabouts describes benefits and provides current guidance; see also "Roundabouts" under Caltrans Traffic Calming Guidance Resources. On Jurupa Valley corridors, roundabouts will also need to be sized to accommodate towed horse trailers as well as tractor-trailer rigs.



Multi-lane "Riverside Roundabout" at the junction of Riverside Drive, Figueroa Street and North San Fernando Road in Los Angeles, CA (completed 2017). *Image: Google Maps*

3. Crosswalk Markings

With posted corridor speeds of 35 mph or greater, crosswalk markings should be high-visibility types to improve pedestrian safety. See Crosswalk Enhancements under Caltrans Traffic Calming Guidance Resources for guidance and resources on high-visibility crosswalk markings.

- a. Striped Markings.** Higher Visibility Crosswalk Markings such as "Continental" or "Ladder" are preferable to the 2 stripes alone of "Basic" crosswalk markings.
- b. Special Crosswalk Markings.** At Town Centers or other special locations, colored and decorative thermoplastic and/or concrete pavement patterns combined with edge stripes can be a combined high visibility and thematic placemaking option.



Highly visible "Ladder" crosswalk striping at the intersection of North Indian Hill Boulevard and Harrison Avenue in Claremont, CA. *Image: Google Street View*



Decorative thematic crosswalk design on East Palmer Avenue and South Adams St in Glendale, CA. *Image: Joe Linton/ Streetsblog LA*

4. Mid-block Crosswalks

Along Jurupa Valley's corridors, it is common for pedestrians to encounter very long blocks of more than ¼ mile (or 1,320 feet) between intersections with crosswalks, or even longer corridor segments with intermediate cross-streets but with no crosswalks for as much as 7/8 of a mile apart.

These long gaps without crosswalks make street crossing inconvenient. New midblock crosswalk locations may be developed when potential demand is verified and safe locations are coordinated with traffic patterns. Midblock crosswalks can be implemented using full traffic signals but with costs easily exceeding half a million dollars, less costly alternatives may be used.

- a. HAWK signals.** A more cost-effective approach uses HAWK ("High-intensity Activated CrossWalk) signals which illuminate only when pedestrians activate the crossing button. These may also be installed at previously unsignalized intersections, as was constructed by the City at Marlatt Street and Limonite Avenue in 2019.
- b. Offset crosswalks at medians.** At mid-block locations, staggering the alignment of the crosswalks "legs" on either side of the median is a best practice, to re-orient pedestrians to better see oncoming traffic before starting the second half of the crossing.



A HAWK signal at Marlatt Street and Limonite Avenue in Jurupa Valley, constructed in 2019. *Image: Google Street View*



These two halves of an offset crosswalk are staggered so that for pedestrians reaching the center median and turning right, their view is pointed toward oncoming vehicles before continuing. *Graphic: The Greenway Collective, Inc.*



View on the center median island of an offset midblock crosswalk on 5-lane South Norcross Tucker Road, Norcross, GA. *Image: Gateway 85 Community Improvement District*

3.3 | Curbside Access & Parking Zone



Within the curbside zone on Rosemead Blvd in Temple City, CA, a line of curbed median islands with street trees functions to protect the bike lane and reduce runoff with “rain garden” street drainage. The second line of sidewalk street trees adds to the buffering pedestrians and homes from multilane traffic. *Image: Google Street View*

INTRODUCTION

The Curbside Zone is the curbside edge zone of the roadway, providing transitions between moving and stationary vehicles and including curb parking, parklets, bus stops, protected bike lanes, and curb extensions.

Safety and calming treatments include:

- **Curbside Parking.** Appropriate in Town Center and Neighborhood corridor segments to serve street-fronting buildings and public spaces
- **Parking Lane Tree Planters.** At curbside parking, located between parking stalls to
- **Protected bike lanes.** Protected bike lanes are positioned along the curb, protected from traffic lanes by a door swing buffer and a line of parked cars, by landscaped median islands, or by striped buffers with bollards, curbing, or other vertical elements.
- **Parklets.** Encouraged along Town Center corridors as spaces for outdoor dining and gathering
- **Curb extensions.** Appropriate mostly in Town Center and Neighborhood corridors to calm traffic, reduce crossing distances and temporarily widen sidewalks.
- **Bus Stops and Shelters.** Shelters with benches, lighting and furnishings increase safety and elevate bus riding comfort and image.



Curbside Access / Parking Zone

Curbside Access / Parking Zone.

The paved roadway space between the curb and the first vehicular travel lane. When provided, this space is typically reserved for curbside parking, passenger loading/unloading, and commercial loading zones, but may also include parking-protected bike lanes, street trees, parklets, and other amenities in more urban contexts..

CURBSIDE ZONE IMPROVEMENTS

A. Provide Safe Bike Facilities on all Corridors ①

Add Class IV protected bike lanes

Consider relocating bike lanes off-street (Class I)

“Conflict zones” can allow integration with bus stops

B. Add Curbside Parking ②

C. Add Parklets in the Curbside Zone ③

D. Add Canopy Trees within the Parking Lane ④

E. Add Curb Extensions at Intersections ⑤



A Class IV bike lane is protected by concrete curb segments on Cadence in Irvine, CA. *Image: City of Irvine*



Venice Blvd parking in Los Angeles, CA protects the bike lane and helps calm traffic. *Image: Google Street View*



A City-owned parklet (one of 11) adds sidewalk dining in downtown Glendora, CA. *Image: Google Street View*



Street trees in the parking lane maintain clear sidewalk width in Lodi, CA's Town Center. *Image: Gregory Tung*



Curb extensions shorten the crosswalk on Resort Pkwy in Rancho Cucamonga, CA. *Image: Google Earth*

A. PROVIDE SAFE BIKE FACILITIES ON ALL CORRIDORS



A Class II buffered bike lane with bollard protection at cross-streets along Grand Avenue in Phoenix, AZ. Image: Google Street View

Adding Safe Bicycle Facilities

Most of the Jurupa Valley's corridor streets lack bike lanes. Those that exist are primarily unprotected Class II striped bike lanes at the edge of the pavement.

With most corridors' posted speeds above 35 mph and Average Daily Traffic (ADT) counts above 7,000, the use of unprotected Class II striped bike lanes and Class III shared in-lane bike lanes leave riders exposed to potentially lethal collisions with vehicles.

Moreover, the discomfort of fast traffic just inches away intimidates bike riders that are more sensitive to risk – casual riders, the elderly, and families – creating unequal barriers to use.

In keeping with Caltrans' "Recommended Bicycle Facilities" diagram comparing ADT with posted speeds (see **Fig. 3.3.2**), corridor bike lanes should be of the Class IV protected bike lane type or Class I separated Bike Path type. Class III bike paths that share vehicle travel lanes (marked with painted sharrows) should only be of limited use in low-volume, low-speed settings (less than 20 mph) and are generally not appropriate for corridors.



An existing Class II striped bike lane in a posted 45 mph zone, uncomfortably close to fast traffic lanes on Limonite Avenue, east of Marlatt Street. Image: Google Street View



A Class III bike path (with painted sharrows) on Slauson Avenue in Los Angeles can only share the lane with slow-moving (below 20 mph) traffic. Image: Joe Linton/Streetsblog LA

FIGURE 3.3.2 | CALTRANS DIB 94, TABLE 5A

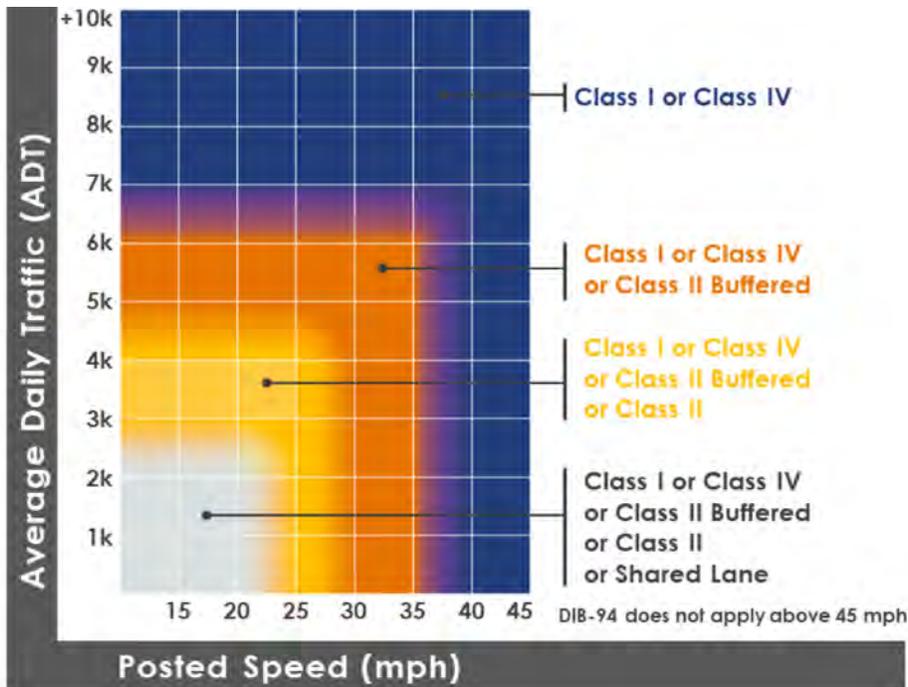


Figure 3.3.2 - Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets
(Source: CalTrans DIB 94, Table 5A)

Bicycle Facility Types (NACTO Urban Bikeway Design Guide):

Bicycle facility types and the recommended applications and contexts for each are described in detail in the standards and guidelines published by the National Association of City Transportation Officials (NACTO), including:



Class I Bike Facilities

Class I facilities are off-street bike paths that are physically separated from the travel zone - typically behind the curb and within wide sidewalks, public/natural open spaces, greenways, and/or public utility easements. In some cases, they may also be located within medians. These may be configured as one-way or two-way facilities.



Class II Bike Lanes

Class II facilities are dedicated one-way bike lanes within the roadway, marked by painted striping. Striped buffers between the bicycle lane and vehicular travel lane can help improve user safety and comfort and are recommended wherever roadway widths allows. Striped car door swing buffers are also recommended where the bicycle lane is positioned outside of curbside parking.



Class IV Protected Bike Lanes

Often referred to as "cycle tracks," Class IV lanes are buffered from vehicular travel lanes by a physical barriers such as curbs, "armadillos," bollards, planters, on-street parking, and others. While suitable for all posted speeds, such facilities are particularly important at higher-speed, higher-volume thoroughfares and may be one-way or two-way facilities, depending on street design.

1. Guidelines for adding Class IV Protected Bike Lanes

Single-direction Class IV bike lanes should have a 7 foot (preferred) / 5 foot (minimum) width bike lane next to the curb, separated from the traffic lane by a horizontal buffer space and vertical elements.

Where existing curbside parking within a roadway is underutilized, its replacement by Class IV bike lane(s) should be considered.

Configurations for protected bike facilities:

- **Striped buffers.** A 3 to 5 foot (preferred) / 2 foot (minimum) width striped buffer with continuous or repeating concrete curbing or other fixed barrier elements. Continuous flexible plastic bollards within striped buffers are best used at transition areas or where posted speeds are below 30 mph.
- **Raised buffers.** Alternately, a 3 to 5 foot (preferred) / 2 foot (minimum) width raised median islands (paved or landscaped - the latter including rain gardens combined with curb cut inlets) can protect the curbside bike lane.
- **Parking-Protected Class IV.** To reduce car-bicycle collision risks, particular with open car doors (“dooring”), parking-protected bike lanes relocate the row of parking stalls away from the curb, over between traffic lanes and the curbside bike lane.
 - i. The width of the striped buffer between parking stalls and the Class IV bike lane should be a minimum of 3 feet (one-way lane) or greater for a two-way lane, to accommodate vehicle door swings and passenger unloading clear of moving bikes.
 - ii. The buffer may optionally include plastic bollards “armadillos,” or parallel raised curbing next to the parking stall.
 - iii. On the traffic lane side, a striped buffer on the driver’s door side provides added clearance for door swings and driver/passenger access.



Class IV buffered bike lane with bollards on Manchester Blvd in Los Angeles. Image: Joe Linton/Streetsblog LA



Curbed island with street trees protecting the bike lane on Rosemead Blvd in Temple City, CA Image: Google Street View



A Class IV protected bike lane with raised buffers on Mission Blvd (CA-238), Hayward, CA. Image: Google Street View



An oversized Limonite Ave. curb lane west of Hudson St, wide enough for a protected bike lane. Image: Google Street View

Additional Considerations

- **Interim Installation for future Class IV.** A Class II bike lane with a striped buffer using a Class IV footprint can serve as a “quick build” interim installation until funding for full upgrading to a Class IV format with vertical protection is available.
- **Gaps between Class IV or Class I segments.** At constrained locations, short Class II and III bike lane segments can be used to fill gaps between Class IV segments and/or Class I segments.
- **Additional Guidance.** For additional bike lane guidance related to 2-way bike lanes, pavement markings, transitions, driveways, pedestrian crosswalks, bus stops, protected intersections, and integration with other street elements, refer to Caltrans Design Information Bulletin (DIB) #89-02 Class IV Bikeway Guidance (February 2022) as well as Caltrans DIB #94 Complete Streets (January 2024). For detailed recommendations on bikeway users, bikeway design vehicles, “shy distances” within rideable bikeway widths and design speeds, see the “Design Controls for Bicycle Facilities⁸” section of NACTO’s Urban Bikeway Design Guide.



A parking-protected bike lane with a raised curb buffer on 17th Street in Santa Monica, CA. Image: Joe Linton/Streetsblog LA



A parking-protected bike lane with a striped door-swing buffer and bollards on the passenger’s side and a second striped door-swing buffer on the driver’s side, on Venice Blvd in Los Angeles, CA. Image: Google Street View



Example of an interim striping-only buffer (Class II) on East Marginal Way South, Seattle, WA, in 2014, until more robust protection with vertical features could be built in a later phase. A Class I two-way bike trail was later completed along this route in 2025. Image: Seattle Department of Transportation

⁸ <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/design-controls-for-bicycle-facilities/#rideable-width>

2. Consider potential conflict zones between bike lanes and Bus Stops

Both bus stops and Class IV protected bike lanes need to be next to a curb, creating potential conflicts. The following are configuration options for bus stops interfacing with Class IV and Class II bike lanes, depending on the bus stop type:

a. Off-lane bus bays (RTA standard). Buses pull off the travel lane and stop within recessed bus bays at the curb—requiring a yield compromise between bus and bike movements:

i. Shared bicycle/bus stop option at a Class IV bike lane (Class II examples similar). The off-lane bus stop overlaps the curbside Class IV bike lane including its protection zone or barrier, where both are marked with green paint; bikes and buses must yield to each other.

ii. Bus bay with conflict zone marking at Class II bike lanes. The bus stops off-lane at a curb “duck-in” and crosses the bike path when entering and departing (but does not displace it); approach and departure segments of green conflict-zone striping of the Class II bike lane are routed around the bus stop as a temporary interruption, where bikes and buses must yield to each other.

b. In-lane bus stops. Buses stops in-lane and pause traffic in that lane, requiring a yield compromise between Class IV lane bicyclists and pedestrians/ bus riders, but not between bicyclists and buses. As RTA bus headways in Jurupa Valley are typically one hour or greater, this may be an acceptable compromise:

i. An Integrated bicycle/pedestrian zone. The on-street bike lane is temporarily ramped to the curb level by ramps and painted green, with a level bus loading area for pedestrians marked between the sidewalk and extended curb, where bicyclists and pedestrians must yield to each other.

ii. Bus boarding island (curb extension variant). A wide bus boarding island has a small raised walk with ramps across the protected bike lane, where bicyclists and pedestrians must yield to each other.



Shared (green-painted) protected bike lane and bus stop on Mission Blvd (CA 238) in Hayward, CA (from Caltrans DIB 94)



Bike lane conflict zone markings adjacent to bus stop on CA-116 in Sebastopol, CA (from Caltrans DIB 94)

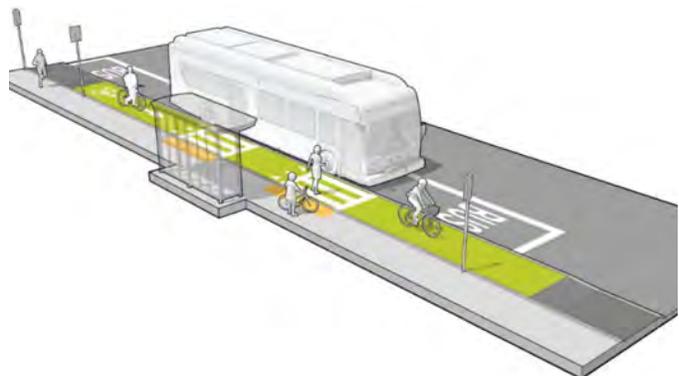
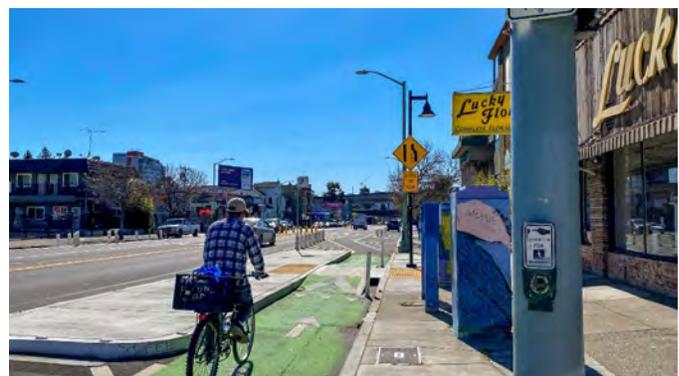


Illustration of an Integrated bike lane / bus stop with elevated segment of a Class IV bike lane (from Caltrans DIB 94)



A bus boarding island and protected bike lane with a raised walk on Telegraph Ave, Oakland, CA (from Caltrans DIB 94)

3. Provide Off-street Bike Facilities where feasible

Where corridor right-of-way width and frontage uses permit, off-street bike facilities provide the highest level of comfort and safety for users of all ages and abilities. Two potential configurations of such facilities include:

a. Bicycle Facilities in “Secondary Access Zone”.

Bike lanes in a “Secondary Access Zone” (See **Figure 3.1-1 in Section 3.1**) —between the Sidewalk Zone and the Landscape & Furnishing Zone— are well protected from traffic; however, careful consideration needs to be given to the interaction between these bike lanes, car door swings and walking paths to avoid conflict. See NACTO guidelines for more information.

b. Off-Street Bicycle/Multi-Use Trails. A Class I paved bike path (separate from the roadway; 5 feet minimum width for a one-way path) should be configured in compliance with city standards, Caltrans and NACTO recommendations.



Two examples of a Class IV bike lane in the Secondary Access Zone in Alameda, CA (Above: Orion St; Below, Island Drive)
Images: Streetsblog LA; Google Street View



Example of a Class I off-street bike path behind the sidewalk on Foothill Blvd in La Canada Flintridge, CA. Image: Google Street View

B. ADDING CURBSIDE PARKING

Curbside parking is recommended along all Town Center and Neighborhood corridor segments where development is intended or required to be oriented toward the street. Curbside parking can be provided in a variety of configurations, depending on street dimensions and the needs of users:

- a. Buffered curb parking spaces.** Where roadway width allows, a minimum 2-foot-wide striped buffer (3 foot or more preferred) between the standard 8 foot wide parallel parking stall and the travel lane (i.e. at the driver’s side) provides a safety margin for door swings, driver/passenger access and parking maneuvers.
- b. “Bulb-in Parking”.** Where roadway width constraints to not allow for restriping parking lanes within the existing curb-to-curb dimensions, “Bulb-In” parking can be provided “cutting” parking into a curb-adjacent sidewalk or roadway edge, and constructing a new sidewalk within the setback / public frontage easement area of the street fronting property(ies). In such cases, the existing roadway gutter is maintained, acting to visually delineate the Travel Zone from the newly created Curbside Access/Parking Zone.

- c. Angled parking spaces.** Along corridors, diagonal street parking should only be used in Town Centers at street-activating businesses where traffic speeds are 35 mph or less, with additional buffer width.

For Class II on-street bike lanes next to travel lanes, the back-in on-street angled parking type is a best practice to ensure that oncoming vehicles (especially bicycles) are in view by drivers exiting parking; it also locates passenger and trunk loading by the curb for greater safety. A Class IV parking-protected bike lane may be combined with conventional head-in angled parking.

A median-protected frontage lane configuration is an alternative version where parking and its access lane are separated by a median from travel lanes.

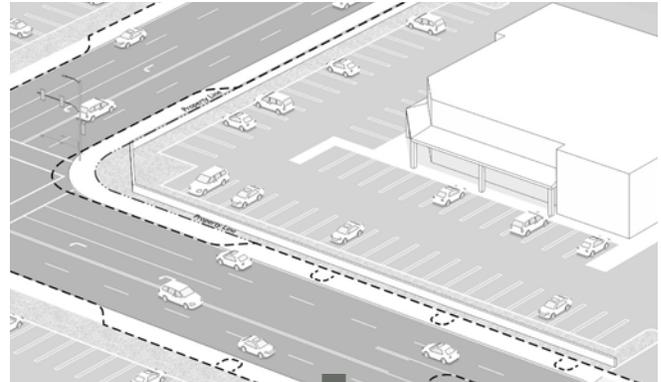
- d. Parking-protected bike lane.** Street parking can additionally be used as a physical buffer protecting between bikes and vehicular traffic.



A row of parallel parked cars protects the bike lane and includes door-swing buffers on both sides for safety on Venice Blvd, Los Angeles, CA. *Image: Google Street View*



Bike lane with back-in angled parking behind a deep front buffer on Ventura Blvd, Woodland Hills, CA. *Image: Google Street View*



Bulb-In Parking Strategy: New Curbside Access & Parking Zone “cut into” existing curb-adjacent sidewalk, and new widened sidewalk is constructed within a Public Frontage Easement along the corridor-fronting edge of the private properties.

C. ADDING PARKLETS IN THE CURBSIDE ZONE

Parklets (also called dining decks) are temporary or permanent flush platform islands that extend the sidewalk beyond the curb within one or more parking stalls, typically for added sidewalk dining space.

- a. Extending narrow sidewalks.** When sidewalks are narrow, parklets provide additional space to accommodate outdoor dining and contribute to visible sidewalk activity as a revitalization measure in a Town Center or retail cluster.
- b. Sponsorship.** In most cities, parklets are sponsored by private businesses, though some cities provide financial assistance programs. In 2021, the City of Glendora, CA sponsored the installation of 7 city-owned parklets to maintain uniformity of design and construction quality.
- c. Regulation.** The City will need to establish a permit process, permitted locations, and design standards and guidelines. Protection of seated diners and pedestrians from traffic should be coordinated with street's posted and design speed limit, parklet location relative to the number, width and volume of oncoming traffic lanes, and presence of vertical streetscape features such as street trees, furnishings, curbing, and if appropriate, protective bollards or diverters.

- d. Design standards.** Design standards should include recommended parklet architectural fencing and/or planter edge definition, in coordination with district streetscape design. Visibility of K-rail traffic barriers should be minimized in coordination with intended pedestrian-oriented parklet character.



An example of a “traffic-dominated” appearance of K-rail barriers and safety cones, conflicting with the intended pedestrian-friendly parklet character. *Image: Google Street View*



A parklet for an ice cream parlor on State Street in Carlsbad Village, Carlsbad, CA. *Image: Google Street View*



A privately built parklet in the El Paseo Shopping District, Palm Desert, CA. *Image: Google Street View*



A city-owned parklet (one of 11) on Glendora Ave in Glendora Village, Glendora, CA. *Image: Google Street View*



A privately built parklet on North Palm Canyon Drive in Downtown Palm Springs, CA. *Image: Yelp.com*

D. ADDING PARKING LANE STREET TREE PLANTERS



On School Street in Lodi, CA, street trees within curbed islands in the parking lane provide shade without obstructing sidewalk width or interfering with storefront visibility. *Image: Gregory Tung*

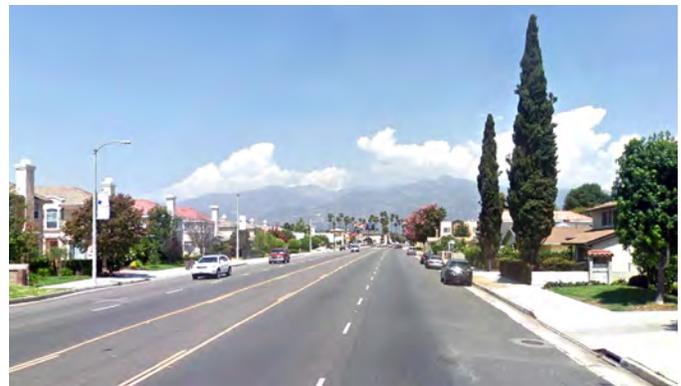
Adding Parking Lane Planters

Parking lane street tree planters (as curbed islands within the Curbside Access Zone between parked cars) are an effective strategy for providing trees when curbside parking is present but sidewalks are too narrow. Many Jurupa Valley corridor roadways have such sidewalks just 5 to 6 feet wide.

Trees planted between parallel or diagonal on-street parking spaces can create several additional benefits:

- Calming traffic by visually narrowing drivers' perception of roadway width, encouraging slower speed and improving overall safety.
- For pedestrians, making the sidewalk feel wider and more protected without moving curbs.
- Providing street trees without moving the curbline and incurring costly changes to storm drains.
- Provides shade and cooling for pedestrians, parked cars and parklet outdoor dining (where present).

Adding street trees in parking does require a tradeoff of several fewer parking spaces per block, depending on configuration.



Before: Rosemead Blvd (CA-164), a 2.6 mile residential corridor segment in Temple City, CA (2012). *Image: Google Street View*



After: The same segment of Rosemead Blvd in 2024 after a Federally-funded Complete Streets project, including tree- and parking-protected bike lanes. *Image: Google Street View*

Additional Considerations

Tree planter installations in parking may require:

- When tree pits in the roadway or sidewalk are installed as part of street reconstruction, an underground modular suspended pavement system (such as “Silva Cells”) is recommended beneath the parking lane to accommodate trees’ root systems - ensuring long-term tree health, enabling trees to reach full size, and preventing roots from buckling sidewalks.
- Truck watering for the first 5 years of tree growth, or permanently via an irrigation system, depending on species.
- At parallel parking, curbed tree islands should be long enough (8 feet) to protect tree trunks from overhanging vehicle bumpers and ideally a minimum of 5.5 feet wide, resulting in 7’ x 4.5’ interior planter dimensions. The island should have rounded corners and an 18” minimum clear width to the curb to ensure gutter drainage. Curbing may also be made of stone for a more rural appearance.
- As part of a sustainable street drainage approach, the sidewalk-facing side of the island may also be curbless and/or an opening may be provided at the outside curb face to allow entry of runoff from the street pavement, in conjunction with planter pit design to accommodate more surface water.



Before: “Silva Cells” installed in 2012 to enable under-sidewalk root growth on Bothell Way in Bothell, WA. *Image: Perteet, Inc.*



After: The same view 9 years later with new trees attaining full size supported by Silva Cells. *Image: Google Street View*



Curbed tree island and parked cars, both protecting the bike lane on Rosemead Blvd, Temple City. *Image: Google Street View*



Example of a parking lane curbed tree island with room for car overhangs, downtown Redwood City, CA *Image: Gregory Tung*

E. ADDING CURB EXTENSIONS AT INTERSECTIONS

Curb extensions can increase safety by helping to narrowing the roadway -- both visually, for traffic calming purposes, and physically, reducing the crossing distance for pedestrians.

a. Crosswalk Curb Extensions. These are also known as bump-outs or bulb-outs, located at corners or at mid-block crosswalks:

- i. Curb extensions reduce crosswalk length and thereby allowing shorter timing for red lights.
- ii. The “pinch points” made by paired curb extensions help to calm traffic.
- iii. They position waiting pedestrians to be more visible to oncoming traffic, make oncoming traffic easier to see for pedestrians, and provide more pedestrian waiting area.
- iv. A Class IV bike lane can be configured to cross over or through the extension with visible markings; see also Protected Intersection.

b. Extended landscape areas. A portion of the curb extension can include a planting area, which can also be configured as a rain garden. These can:

- i. Divert street runoff into subsoil through curb inlets and rain gardens and help irrigate street trees and landscaping.
 - ii. Adds landscape buffering between moving traffic and walkways.
- c. Phasing Strategies.** Where permanent improvements cannot be immediately implemented due to funding or logistical constraints, interim solutions involving paint and removable barrier devices (e.g. bollards or “armadillos”) can be used.



Curb extensions make the crosswalk a bit shorter at Foothill Blvd and N. Mills Ave in Claremont, CA. *Image: Google Earth*



A curb extension with a rain garden on Oak Street, a major corridor in San Francisco, CA. *Image: Google Street View*



Decorative paint can be an interim or low-cost permanent treatment of extension pavement. *Image: City of Austin, TX*



A curb extension with protected bike lane running through it on 3rd St in Long Beach, CA. *Image: Joe Linton/Streetsblog LA*

~ Page intentionally left blank ~

3.4 | Landscape & Furnishing Zone



A Town Center landscape and furnishing zone created by a line of tree wells with ground plants and decorative iron fencing and occasional streetlights between them on Bothell Way in Bothell, WA . *Image: HBB Landscape Architecture*

OVERVIEW

Where it exists, this portion of the Sidewalk Zone between the curb and the walking path serves as a protective landscape buffer for pedestrians, and is typically located between the Landscape & Furnishing Zone and the Sidewalk & Access Zone. At narrow sidewalks (under 7 feet), this Landscape & Furnishing Zone may be merged with the Sidewalk & Access Zone.

Street trees, landscape and furnishings are located in this zone, according to corridor type, available width, and place character; furthermore, the scope and concentration of improvements per linear corridor segment length will vary among Jurupa Valley locations, and are usually defined at the conceptual design level for a street improvement project.



Landscape & Furnishing Zone

Landscape & Furnishing Zone.

The area next to the curb devoted to street landscaping (in parkways and planters), street trees, and street lighting and furnishings, providing a buffer for pedestrians to moving traffic in the travel zone. In urban environments (i.e. Town Centers), this zone often seamlessly transitions into the Sidewalk & Access Zone.

LANDSCAPE & FURNISHING ZONE IMPROVEMENTS

A. Add Landscaping and Paving Materials ①

Add Ground Landscaping

Add Paving in Town Center Areas

B. Add Shade Trees ②

C. Add Street Furniture ③

D. Add Street and Path Lighting ④



Decorative grasses, drought tolerant ground cover plantings and white rail fence along Bellegrave Ave Crosstown Corridor edge. *Image: Google Street View*



Mature tree canopies provide community identity, shade and value to street corridors.. *Image: Google Street View*



Street furniture matching in complementary forms, colors and materials can form a "thematic unit" that strengthens corridor streetscape identity. *Image: Google Street View*



Post-top lights between tall roadway lights adds pedestrian scale in Town Centers. *Image: Google Street View*

A. ADDING LANDSCAPING & PAVING MATERIALS



The Landscape and Furnishing Zones along Mission Inn Avenue near downtown Riverside, CA present a “classic” American residential boulevard format of mature canopy trees in a wide strip of turf between curb and sidewalk. *Image: Google Street View*

1. Adding Ground Landscaping

To enhance Jurupa Valley’s semi-rural character on the city’s wider roadways, street tree canopies should be complemented where possible by drought-tolerant ground cover on median islands, sidewalk-edge planting strips and back-of-sidewalk planting beds with selections coordinated by a landscape architect or horticulturalist.

To manage maintenance and irrigation costs, ground landscaping options should focus on:

- a. Drought-tolerant or xeriscape (arid landscape) ground cover.** While the City of Jurupa Valley does not maintain an approved groundcover list, Riverside County has a [California Friendly Plant List](#) that may be utilized for interim guidance.
- b. Rain Gardens/Bioretenion basins.** These are planting beds engineered for reabsorption of rainwater and runoff into subsoil combined with matching wet/dry-capable landscaping. As well as its California Friendly Plant List, Riverside County has a comprehensive reference in its [Bioretention Facility Chapter 3.5](#), part of its Low Impact Development BMP Design Handbook.

2. Adding Paving Materials

In Town Centers and other active areas where walking is prioritized over other uses, extending sidewalk paving materials into the Landscape & Furnishings Zone widens the sidewalk from a visual perspective. Paving materials may also be extended from the secondary access zone where it exists.



Front and back xeriscape planter strips on Limonite Ave multi-use path west of Downey St. *Image: Google Street View*



A rain garden planting strip with xeriscape planting at North Hollywood Way, Burbank, CA. *Image: Google Street View*



A Landscape & Furnishing Zone in a Town Center setting (South Harrison St in Fort Wayne, IN), created by decorative cast iron tree grates and unit pavers. *Image: Ironsmith*



A rain garden planting strip with street trees, xeriscape ground cover and curb edge pavement for people exiting parked cars on Hartman Drive in Ventura, CA. *Image: Google Street View*

B. ADDING STREET TREES

As noted in *Section 1.3.A, Corridors Background*, Jurupa Valley's corridors were planted with thousands of street trees a century ago but have lost most through road widenings and age. As the city grows, planting new shade tree canopies will be an essential part of increasing neighborhood shade and cooling, helping to calm traffic, strengthening visual appeal and community identity, and increasing property values.

1. Select the right corridor street tree species:

a. Use canopy tree species adapted to Jurupa Valley's increasingly warmer and drier climate.

As few native trees thrive as street trees (due to constrained growing conditions), new candidate drought-and heat-tolerant tree species have been verified by UC Riverside's Citrus Experiment Station and by arid-climate southwestern U.S. cities. See *Appendix F Corridor Street Tree Guide* and consult with a licensed arborist.

b. Palm trees provide little sidewalk shade and should only be used as accent trees among shade trees.

c. At locations beneath overhead utility wires, select shade trees from utility-approved options.



Closely spaced Claremont, CA Town Center open canopy trees provide shade and retail visibility. *Image: Google Street View*



Close to moderate tree spacing provides shade and visibility along retail and mixed-use frontages (Kew Ave, Victoria Gardens, Rancho Cucamonga, CA) *Image: Google Street View*



1941 view west of eastbound Mission Blvd lanes with dense shade tree canopy near today's drive-in. *Historic photo*



Close tree spacing creates residential privacy at a Mission Blvd Crosstown Corridor frontage. *Image: Google Street View*



2020 view of the same Mission Blvd segment with its current sparse tree canopy. *Image: Google Street View*



Moderate to wide tree spacing supports business visibility along Cantu Galleano Ranch Rd. *Image: Google Street View*

2. Use appropriate tree planting patterns:

- a. **Tree canopies' visual narrowing of corridors supports traffic calming:** Flanking street tree canopies create a sense of enclosure and reduce the visual invitation to speed created by the look of a wide-open roadway.
- b. **Linear tree spacing patterns** should be adjusted according to corridor frontage types:
 - i. **Residential frontages (Crosstown Corridors and Residential Corridor Segments):** close spacing (tree crowns touching) to moderate spacing (gaps up to one crown width between tree crowns) of canopy street trees provide privacy, buffering and shade to homes.
 - ii. **At office and industrial frontages (Crosstown Corridors):** moderate spacing (gaps up to one crown width between tree crowns) to wider spacings create buffering and shade, adjusted for commercial visibility and access.
 - iii. **Pedestrian-oriented retail and mixed-use frontages (Town Center Corridor segments and Retail Clusters):** close to moderate spacing should be used, with species selected for open canopy structure capable of being "limbed" up for retail store and sign visibility from the street.
- c. **Strategic Gaps in the Tree Canopy:** Periodic gaps in tree canopy spacing can open up important views of mountain and valley vistas, landmarks, and prominent community buildings.
- d. **Setback from the curb:** Street trees should be located as close to the curb as possible - preferably between the curb and pedestrians to provide buffering from vehicles, help calm traffic, and shade sidewalks and parked cars.

3. Sidewalk tree well and planter strip installations should include:

- a. **Initial (e.g. truck-watered) or permanent irrigation,** depending on species and available resources; and rain garden tree pits where possible.
- b. **As a surface treatment of sidewalk tree wells, decomposed granite fill** is appropriate city-wide and is consistent with multi-use trail surfaces.
- c. When street and sidewalks are reconstructed, **an underground modular suspended pavement system** (such as Silva Cells) installed in soil beneath



As palm trees provide little useful shade, they should only be used as accents between canopy street trees. Shown: University Avenue, Riverside, CA. Image: Google Street View



An example of palm trees used as gateway accent trees among canopy shade trees on Plumas Street in the Town Center of Yuba City, CA. Image: Google Street View

sidewalk and street paving will accommodate root growth, promote tree longevity and maximum size, and prevent pavement buckling.

4. Additional implementation strategies:

- a. **Local tree nursery bank:** The City may consider establishing (or partnering with a local agency to start) a local tree nursery bank (e.g. within utility easements or on available city-owned land, etc.) until capital improvement programs are ready to use trees. As well as providing trees acclimated to local conditions, this could provide significant long-term savings, literally growing value over time.
- b. **Programming and budgeting for regular street tree maintenance:** Unlike trees' native settings, street environments are affected by greater heat, glare, and exposure to other urban stresses. Regular maintenance and monitoring will be necessary to ensure sustained tree health and return on investment.

C. ADDING STREET FURNITURE

Street furniture types and extents vary according to corridor segment type, including simpler sets of elements such as streetlights, utility poles, rail fencing and bus shelters for Crosstown and Neighborhood Corridor segments, and a greater variety and more specialized elements such as trash receptacles, benches, bicycle racks, planters, and wayfinding signage (usually thematically related) for Town Center segments and focal locations. The character and style of street furniture should reflect corridor contexts.

1. Street Furniture in Crosstown and Residential Corridors Segments.

In keeping with Jurupa Valley's semi-rural character, the "kit of parts" of street lighting and furnishings for typical Crosstown and Residential corridor segments should remain as current city-standard components. These consist of roadway-height streetlights (including luminaires and arms attached to utility poles), traffic signal poles and associated equipment, and natural wood or painted white rail fences along street-side trail frontages.

Bus stops should be provided with seating wherever possible. As most bus stop locations lack shelter, the Limonite Avenue shelter at City Hall and at the northwest Limonite-Etiwanda corner should continue to be used as the existing prototype selection where new shelters are provided.



Standard lighting and utility elements to remain on most Crosstown and Residential Corridor segments. *Images: Google Street View.*

2. Street furniture in Town Center Corridors Segments

a. Within Rubidoux Town Center. Mission Boulevard has an established street furnishings "palette" of red-tile-roofed masonry block bus shelters, black metal benches, black metal litter bins, and supplemental acorn-type pedestrian-height decorative streetlights. These form a "thematic unit" that matches Rubidoux's existing Mission-Style architecture visible among its civic and commercial buildings. New or additional furnishings on Mission or on other Rubidoux corridor streets (Rubidoux Blvd, Riverview Dr, Valley Way) should extend or build on these precedents.

b. Pedley Town Center. Pedley's architectural heritage is more rooted in semi-rural buildings, equestrian lifestyle, and its railroad station; the street furniture palette along its corridor streets may be more flexibly informed by the existing City Hall and its bus shelter, utilitarian streetlights, and wood rail fencing. Please refer to additional guidance in **Section 2.3.1.A. "Streetscape, Placemaking & Traffic Calming Improvements"** of the Pedley Town Center Plan.



Rail fencing to continue to play a role on Crosstown and Residential Corridor segments. *Images: Google Street View*

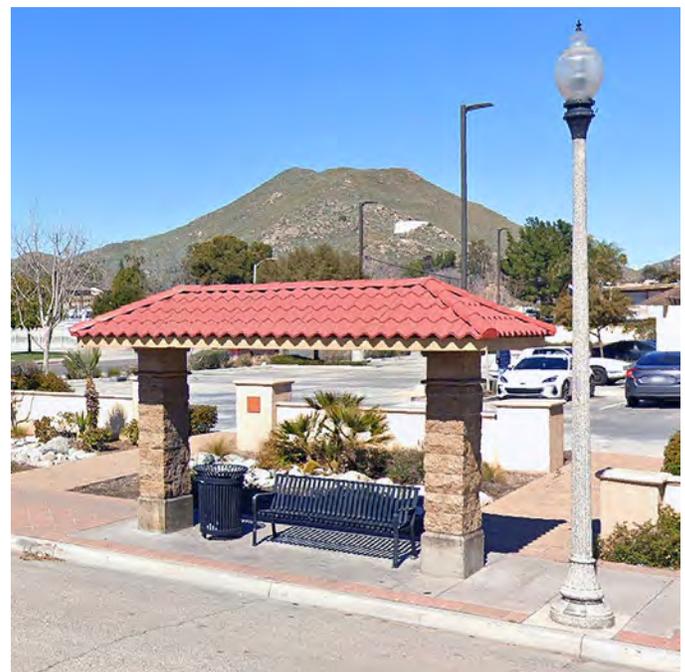


The bus stop along Limonite Ave in front of City Hall provides a protective shelter, seating, signage, and trash receptacle. *Image: Google Street View*



Rubidoux Town Center’s architecture of Mission-style civic buildings with their red tile roofs, light earth-toned stucco walls and deep openings set the stylistic “tone” for existing and future street furnishings. *Images: Google Street View*

c. Glen Avon Town Center. While the heart of Glen Avon Town Center may have historically been defined between Bellegrave Avenue and Pedley Road on Mission Boulevard, vacant sites limit its current basis to the three blocks between Felspar and Amarillo Streets. Like Pedley Town Center, Glen Avon’s streetscape character has not yet been defined, though the Glen Avon Market Shopping Center, the Mission Village Senior Apartments, and scattered individual buildings (all of recent vintage) display a commercialized Mission architectural style. A future Glen Avon streetscape furnishings character may draw upon design themes similar to those of Rubidoux and Pedley Town Centers.



Street furnishings at existing Rubidoux Town Center bus stops match the district’s local and historic building character (see examples below). *Image: Google Street View*

D. ADDING STREET & PATH LIGHTING

Street lighting improvements are recommended along most of Jurupa Valley’s corridors according to the following strategies and recommendations:

a. Use Dark Sky compliant LED retrofits of existing roadway and pedestrian-height street lighting, and at infill of missing or intermittent street lighting coverage.

For retrofit of existing roadway luminaires still using older high pressure sodium or HID light sources, use dark sky compliant and 2700K warm white LED sources per updated (2022) Caltrans criteria for energy conservation, wildlife protection, community health benefits (blue wavelengths reduction) and preservation of semi-rural town character.

b. Solar/Battery Streetlight Alternatives may be used for collector/local roadways and paths.

For provision of “off-grid” roadway-height lighting at narrower corridors (such as Jurupa Road or Holmes Avenue) or for sidewalks and multi-use

paths, solar-panel/battery powered LED streetlights may be considered where tree canopies do not conflict. Though initial costs are higher compared with conventional street lighting and must factor in battery replacement and maintenance, they avoid the cost and disruption of trenching and conduits, reduce risks of copper theft, and decrease life cycle costs.

The City of Los Angeles DOT has successfully operated solar battery lighting in phases along the Los Angeles River Bike Path in the San Fernando Valley since 2011 and the [Bureau of Street Lighting has installed solar residential street lighting](#) in Van Nuys, Watts, Boyle Heights and Filipinotown in 2024 and 2025. Other Southern California cities conducting pilot and full-scale installations of solar streetlighting include [Beaumont \(2014-present\)](#), [Fullerton \(2024-2025\)](#), and [San Bernardino \(2024\)](#).



Example of added pedestrian-scale street lights between taller corridor roadway lighting along storefronts on San Pablo Ave, Oakland, CA. *Image: Google Street view*



“Off-grid” solar-battery lighting is suitable for lower-scale roadway and path lighting, such as along narrower corridors and at multi-use paths, such as this example along San Fernando Road, Los Angeles, CA. *Image: Google Street View*



Added pedestrian-height lighting would potentially benefit Pedley Town Center customers using curbside parking at Limonite Avenue businesses or east side Etiwanda Ave businesses in Mira Loma. *Image: Google Street View*



Existing bollard lighting on Limonite Avenue’s multiuse trail between Camino Real and Ave Juan Diaz. *Image: Google Street View*

c. Add supplementary pedestrian-oriented lighting along corridors.

Add supplementary pedestrian-oriented lighting along Town Center corridor segments like for example:

- i. Within the Pedley Town Center: Pedley Road, Limonite Ave and portions of Clay Street
- ii. Mission Blvd in Glen Avon Town Center;
- iii. Within the Rubidoux Town Center, in parts of Rubidoux Avenue
- iv. Potentially along the commercial east side of Etiwanda Avenue,

The Rubidoux Town Center precedent along Mission Boulevard of pedestrian-height (11' to 14') streetlight poles, more closely-spaced (70 to 100 feet) and in between existing roadway streetlights, may be used to:

- i. For better safety and comfort, illuminate dark walking and bike path segments between existing roadway-height streetlights that are typically 250-300 feet apart or more.
- ii. Support small retail and commercial businesses with better after-dark visibility and customer access to street parking.
- iii. Strengthen Town Center and retail cluster identity with an improved streetscape.
- iv. As above, new lighting installations should adopt updated Caltrans dark sky and 2700K LED color criteria. If verified by neighborhood outreach on street lighting improvement, similar lower-height fixtures may be used on narrower residential corridor segments such as on Jurupa Road or Holmes Avenue to preserve residential scale.

d. Bollard Path Lighting. Bollard and wall-mounted lighting at the existing multi-use trail on Limonite Avenue between Camino Real and Ave. Juan Bautista is a precedent model for other corridor paths. Low-level path lighting combined with warm white color and dark sky compliance supports semi-rural neighborhood character and could potentially be used as part of multi-use trail improvements along Bain Street, at the existing multi-use trail on the west side of Etiwanda Avenue, or similar locations.

e. Utility Poles and Crosswalk Equipment. Along with streetlights, utility poles, traffic poles, utility cabinets and pedestrian pushbuttons should be located within the Landscape and Furnishing zone where required, positioned without obstructing path access.

f. Setback of Equestrian Pushbuttons. Trails Master Plan community comments have raised safety concerns about existing equestrian-height crosswalk pushbuttons directly attached to traffic poles and streetlight poles, noting that this risks some horses being startled by close proximity to passing cars and trucks. New equestrian pushbuttons should be mounted on separate posts at the back of the path and away from the curb; alternatively, existing pushbuttons may be retrofitted with cantilevered pipe extensions mounted to existing poles, positioning them further away from curbs.



Equestrian pushbutton on cantilevered arms allows riders to keep their horses further back from the curb and be less disturbed by traffic. *Image: Shutterbun/Reddit*

3.5 | Secondary Access Zone



A Secondary Access Zone as a paved multi-use trail, with a landscape zone containing street trees in front and a curving sidewalk in back, on Island Drive in Alameda, CA. Green guide signs note combined bike and hiking trail use. *Image: Google Street View*

OVERVIEW

The Secondary Access Zone is the area between the curb and sidewalk (and in limited instances, can be located behind the sidewalk) intended for equestrian, bicycle, or pedestrian circulation. Potential improvements in this zone include:

- **Equestrian Trails** along corridors subject to the Equestrian Lifestyle Protection Overlay (ELO).
- **Multipurpose Trails** where multiple modes of travel—such as pedestrians, bicycles, and equestrians—are to be accommodated. The Jurupa Valley Trails Master Plan and General Plan provide additional guidance on these facilities.
- **Bicycle Facilities** where safer dedicated bicycle access is desired and no other travel modes are required within the same space.



Secondary Access Zone

Secondary Access Zone.

On roadways where width permits, a Secondary Access Zone dedicates a portion of the public right-of-way to non-vehicular facilities such as an equestrian, bike, or multi-use trail, separate from the sidewalk. At locations with park or landscaped frontages rather than buildings, the Secondary Access Zone may be alternatively located behind the sidewalk.



Example of an equestrian trail separated by rail fencing and behind a paved bike path on Palos Verdes Drive in Rolling Hills Estates, CA; inset of posted regulatory signage at right. *Image: Google Street View*

A. EQUESTRIAN TRAILS SUBJECT TO THE E.L.O.

Equestrian Trails should be prioritized along corridors within the **Equestrian Lifestyle Protection Overlay (ELO)** (see Jurupa Valley General Plan Land Use Element, page 2-45) and along Equestrian Priority Routes from relevant City Plans. Equestrian trails may be located in front of or behind the pedestrian walkway. If width is too narrow or not available, trail functions may optionally be located within a Frontage zone as a required Public Access Easement on private land.

Multi-use Equestrian Trails should use a decomposed granite surface and be provided horizontal rail fencing per JARPD or City standards, as applicable. Should regulations and signage be desired to address trail space allocation by equestrian users relative to pedal or electric bicycle, scooter and pedestrian use, review of comparable examples and consultation with user groups within the community should be formative components of their development.



A Jurupa Valley multi-use trail with d.g. surface behind a sidewalk, landscaping and rail fence on Bellegrave Ave near Graphite Creek Rd in Mira Loma. *Image: Google Street View*

B. MULTI-USE TRAILS

Multi-purpose trails should be considered in corridors that accommodate multiple modes of transportation, such as bicycle, equestrian, and pedestrian circulation.

- **Bike and Pedestrian Facilities.** The *Jurupa Valley General Plan (2007)* outlines in the Mobility Element which corridors are subject to bicycle facilities. The *Circulation Plan for Bicyclists and Pedestrians (2018)* provides further guidance for improving multimodal connectivity along corridors.
- **Equestrian Trails.** The *Jurupa Valley General Plan (2007)* outlines in the Land use Element (page 2-45) the areas subject to the Equestrian Lifestyle Protection Overlay.



A Class I off-street bike trail between the curb and pedestrian sidewalk in Cambridge, MA, with a door-swing space between parking and bike trail. *Image: Google Street View*

C. OFF-STREET BICYCLE FACILITIES

Class I bike lanes may be provided in the Secondary Access Lane when there is sufficient room between the curb and the back of the sidewalk and there are no other conflicts with other modes of transportation (such as equestrians or pedestrian trails).

Next to curbside parking, a 2'-6' width landscape and door swing buffer should be provided between the curb and the Class I bike lane to avoid conflicts.

See **Section 3.3.A** for further details on Class I bike lanes.

3.6 | Sidewalk & Access Zone



Town Center sidewalks such as this example on 2nd St in Austin, TX, should ensure a minimum adequate clear walking width between outdoor dining areas, street furniture, landscape and door swings. *Image: Copley Wolff*

INTRODUCTION

The Sidewalk Zone is typically located at the outside edge of the street right-of-way and abutting the property line, though in the case of an easement or setback it may extend beyond the property line. In addition to providing the primary clear walking path, this zone may also include outdoor dining areas, street trees and additional landscape and furnishings, provided that they maintain the minimum clear width for walking.

Sidewalk zone improvements may include:

- **Widening / Extending the sidewalk** to provide additional space for pedestrian circulation and/or outdoor dining, landscaping and furnishings - typically in walkable areas such as Town Centers or where the sidewalk is less than six (6) feet.
- **Calibrating building setbacks** for additional width to accommodate desired Public Frontage Elements.



Sidewalk & Access Zone

Sidewalk & Access Zone.

The portion of the paved sidewalk area dedicated to unobstructed pedestrian circulation and building access, and optionally for outdoor dining and/or additional landscape and furnishings.



A northbound view of the existing 5-lane Clay Street corridor in Pedley Town Center. Its lack of width for curb parking and narrow sidewalks are typical of many corridors, making them unable to support on-street retail. *Image: Google Street View*



From the Pedley Town Center Plan, the same view with a conceptual reconfiguration of Clay Street's public frontage, including an easement on private land to accommodate new "indented" curbside parking spaces, street trees and sidewalk, supporting a new restaurant building in a walkable Town Center format. *Graphic: Sargent Town Planning*

A. SIDEWALK WIDENING

Sidewalk widening should be considered along corridors where existing sidewalks are less than six (6) feet wide. In Town Center corridors with ground-floor shops and restaurants, sidewalks should be increased to a minimum of eight (8) feet of clear width to support higher pedestrian activity.

Sidewalk extensions may also be considered in Town Center corridors with active ground-floor uses to accommodate door swings and access movements at building entrances. Depending on the type of tables or seating provided, additional width for outdoor dining areas may be allowed, provided it does not obstruct the primary pedestrian walkway and remains in compliance with City regulations.

B. CALIBRATED BUILDING SETBACKS

Private Building setbacks should be configured to establish sufficient width to accommodate needed / required Public Frontage Elements such as comfortable sidewalks, street trees and landscaping, and sidewalk dining.

Where existing sidewalk width is inadequate, setbacks of 6'-10' may be required in Town Center corridors to ensure the activation of the public realm. The ground plane within the setback should be flush with the sidewalk.

C. PAVING MATERIAL CONSIDERATIONS

The design and materials of sidewalks may vary depending on the corridor type and surrounding context:

- **Sidewalks within Town Center and Neighborhood corridors in suburban areas** should be paved and fully accessible in compliance with ADA standards.
- Within **Cross-Town corridors and Neighborhood corridors in rural areas**, as well as paved sidewalks compliant with ADA standards, portions of sidewalks and public walkways may be paved with decomposed granite (DG) or integrated with a multi-purpose trail to accommodate multiple modes of travel.

Appendix A

BASE MAPS & ANALYSES



East-West Corridors

- Granite Hill
- Riverside
- Mission
- Cantu-Galleano
- Bellegrave
- Jurupa / Valley
- Limonite
- Holmes

North-South Corridors

- Wineville
- Etiwanda
- Van Buren
- Country Village
- Bain
- Pedley
- Clay
- Pyrite
- Camino Real
- Armstrong/Sierra
- Rubidoux
- Market/Agua Mansa

INTRODUCTION

This series of base maps begins with a summary of the corridors' existing policy and planning context, including the scope of corridors examined and their classification for the purposes of the Plan. Next, a series of data-based maps helps visualize geographic patterns of traffic, mobility, access, streetscape and demographics in relation to the corridors - providing a basis for concepts and recommendations discussed in Chapters 1 through 3.

IN THIS CHAPTER

A.1 Scope and Planning Context	138
A.2 Existing Corridor Types	140
A.3 Traffic Volume and Speed	142
A.4 Pedestrian Safety and Accessibility	146
A.5 Bike, Equestrian, Transit, and Truck Considerations	148
A.6 Trees and Corridor Entries	151
A.7 Equity Considerations	152

A.1 | Scope and Planning Context

FIGURE A.1.1 | CORRIDORS PLAN - SCOPE OF STUDY

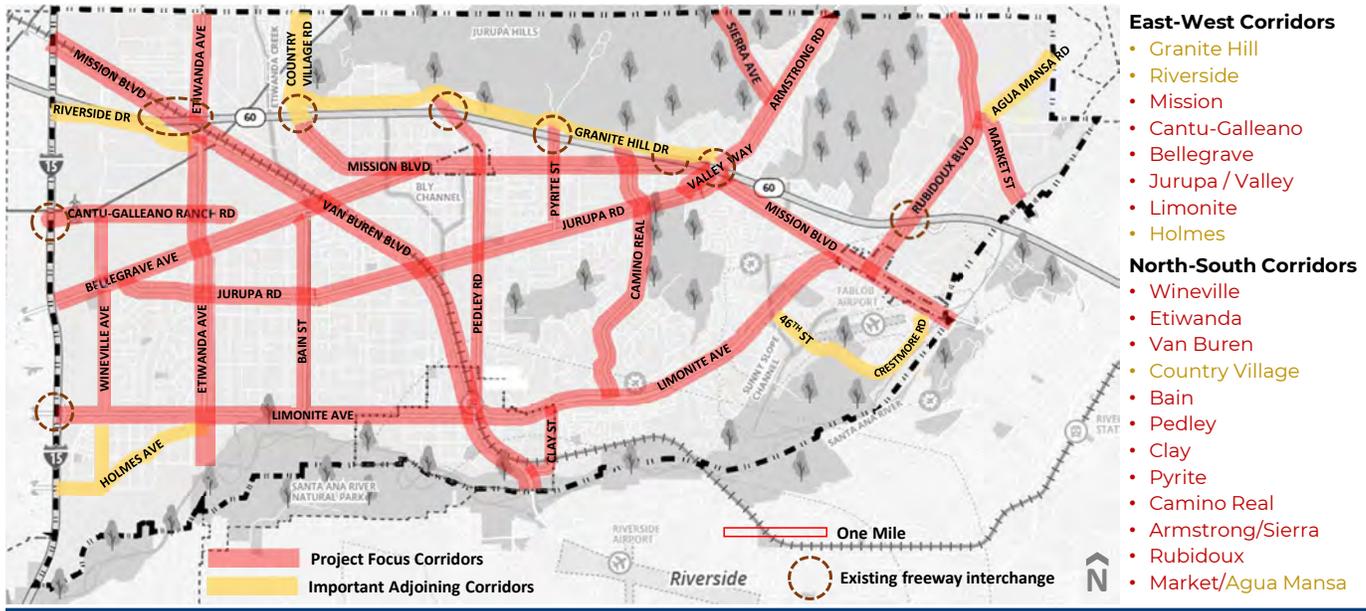


FIGURE A.1.2 | GENERAL PLAN - AREAS OF CHANGE / CORRIDORS & CENTERS



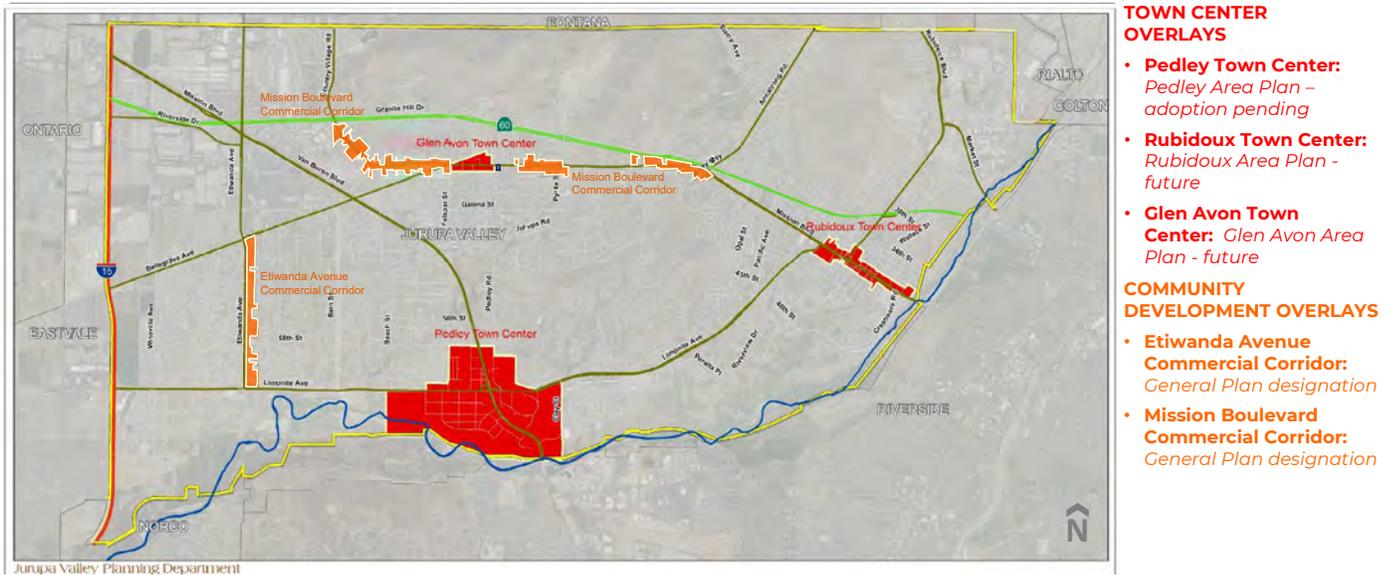
From City of Jurupa Valley 2017 General Plan

Notes:

Figure A.1.1 Corridors Plan - Scope of Study identifies the corridors examined for the Corridors Plan, noting the Project Focus Corridors and Important Adjoining Corridors (the latter outside of the project scope).

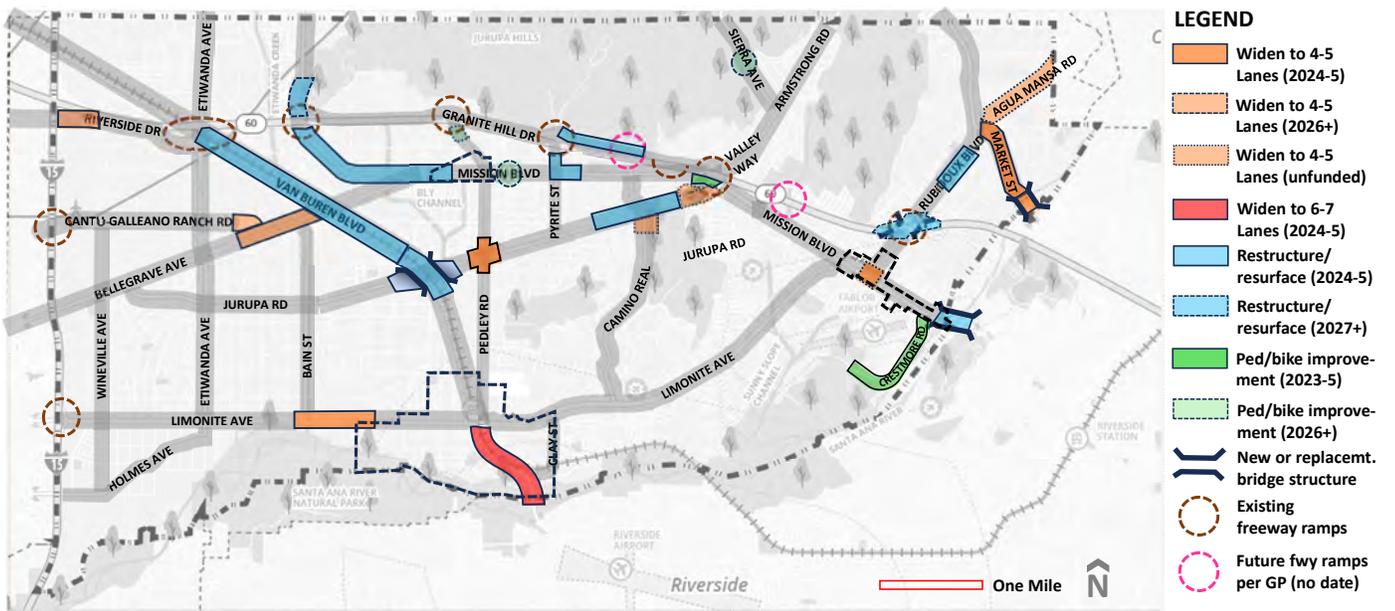
Figure A.1.2 General Plan - Areas of Change / Corridors & Centers is Figure 2-6 (page 2-13) from the 2017 General Plan. The General Plan's Land Use Element notably identifies several key segments of corridors as Areas of General Plan Change.

FIGURE A.1.3 | GENERAL PLAN – TOWN CENTERS & COMMUNITY DEVELOPMENT AREAS



From City of Jurupa Valley 2017 General Plan

FIGURE A.1.4 | CAPITAL IMPROVEMENT PLAN – 2024-29 CIP & PUBLIC WORKS PROJECTS



From City of Jurupa Valley Capital Improvement Program, FY 2023/24 – 2027/28 and FY 2024/25 – 2028/29

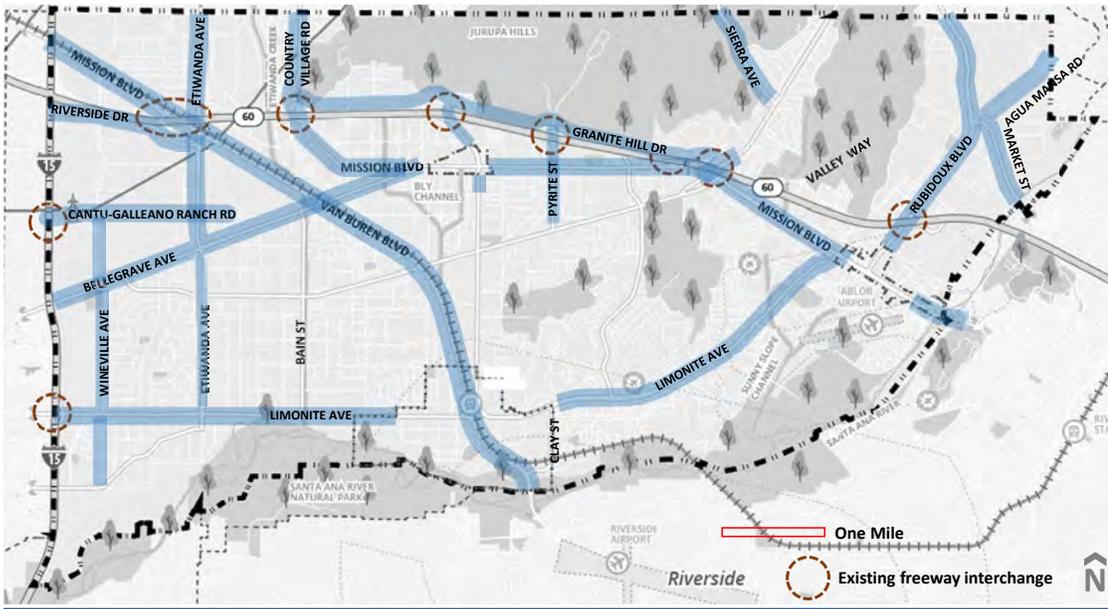
Notes:

Figure A.1.3 General Plan - Town Centers and Community Development Areas combines information from Figure 2-10, Town Center Overlay map (page 2-25) and Figure 2-16, Land Use Overlays (page 2-44) from the 2017 General Plan - again noting the General Plan’s special policy focus on specific corridor segments.

Figure A.1.4 Capital Improvement Plan - 2024-29 CIP & Public Works Projects maps a summary of corridor-located Capital Improvement Plan projects for FY 2024/25 -2028/29, as well as noting existing and planned freeway ramps for reference.

A.2 | Existing Corridor Types

FIGURE A.2.1 | CORRIDORS PLAN – EXISTING CORRIDOR TYPES



Cross-Town Corridors

- Arterial setting – “getting through”
- Parking lots, soundwalls, landscaped frontages
- Most buildings face their parking lots
- Commercial, industrial, & residential enclaves

FIGURE A.2.2 | CORRIDORS PLAN – EXISTING CORRIDOR TYPES



Neighborhood Corridors

- Predominantly residential addresses – “home street”
- Front yards
- Most houses face the street
- Occasional commercial buildings

Notes:

Figure A.2.1 Corridors Plan - Existing Corridor Types identifies segments of **Cross-Town Corridors** and their general characteristics - namely, that they function primarily to provide higher-capacity and higher-speed routes across the city, with relatively little interaction with flanking corridor land uses.

Figure A.2.2 Corridors Plan - Existing Corridor Types locates segments of **Neighborhood Corridors** and their distinguishing characteristics. While Neighborhood Corridors typically carry more traffic than local streets, they also serve as residential streets, frequently lined by driveways, front yards, and fronts of homes.

FIGURE A.2.3 | CORRIDORS PLAN – EXISTING CORRIDOR TYPES

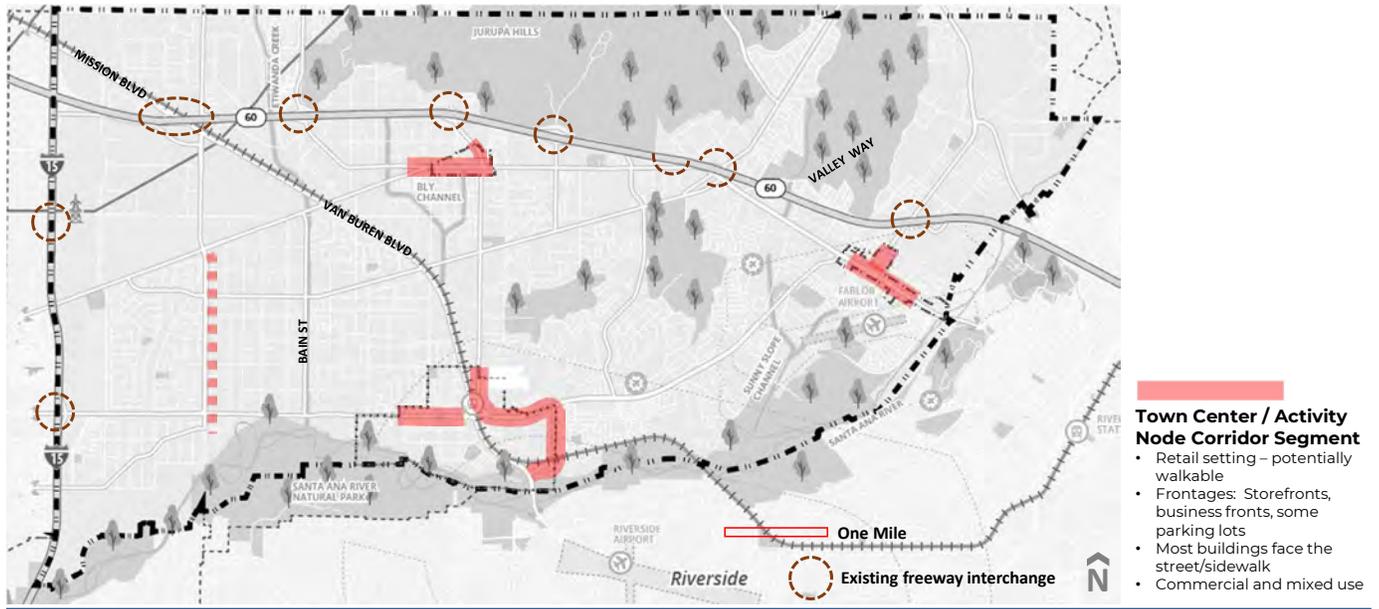
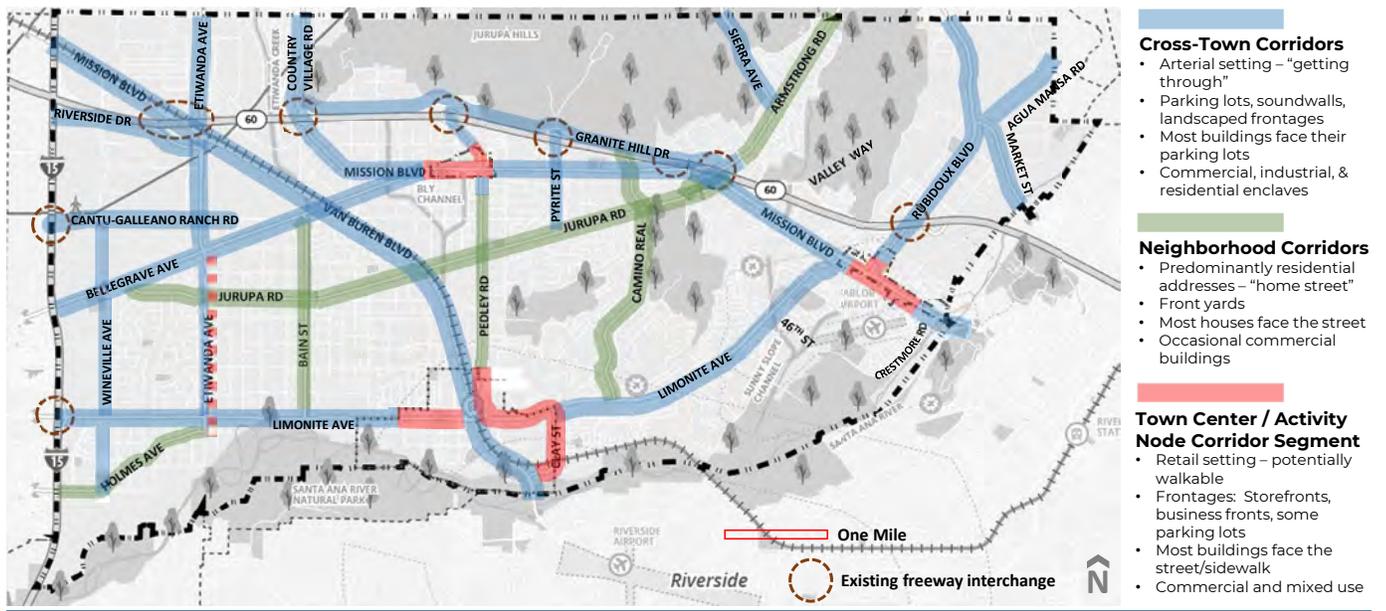


FIGURE A.2.4 | CORRIDORS PLAN – EXISTING CORRIDOR TYPES



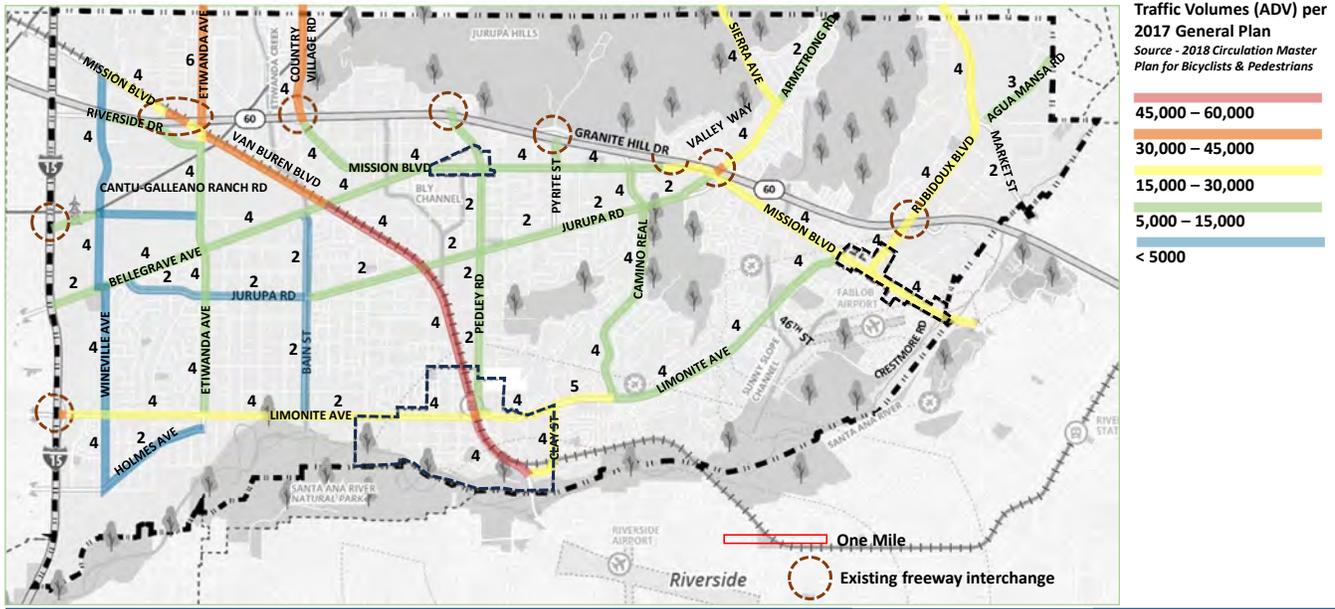
Notes:

Figure A.2.3 Corridors Plan - Existing Corridor Types notes segments of **Town Center Corridors** and their characteristics. Town Center Corridor segments have the highest interactions between through-traffic and active frontages of flanking land uses (e.g. curb parking, crosswalks, businesses “marketing” to passing traffic).

Figure A.2.4 Corridors Plan - Existing Corridor Types combines the **mapping of all three corridor types** to show their relative locations, proportion of all corridors, and relationships to freeway access, entry points to the city, and Town Centers.

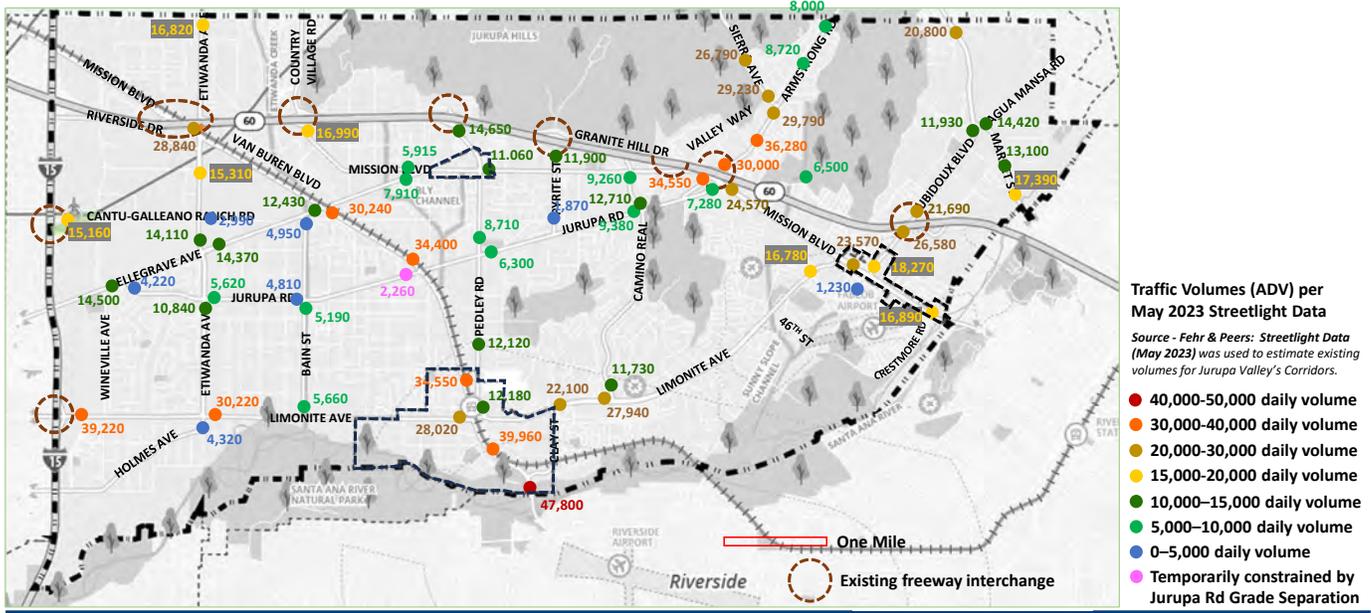
A.3 | Traffic Volume and Speed

FIGURE A.3.1 | CORRIDORS PLAN - TRAFFIC LANES & TRAFFIC VOLUMES



Additional Source: Analysis of Google Maps & 2017 Google Street Views along corridors / Sargent Town Planning

FIGURE A.3.2 | CORRIDORS PLAN - TRAFFIC VOLUMES (2023)

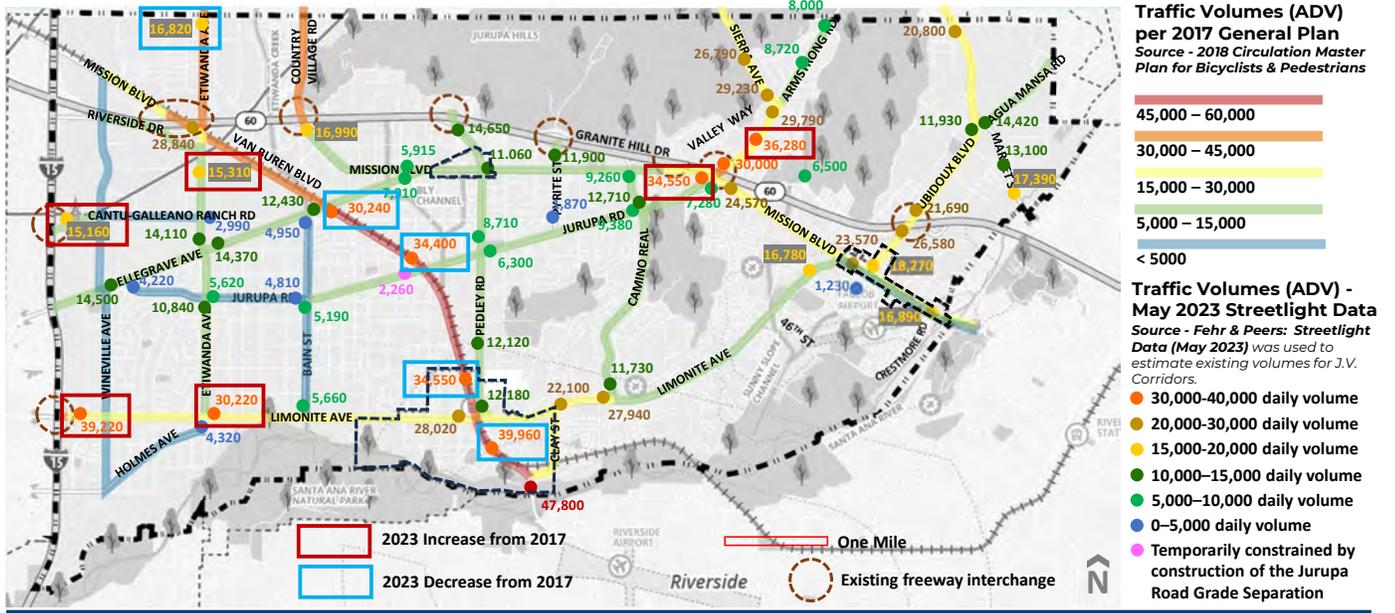


Notes:

Figure A.3.1 Corridors Plan - Traffic Lanes & Traffic Volumes (2017) maps ranges of average daily traffic volumes and numbers of lanes according to corridor segments, based on the 2018 *Circulation Master Plan for Bicyclists & Pedestrians*, which in turn collected its information from the 2017 *General Plan*.

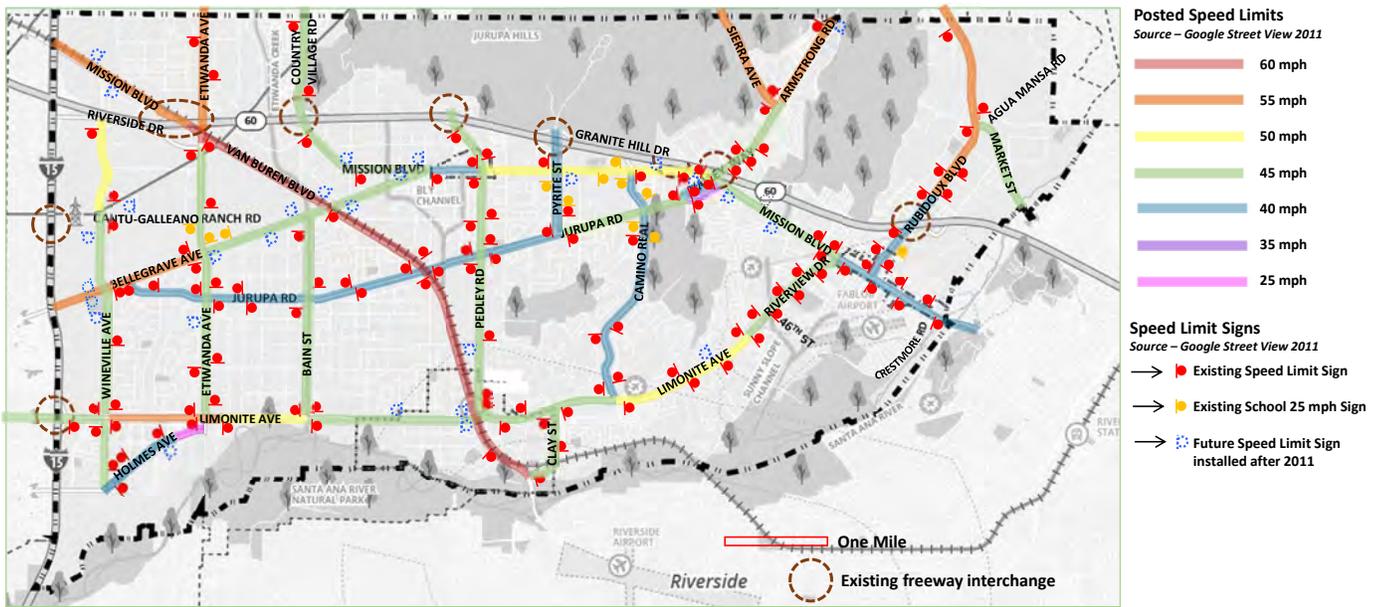
Figure A.3.2 Corridors Plan - Traffic Volumes (2023) maps Jurupa Valley corridors' 2023 traffic volume data gathered by Fehr & Peers from the *Streetlight* program, expressed as single point locations.

FIGURE A.3.3 | CORRIDORS PLAN - TRAFFIC VOLUMES – 2017 & 2023 COMPARED



Source: General Plan (2017) and Streetlight Data/Fehr & Peers (May 2023)

FIGURE A.3.4 | CORRIDORS PLAN - SPEED LIMIT SIGNS (2011)



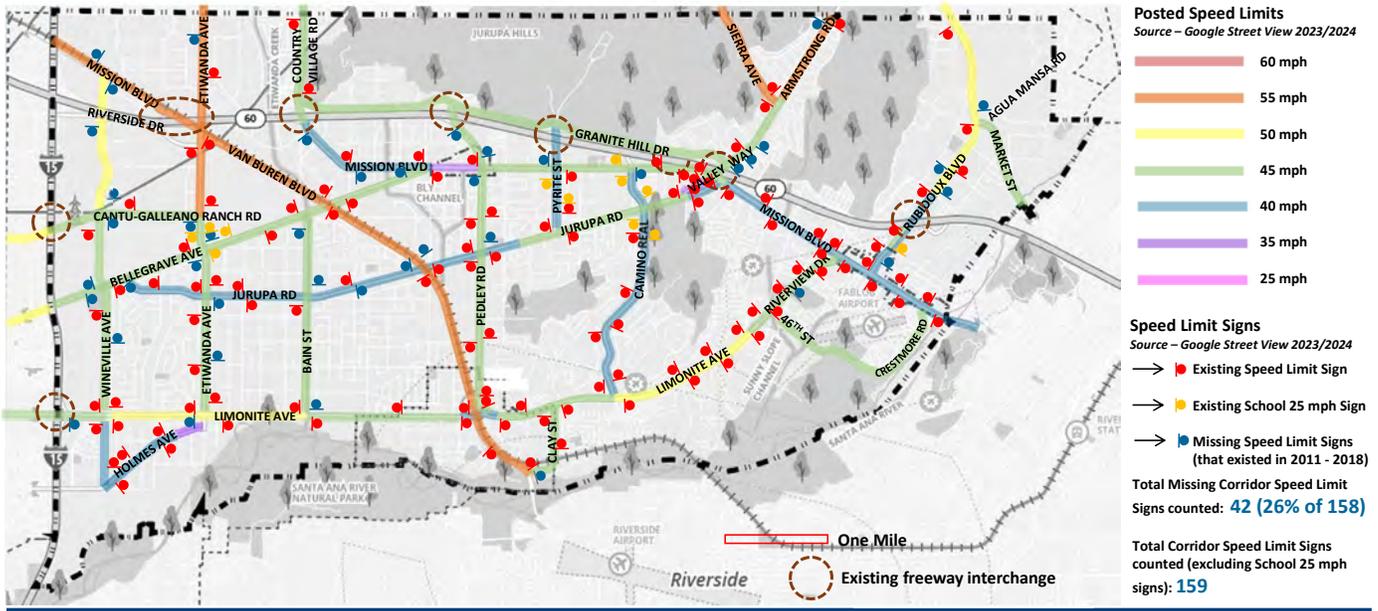
Source: Analysis of Google Maps & 2011 Google Street Views along corridors / Sargent Town Planning

Notes:

Figure A.3.3 Corridors Plan - Traffic Volumes - 2017 & 2023 Compared overlays the data from the two time periods, and highlights locations where traffic volumes increased or decreased during this period.

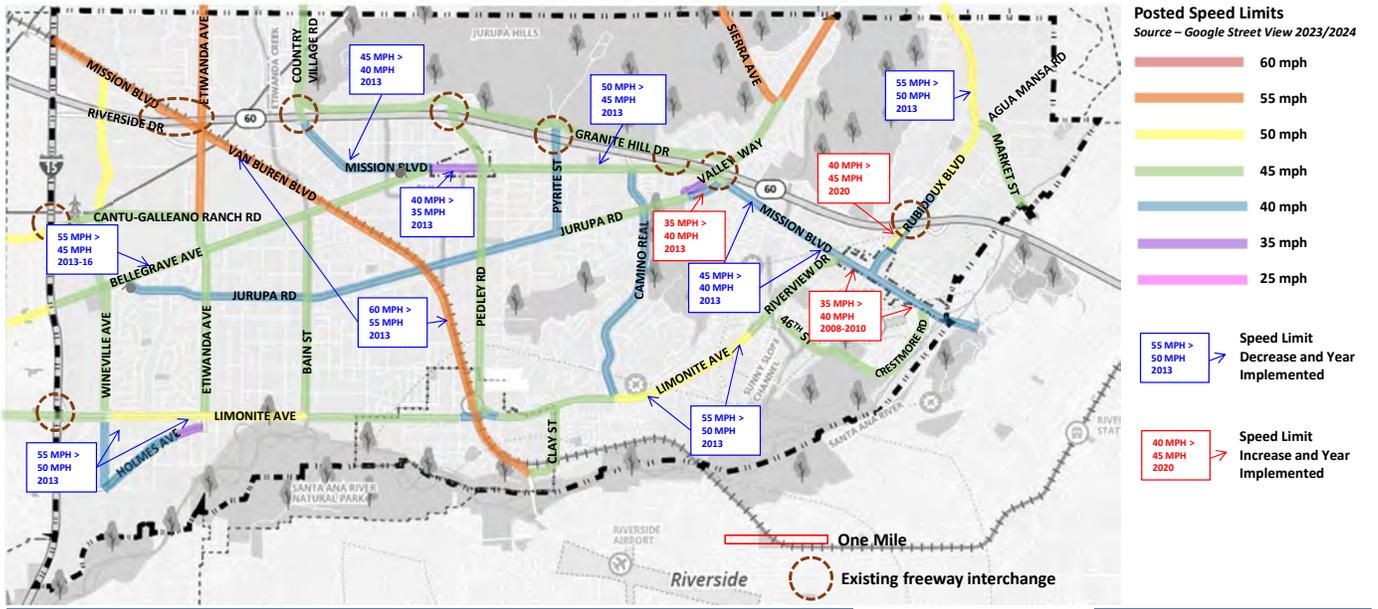
Figure A.3.4 Corridors Plan - Speed Limit Signs (2011) maps corridor segments of posted speed limits and locations and orientations of existing and future (post-2011) speed limit and School 25 mph signs; for comparison with **Figure A.3.5 Corridors Plan - Speed Limit Signs (2023-2024)** - see following page.

FIGURE A.3.5 | CORRIDORS PLAN - SPEED LIMIT SIGNS (2023-2024)



Source: Analysis of Google Maps & 2023-2024 Google Street Views along corridors / Sargent Town Planning

FIGURE A.3.6 | CORRIDORS PLAN - SPEED LIMITS (2023) & PAST CHANGES



Source: Analysis of Google Maps & 2023-2024 Google Street Views along corridors / Sargent Town Planning

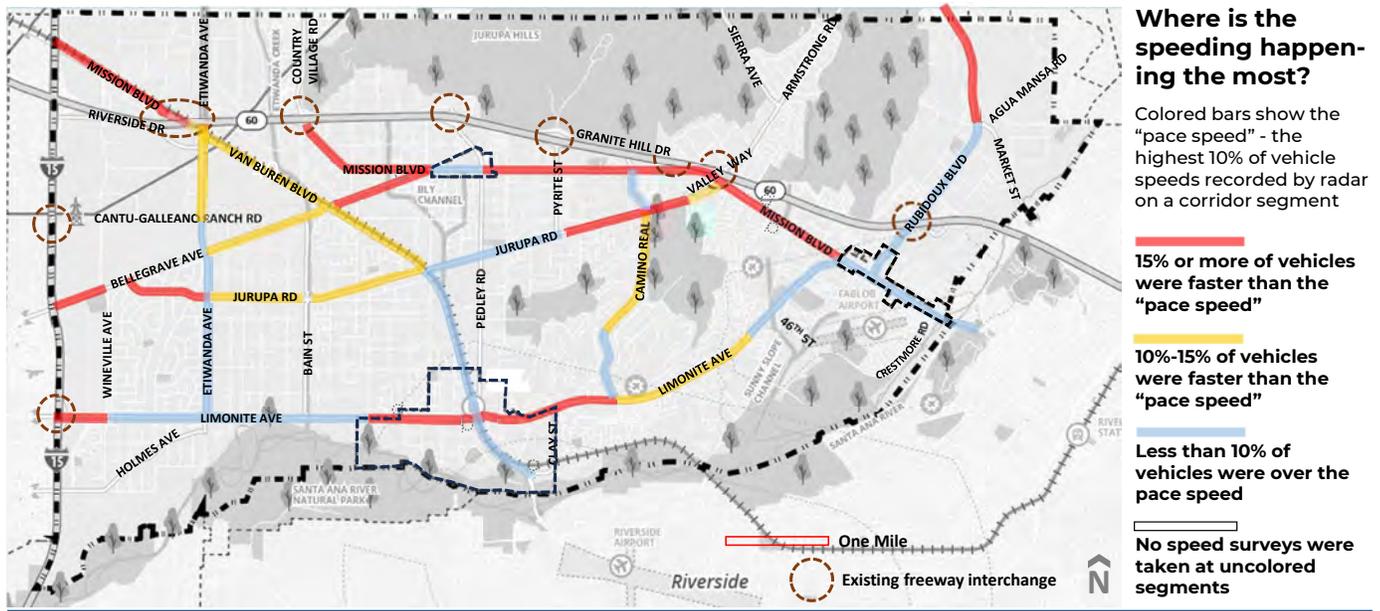
Notes:

Figure A.3.5 Corridors Plan - Speed Limit Signs (2023-2024) again maps corridor segments of posted speed limits and locations and orientations of existing speed limit signs and School 25 mph signs. It also notes missing speed limit signs, those that were observed as existing in the preceding 2011-2018 period but were no longer visible in

the 2023-2024 period due to loss or removal - resulting in a count of 26% of signs missing or removed.

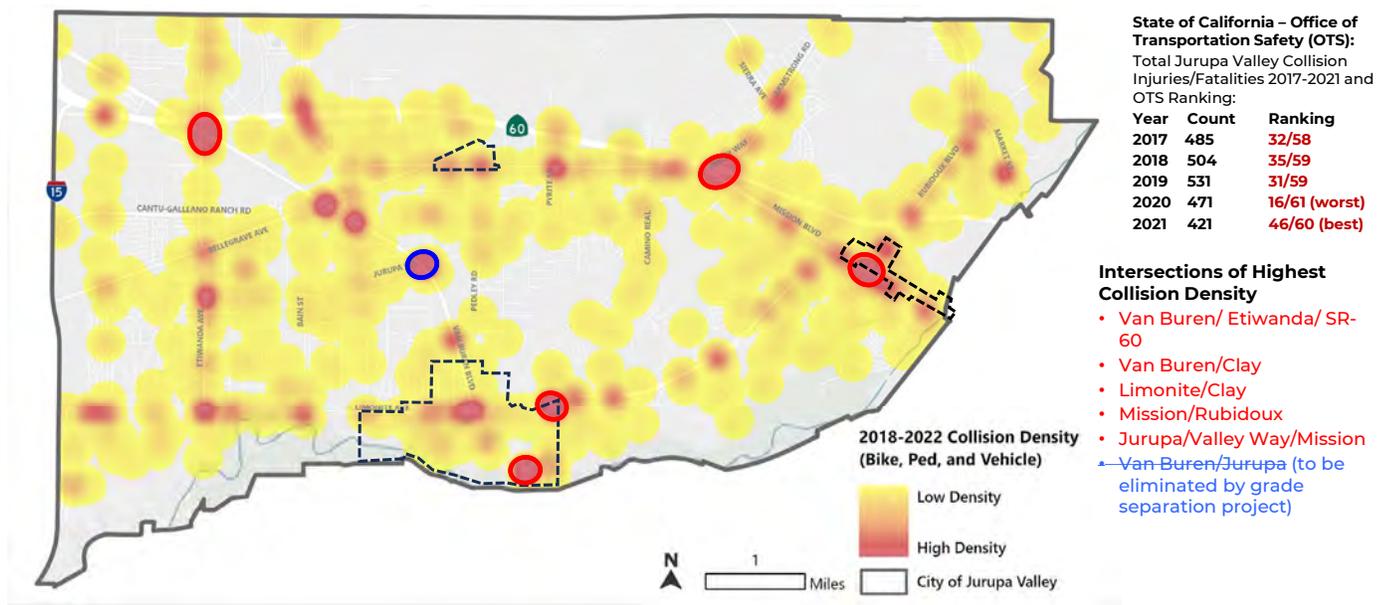
Figure A.3.6 Corridors Plan - Speed Limits (2023) & Past Changes - Based on the previous two maps of posted Speed Limits in 2011 and 2023, this map notes segments where posted speed limits increased or decreased, and the apparent year the change took place.

FIGURE A.3.7 | CORRIDORS PLAN – SPEED SURVEY RESULTS (2013-2018)



From City of Jurupa Valley sponsored Speed Surveys 2013-2018

FIGURE A.3.8 | CORRIDORS PLAN - COLLISION “HEAT MAP” 2018-2022



Sources: Streetlight Data/Fehr & Peers (May 2023); State of California Office of Transportation Safety

Notes:

Figure A.3.7 Corridors Plan - Speed Survey Results (2013-2018) maps the results of speed surveys conducted by the city in 2013 and 2018 (latest surveys available), where greater or fewer percentage of vehicles were recorded as moving faster than the “pace speed” - the highest 10% of radar-recorded vehicle speeds; this roughly

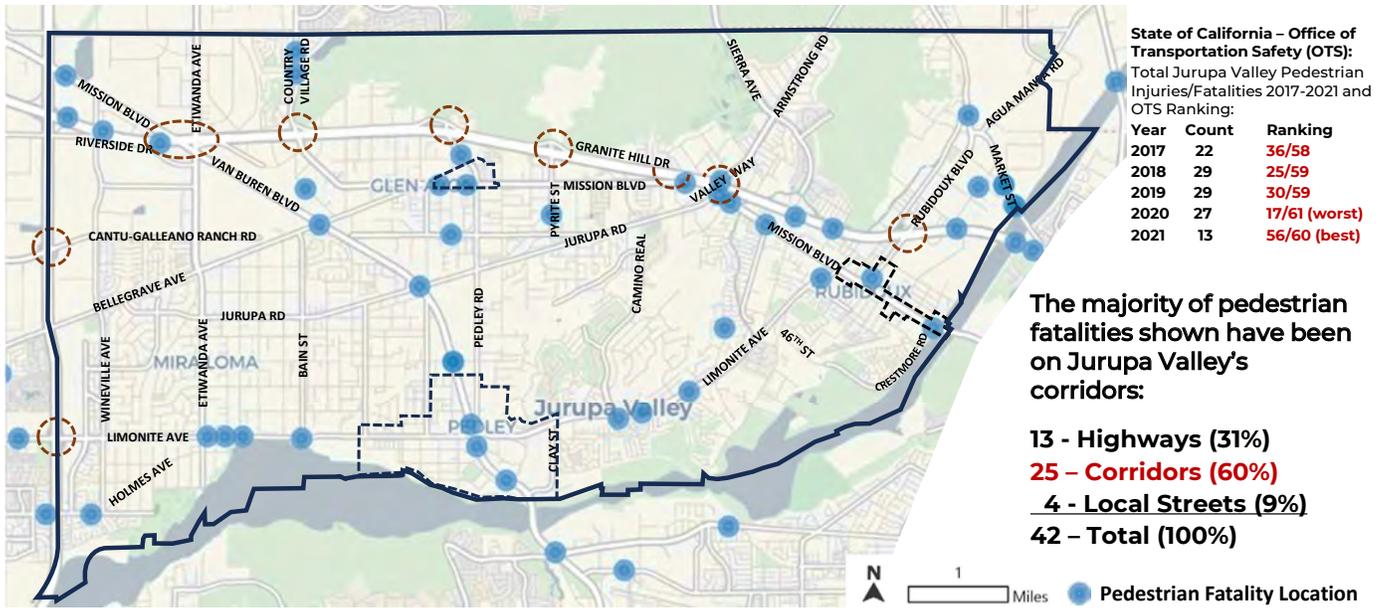
correlates to segments where more speeding is likely to occur.

Figure A.3.8 Corridors Plan - Collision “Heat Map” 2018-2022 maps the concentrations of collision densities (bike, pedestrian and vehicular) throughout the city’s corridors, with red circles marking the highest density

intersection. A table of California Office of Transportation Safety (OTS) rankings for Jurupa Valley (relative to 59 similar cities) for the years 2017 to 2021 is also displayed, indicating that Jurupa Valley falls roughly in the middle.

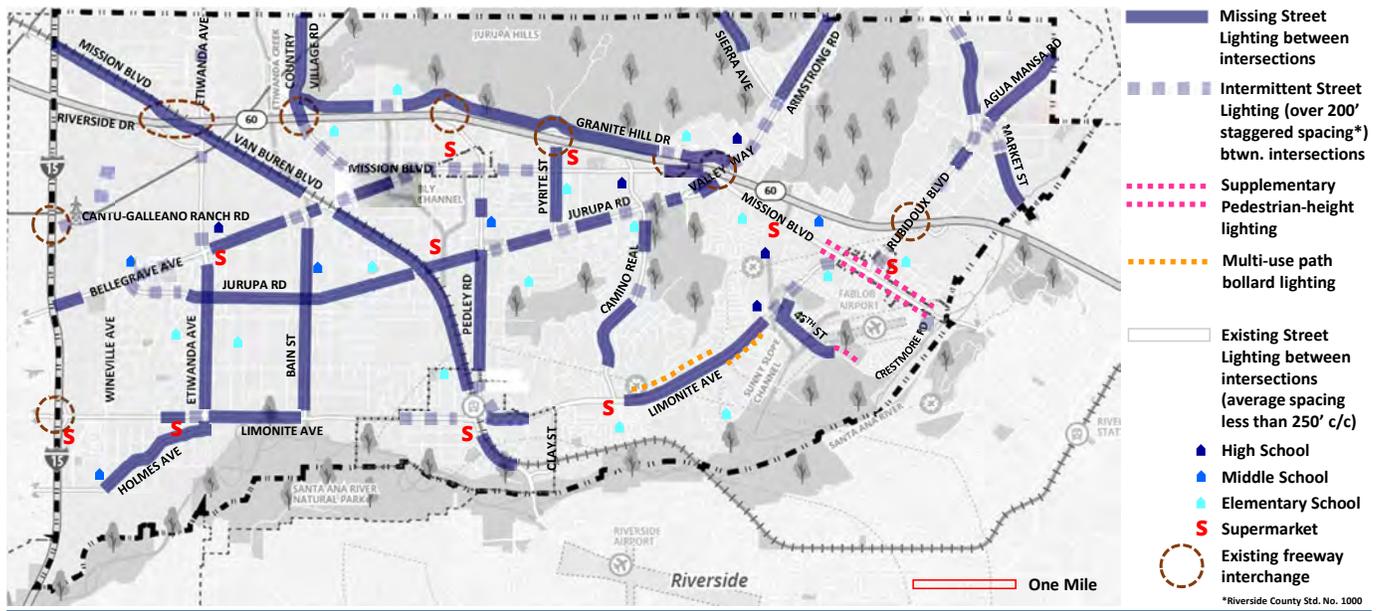
A.4 | Pedestrian Safety and Accessibility

FIGURE A.4.1 | CORRIDORS PLAN - PEDESTRIAN FATALITIES 2008-2022



Source: US National Highway Traffic and Safety Administration; Smart Growth America "Dangerous by Design 2024"

FIGURE A.4.2 | CORRIDORS PLAN - CORRIDORS PLAN - EXISTING CORRIDOR STREET LIGHTING



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

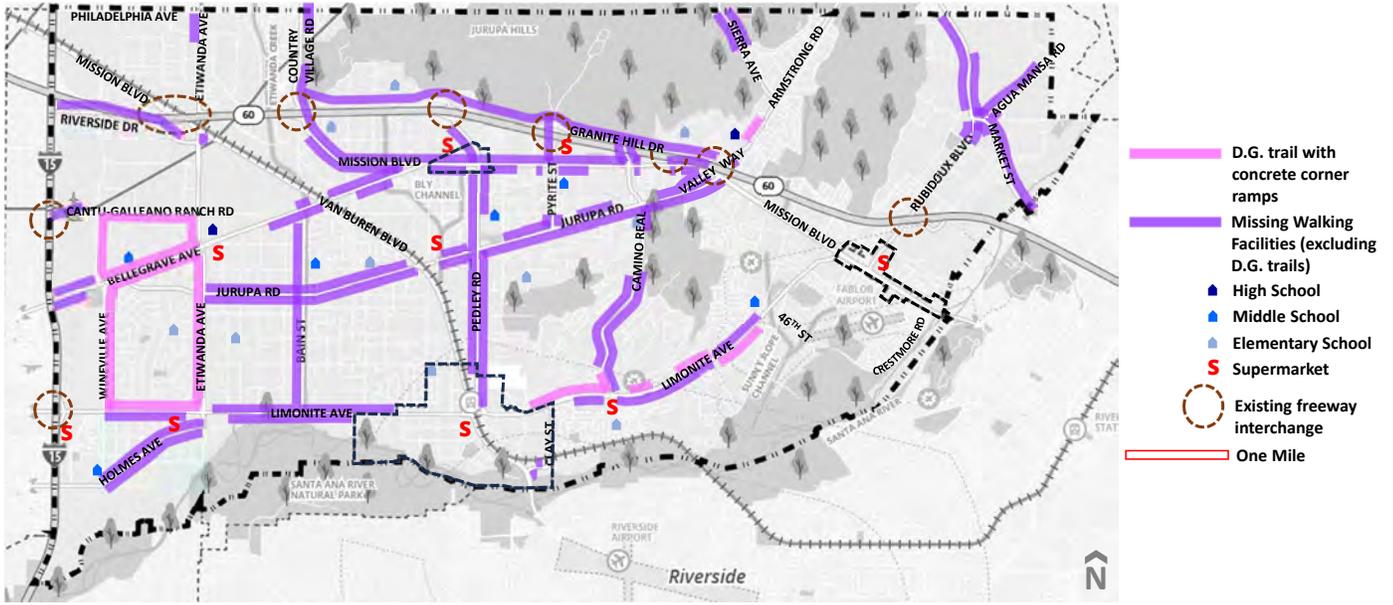
Notes:

Figure A.4.1 Corridors Plan - Pedestrian Fatalities 2008-2022 maps (from US National Highway Traffic and Safety Administration Records) the locations of pedestrian fatalities on all city roadways during this period, highlighting that 60% of pedestrian fatalities occurred on the City's corridors.

Figure A.4.2 Corridors Plan - Existing Corridor Street Lighting maps corridor segments where between intersections (which are always illuminated), street lighting is absent or infrequent (i.e. over the Riverside County standard of 200' staggered spacing). Alternate types of existing supplementary street or path lighting such as pedestrian-

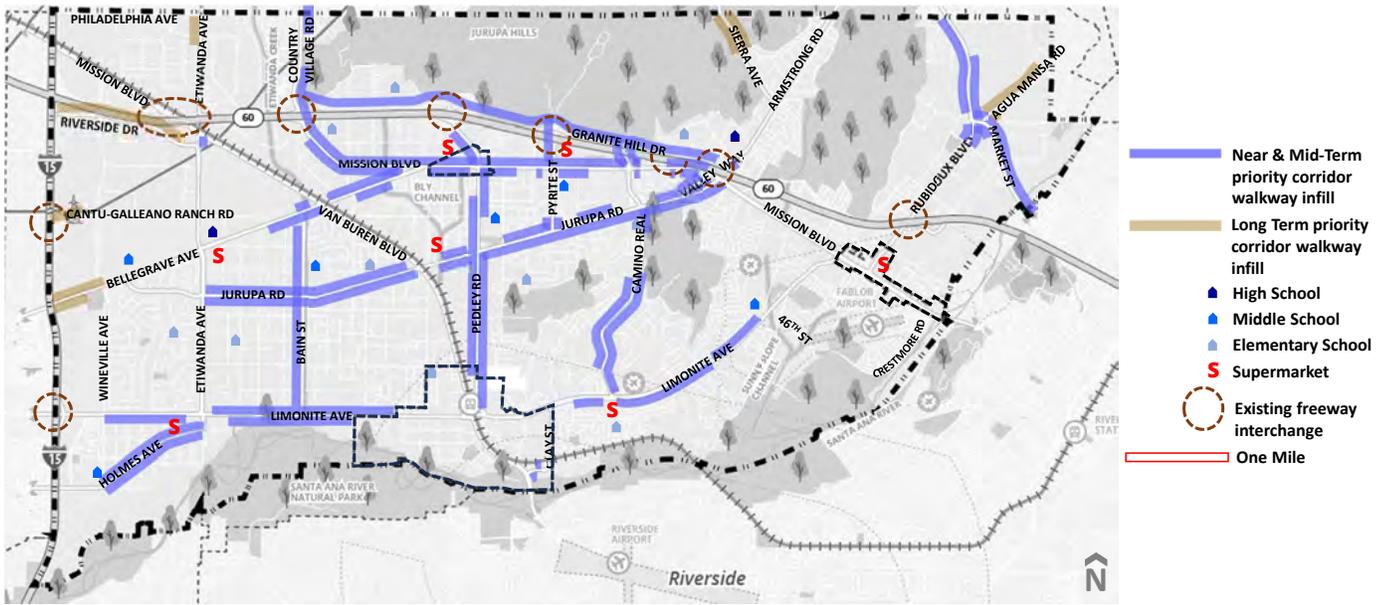
height streetlight poles and bollard path-mounted lighting is also shown. The locations of freeway intersections, schools, and supermarkets are also shown for reference.

FIGURE A.4.3 | CORRIDORS PLAN - MISSING SIDEWALKS



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning *Some "rural character" streets have no sidewalks.

FIGURE A.4.4 | CORRIDORS PLAN - POTENTIAL SIDEWALK GAP CLOSURES AND PRIORITY



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

Notes:

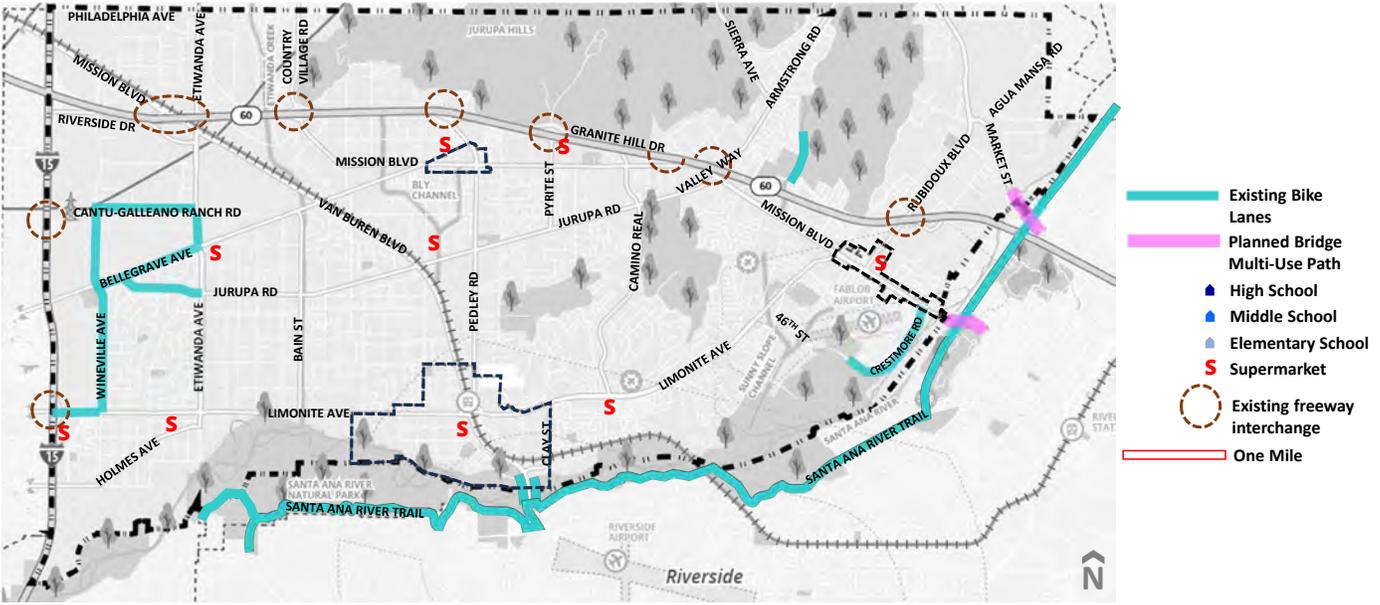
Figure A.4.3 Corridors Plan - Missing Sidewalks locates corridor segments where sidewalks are predominantly missing (though intersection corners sidewalks may be paved and/or have crosswalks). Sidewalks are also noted where surfaces are of decomposed granite for equestrian/pedestrian use, though these may not be fully ADA

compliant. Some narrower corridor segments of "missing" sidewalks may be intended retain rural character.

Figure A.4.4 Corridors Plan - Potential Sidewalk Gap Closures and Priority examines the "Missing Sidewalks" map and suggest possible segments closer to homes, schools and supermarkets (in contrast to industrial or undeveloped areas) for potential near and mid-term paved sidewalk infill.

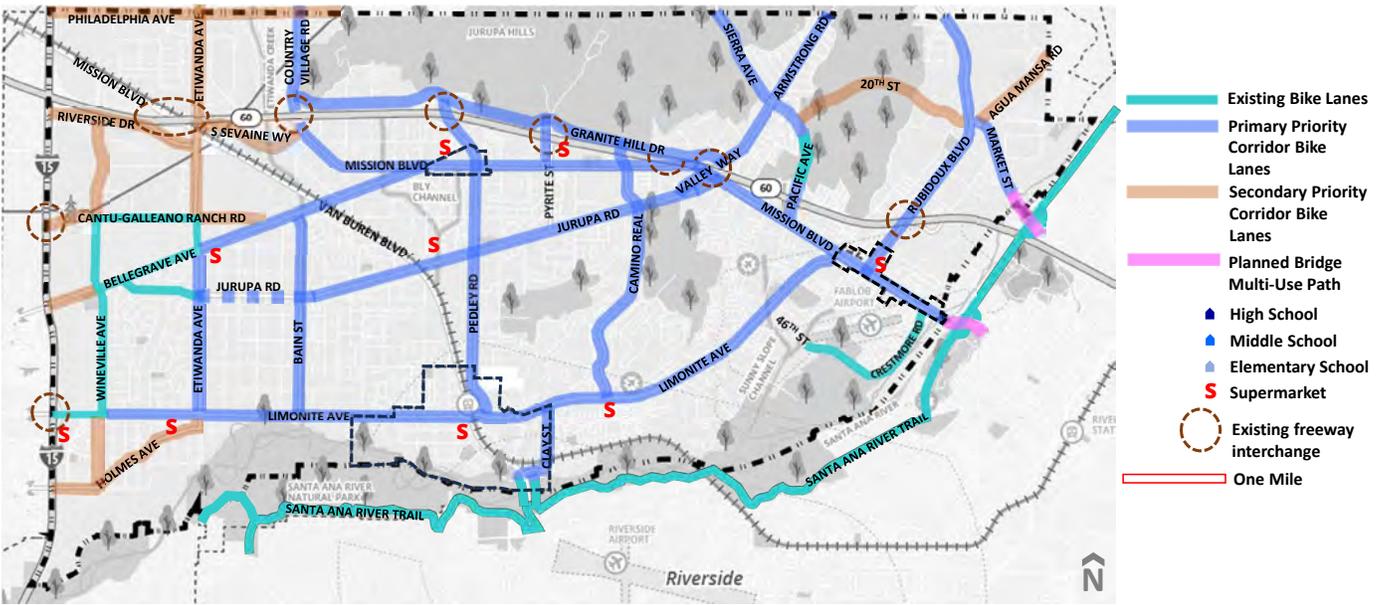
A.5 | Bike, Equestrian, Transit, and Truck Considerations

FIGURE A.5.1 | CORRIDORS PLAN - MISSING BICYCLE FACILITIES



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

FIGURE A.5.2 | CORRIDORS PLAN - POTENTIAL BIKE PATH GAP CLOSURES AND PRIORITY



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

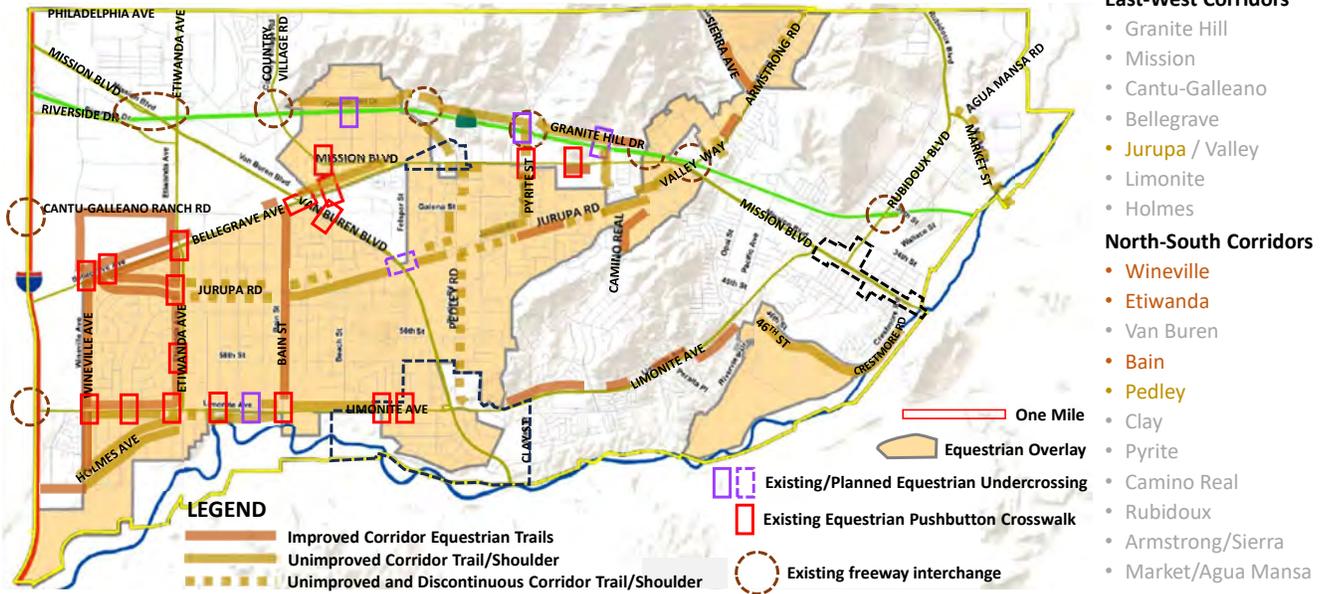
Notes:

Figure A.5.1 Corridors Plan - Missing Bicycle Facilities - Because most of the city's corridors lack bicycle facilities, the presence of existing bike lanes or off-street paths is mapped, along with planned multi-use Santa Ana River bridge crossings at Mission Boulevard and Market Street.

Figure A.5.2 Corridors Plan - Potential Bike Path Gap Closures and Priority - This maps explores a conceptual infill of primary and secondary priority bike lanes along corridors, again related to the proximity of residential neighborhoods and likely shopping, education and recreational bike trips. In many cases, few off-corridor alternative

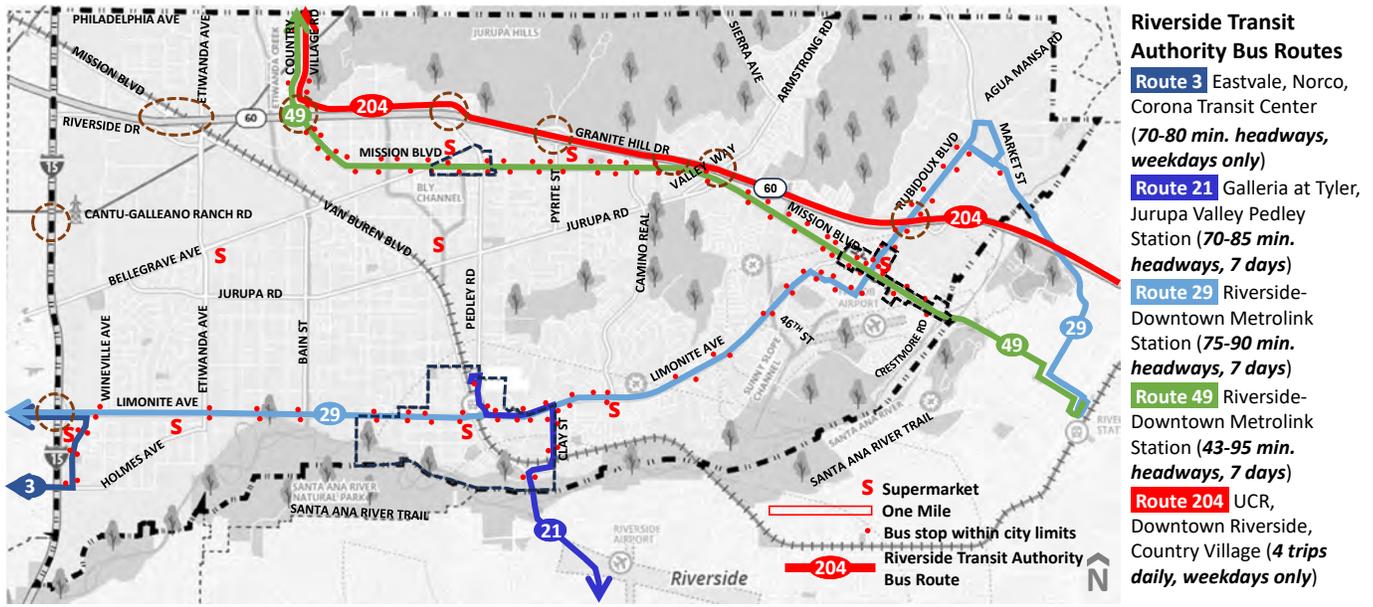
routes for bike lanes may be available or practical due to how street grids of the city's neighborhoods grew incrementally and not always with cross-neighborhood connections.

FIGURE A.5.3 | CORRIDORS PLAN - EXISTING CORRIDOR EQUESTRIAN FACILITIES



Equestrian Lifestyle Protection Overlay from 2017 General Plan; Routes verified by current Google Maps & Google Street View / Sargent Town Planning

FIGURE A.5.4 | CORRIDORS PLAN - EXISTING BUS ROUTES & STOPS



Routes From Riverside Transit Authority Maps, 2023; Bus Stops from Google Maps (current)/Sargent Town Planning

Notes:

Figure A.5.3 Corridors Plan - Existing Corridor Equestrian Facilities - the equestrian overlay encompasses most homes, stables and destinations of riders in the central and western portions of the city. Built equestrian facilities on corridors including trails, rail fencing and equestrian crosswalk pushbuttons are also concentrated

there, but many corridors still lack improvements - especially freeway and expressway crossings.

Figure A.5.4 Corridors Plan - Existing Bus Routes and Stops - existing RTA Bus Routes are located along the city's major corridors, including Limonite Ave, Mission Blvd, Rubidoux Blvd,

Pedley Rd and Clay St. Most routes have headways (wait times) greater than 1 hour. RTA Route 21 formerly provided north/south access through western/central Jurupa Valley along Etiwanda, Jurupa and Felspar Streets, but now terminates at the train station. A future link between Glen Avon and Pedley Town Centers may be desirable.

FIGURE A.5.5 | CORRIDORS PLAN - EXISTING RAIL TRACKS/SPURS

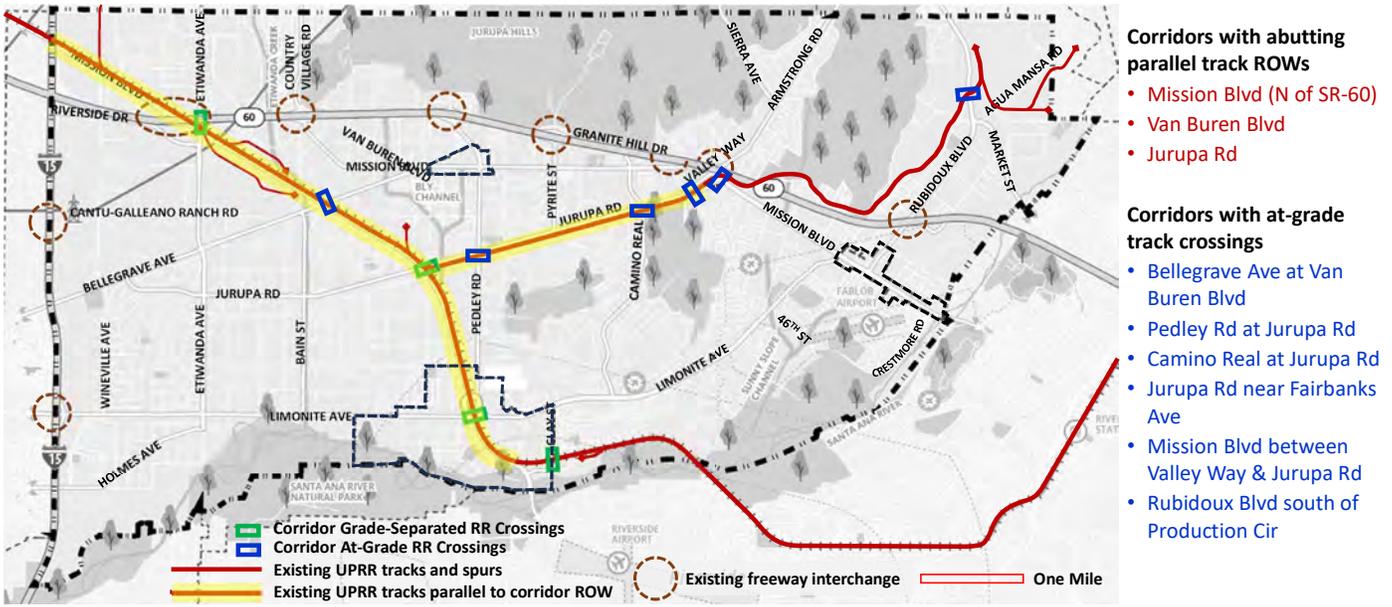
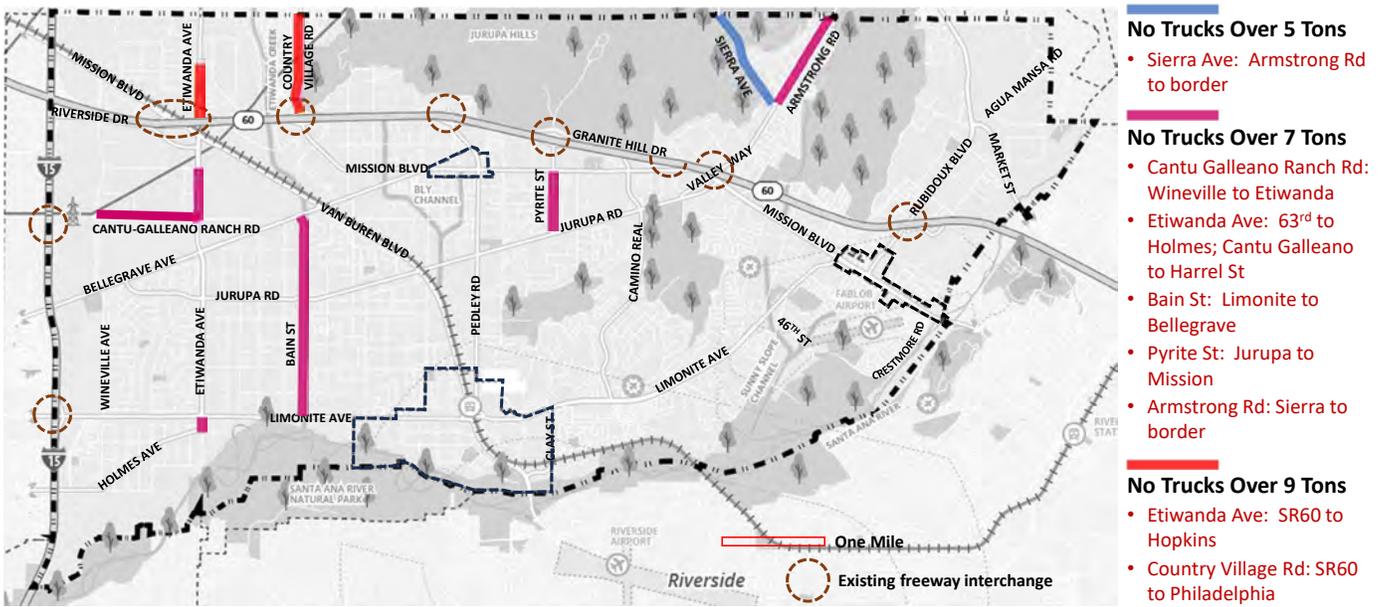


FIGURE A.5.6 | CORRIDORS PLAN - TRUCK WEIGHT RESTRICTIONS (2023)



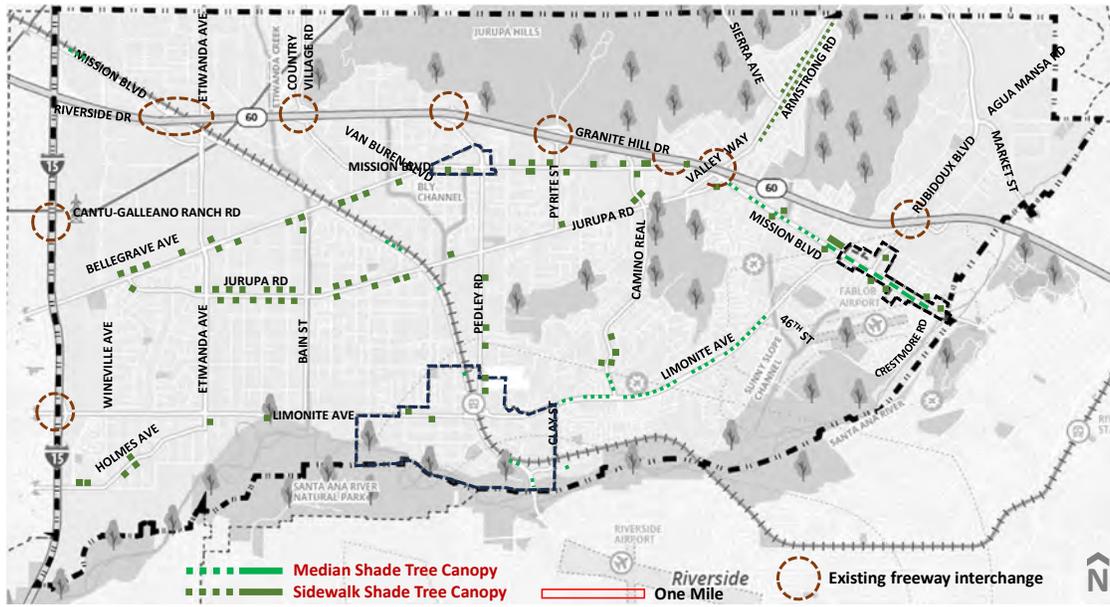
Notes:

Figure A.5.5 Corridors Plan - Existing Rail Tracks/Spurs - maps the location of existing Metrolink/UPRR lines and spurs and sidings. It includes indication of lines that run parallel and adjacent to corridors, as well as corridor at-grade and grade-separated crossings.

Figure A.5.6 Corridors Plan - Truck Weight Restrictions - shows adopted corridor routes with truck restrictions as of 2023. A separate Citywide Freight Analysis Plan that will update truck route policies and regulations is anticipated in 2026.

A.6 | Trees and Corridor Entries

FIGURE A.6.1 | CORRIDORS PLAN - EXISTING CORRIDOR SHADE TREE CANOPIES

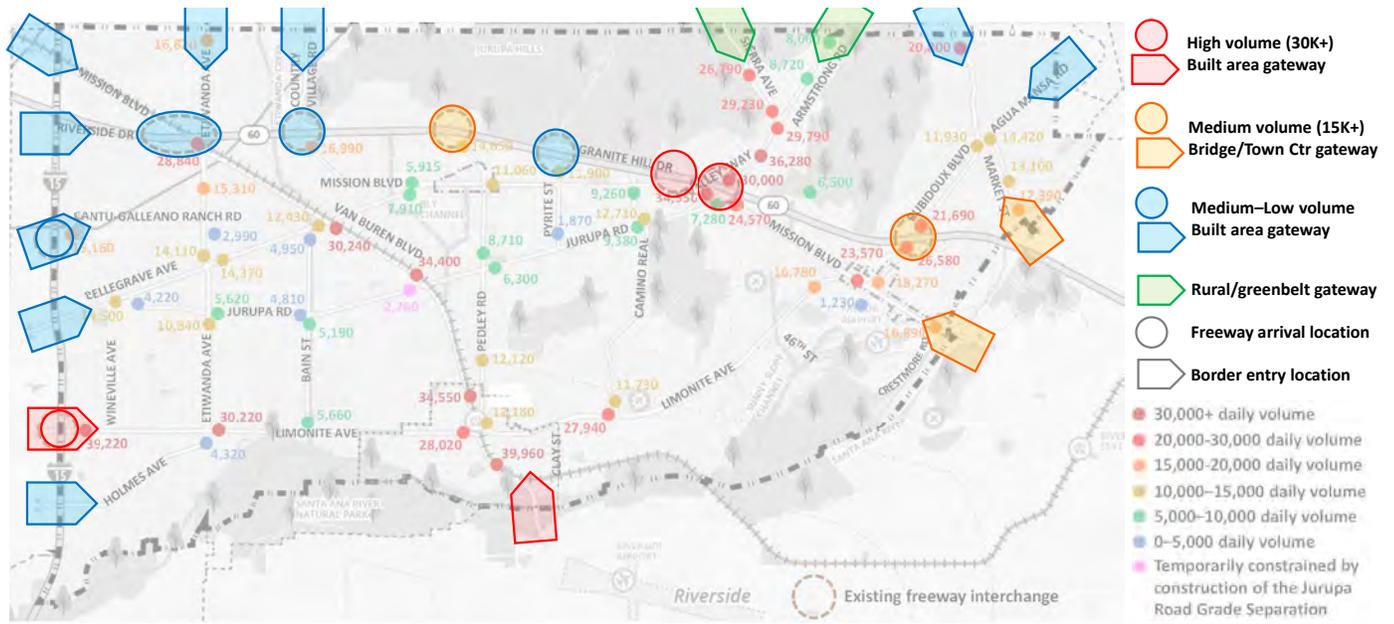


Sidewalk Shade Tree Canopies: Large spreading trees that actually shade corridor sidewalks are far apart.

Corridor Median Shade Tree Canopies can add cooling if they're broad enough and closely spaced – but only the Mission Boulevard median trees in Rubidoux Town center are large and spreading, and most of them are not closely spaced.

Tree Locations from Google Maps (current)/ Sargent Town Planning

FIGURE A.6.2 | CORRIDORS PLAN - CORRIDOR ENTRY TREATMENT OPPORTUNITIES



Estimated Corridor Traffic Volumes (2023) from Fehr & Peers Existing Conditions Analysis

Notes:

Figure A.6.1 Corridors Plan - Existing Corridor Shade Tree Canopies The pattern of dots (individual trees or clusters) and bars (closely-spaced rows of trees) shown approximate the existing distribution and density of shade tree canopies along the city's corridors. As shown, the majority of corridors lack consistent

shade canopies, making daytime walking, biking and horseback riding challenging during the city's warm months. Significantly increasing tree canopies will provide more shade and cooling to both streets and neighborhoods.

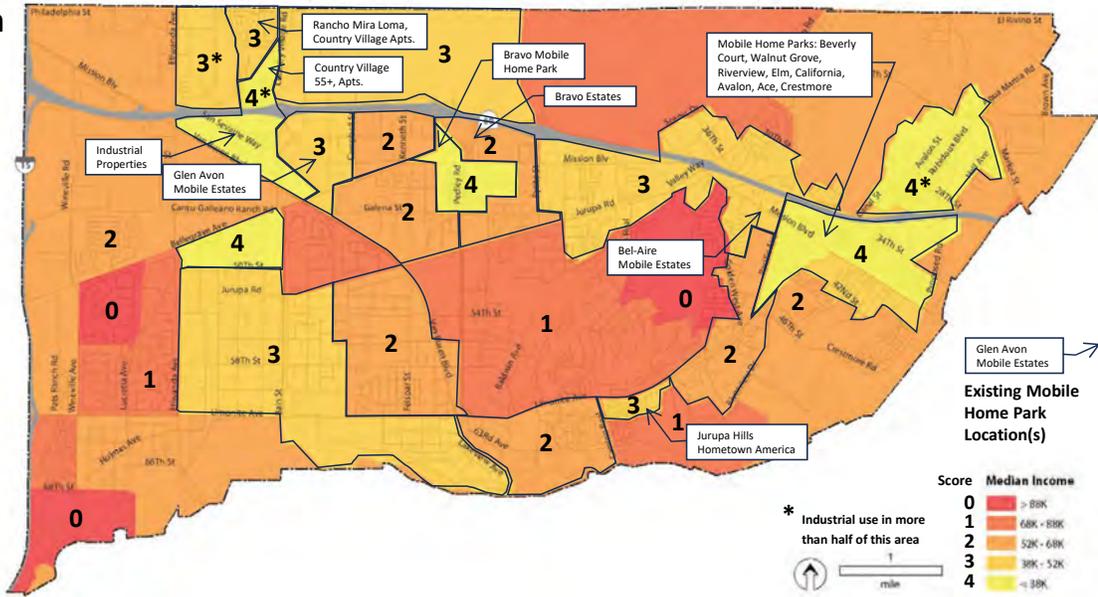
Figure A.6.2 Corridors Plan - Corridor

Entry Treatment Opportunities This map provides an initial assessment of corridor gateway and signage treatment opportunities at city borders and freeway entrance points according to traffic volumes and place types (Bridge, Town Center and Rural/Greenway locations); see Appendix D for further development.

A.7 | Equity Considerations

FIGURE A.7.1 | CORRIDORS PLAN - EQUITY CONSIDERATIONS

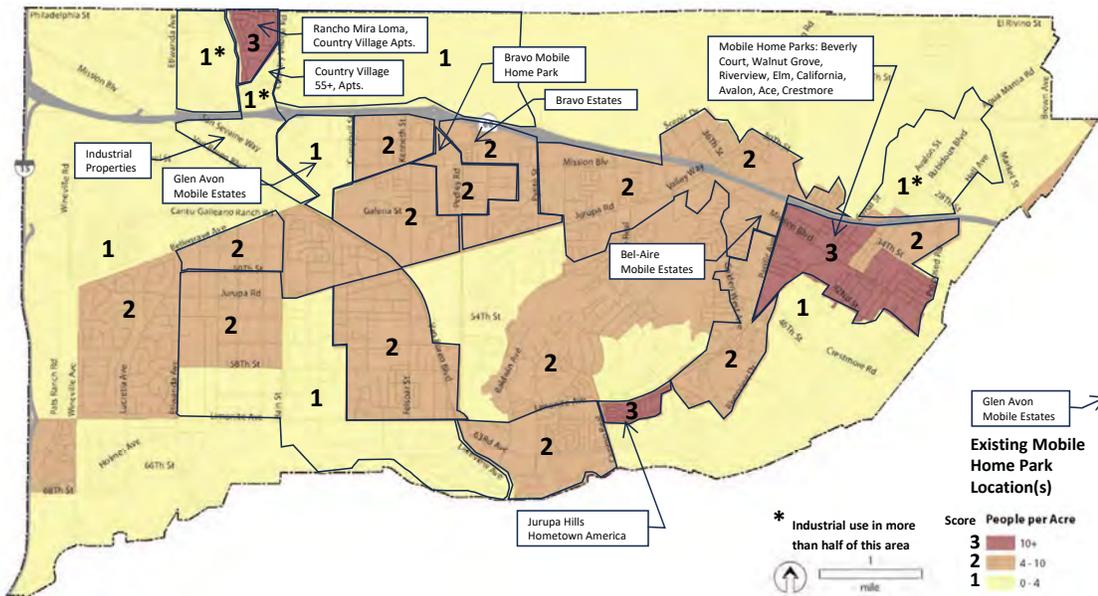
Lower Median Income Pattern
Relative Scoring



Base Map from City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians – June 2018

FIGURE A.7.2 | CORRIDORS PLAN - EQUITY CONSIDERATIONS

Population Density Pattern
Relative Scoring



Base Map from City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians – June 2018

Notes:

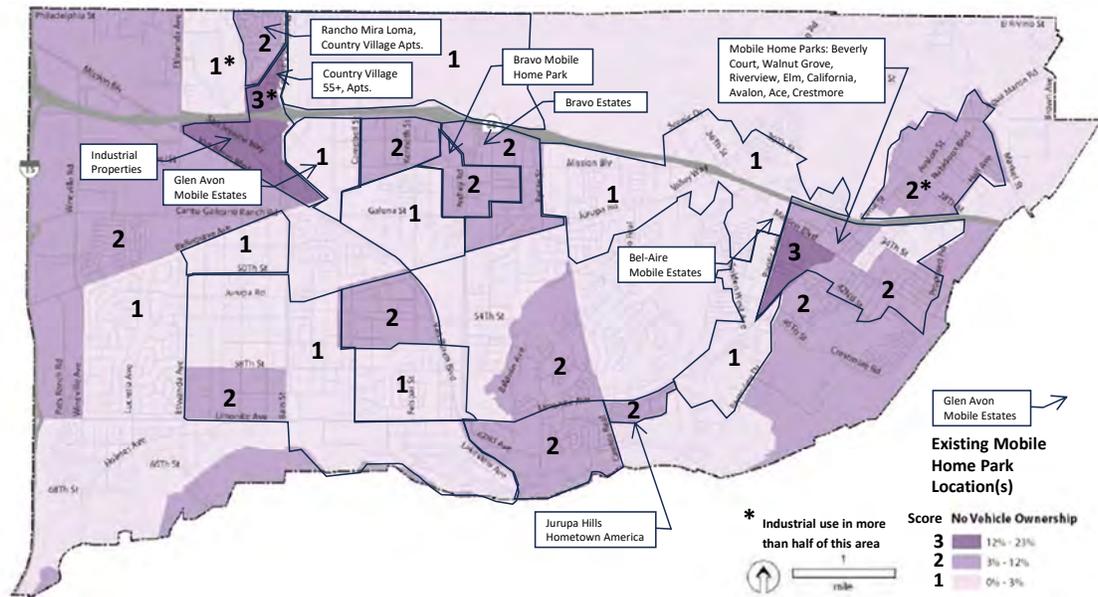
Figures A.7.1 through A.7.4 (this page and facing page) - From the **2018 Circulation Master Plan for Bicyclists and Pedestrians (CMPBP)**, these 4 analysis maps were selected: **Figure A.7.1 Lower Median Income Pattern**, **Figure A.7.2 Population Density Pattern**, **Figure A.7.3 No Vehicle Ownership Pattern**, and

Figure A.7.4 Child Resident Density Pattern. As a means of visualizing equity considerations, each map's gradient of density/intensity zones was assigned a scoring number, with higher scores representing lower household income, higher population density, lower household vehicle ownership, and higher child resident density

households. Maps combining these results could then show geographic patterns of higher cumulative scores, potentially representing households more likely to need options for walking, biking and transit along corridors if available - in effect, one means of assessing equity in relation to potential corridor improvements based on need.

FIGURE A.7.3 | CORRIDORS PLAN - EQUITY CONSIDERATIONS

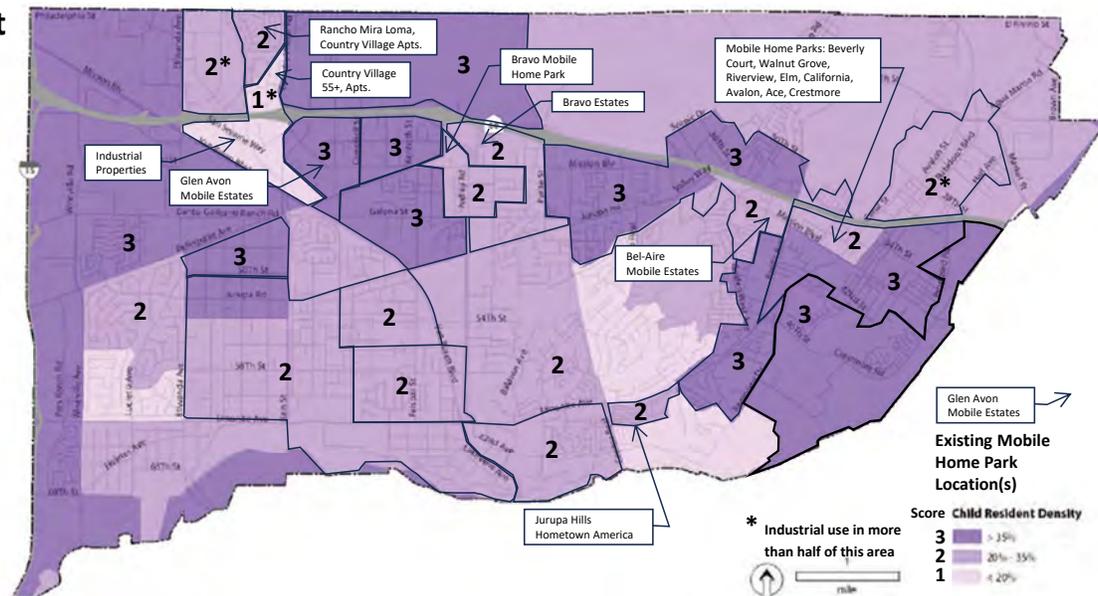
No Vehicle Ownership Pattern
Relative Scoring



Base Map from City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians – June 2018

FIGURE A.7.4 | CORRIDORS PLAN - EQUITY CONSIDERATIONS

Child Resident Density Pattern
Relative Scoring



Base Map from City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians – June 2018

Notes:

The **2018 CMPBP** notes that its maps were compiled from GIS analyses, field work, city staff input, and data from the *2014 American Community Survey*. Though this database dates from a decade past, we believe relative demographic, housing, and mobility conditions are not likely to have changed greatly in the city since

then (i.e. the housing stock and its location have not changed greatly).

Map labels also note locations of mobile home parks and presence of industrial properties.

Maps showing the pattern of cumulative scoring from the 4 maps (**Figure A.7.5 Corridors Plan - Areas**

of High Cumulative Equity Pattern Scores) and its overlay with mapping of gaps in corridor sidewalks (**Figure A.7.6 Corridors Plan - Overlay of Sidewalk Gap Closures & Equity Pattern**) and bike paths (**Figure A.7.7 Corridors Plan - Overlay of Bike Path Gap Closures & Equity Pattern**) appear on the following pages.

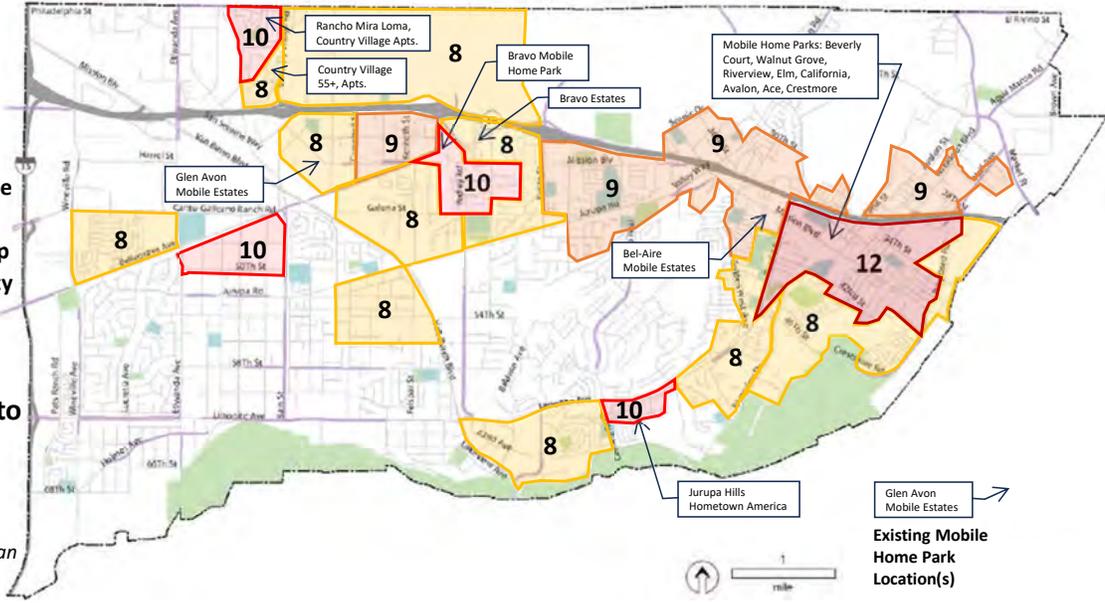
FIGURE A.7.5 | CORRIDORS PLAN - AREAS OF HIGH CUMULATIVE EQUITY PATTERN SCORES

Areas of High Cumulative Equity Pattern Scores:

- Lower Median Income
- Population Density
- No Vehicle Ownership
- Child Resident Density

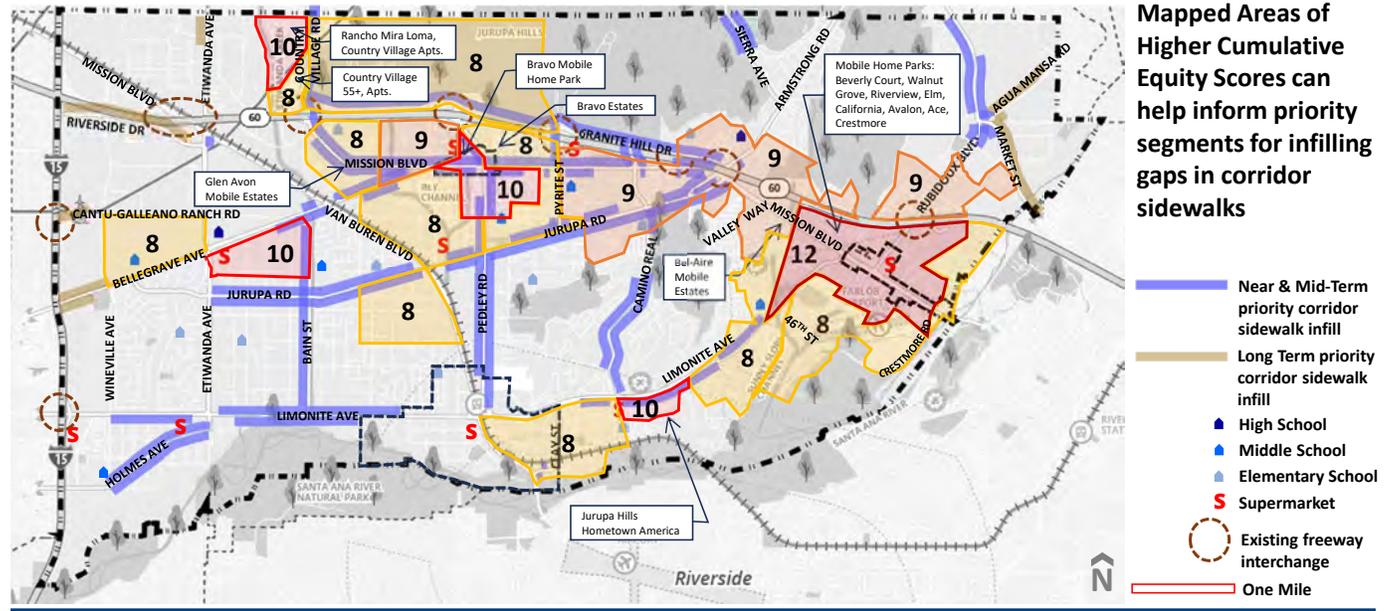
Higher Scores represent households more likely to rely on walking, biking and transit on corridors

(Cumulative scores less than 8 not shown)



Base Map from City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians – June 2018

FIGURE A.7.6 | CORRIDORS PLAN - OVERLAY OF SIDEWALK GAP CLOSURES & EQUITY PATTERN



Mapped Areas of Higher Cumulative Equity Scores can help inform priority segments for infilling gaps in corridor sidewalks

- Near & Mid-Term priority corridor sidewalk infill
- Long Term priority corridor sidewalk infill
- ▲ High School
- ▲ Middle School
- Elementary School
- S Supermarket
- Existing freeway interchange
- One Mile

Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

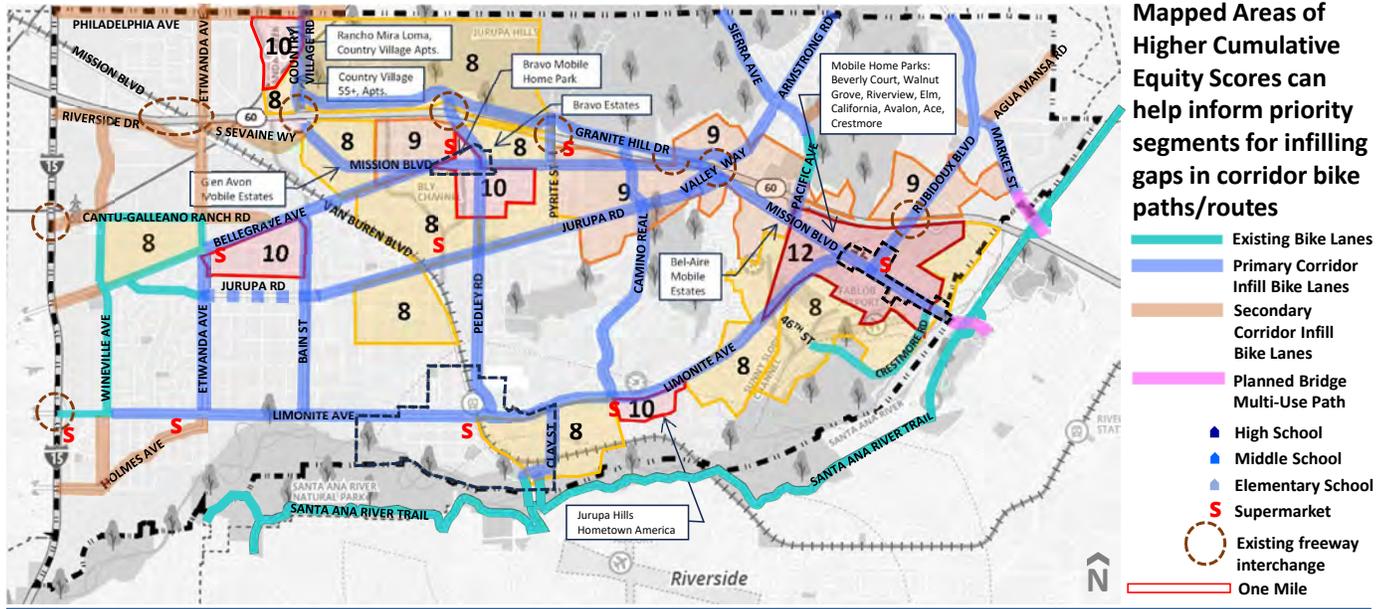
Notes:

Figure A.7.5 Corridors Plan (Areas of High Cumulative Equity Pattern Scores) maps the combined scores from maps of *Lower Median Income Pattern*, *Population Density Pattern*, *No Vehicle Ownership Pattern* and *Child Resident Density Pattern*. The highest score (12) includes the Rubidoux Town Center Overlay area and

neighborhoods to its immediate north and south, bounded by SR-60, Pacific Ave, Flabob Airport and Crestmore Rd (including several mobile home parks). The next highest scoring areas (10) included Glen Avon Town Center and neighborhoods east and south, including the *Bravo Mobile Home Park*; a northern Glen Avon area containing

the *Country Village Apartments* and *Rancho Mira Loma*, between the San Savaine Channel, Philadelphia Ave, Country Village Rd and the Fontana Lateral Channel; a Mira Loma area bounded by Etiwanda Ave, Bellegrave Ave, Bain St and 50th St; and a Pedley neighborhood containing the *Jurupa Hills Cascade* mobile home park.

FIGURE A.7.7 | CORRIDORS PLAN - OVERLAY OF BIKE PATH GAP CLOSURES & EQUITY PATTERN



Source: Analysis of current Google Maps & Google Street View along corridors / Sargent Town Planning

Notes:

In **Figure A.7.6 Corridors Plan - Overlay of Sidewalk Gap Closures & Equity Pattern**, corridor sidewalk gaps do not appear within the highest scoring Rubidoux area, though there may be need for improvements at a finer scale. Sidewalk gaps within moderate to high scoring areas are evident along much of Mission Blvd,

and portions of northern Pedley Rd, eastern Bellegrave Ave, eastern Jurupa Rd, eastern Limonite Ave, northern Bain St and Granite Hill Dr.

In **Figure A.7.7 Corridors Plan - Overlay of Bike Path Gap Closures and Equity Pattern**, as nearly all corridors citywide are lacking in bike lanes, areas of

their overlay with higher cumulative equity scores are widespread, with the Rubidoux Town Center and environs showing the highest levels of potential need and most of the length of Mission Blvd similarly showing higher levels of potential need.



EXISTING MID-BLOCK CROSSWALK

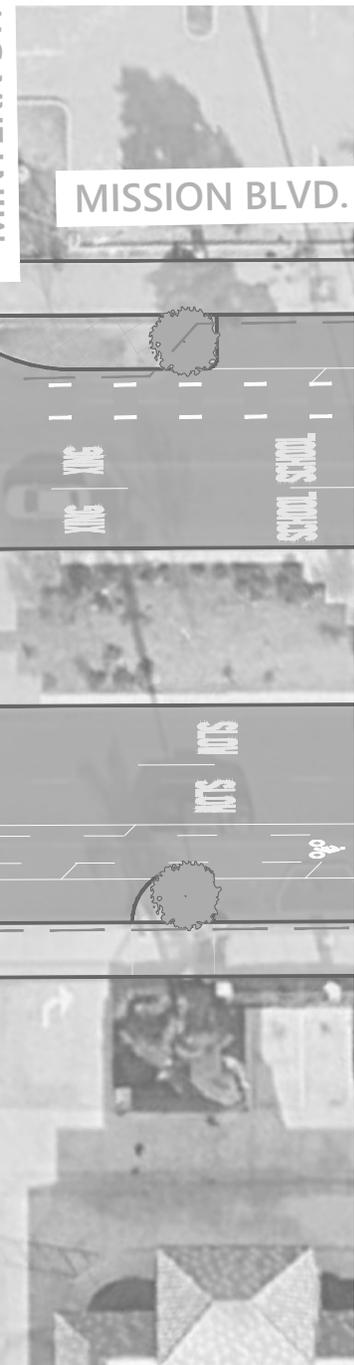
RECTANGULAR RAPID FLASHING BEACON (RRFB)

TWINING ST.

MINTERN ST.

Appendix B

TOWN CENTER CORRIDOR SEGMENTS: 20% CONCEPT PLANS



INTRODUCTION

The 20%-level engineering plans in this Appendix depict conceptual street improvements within the Rubidoux, Glen Avon and Pedley Town Centers, totaling about 4 miles in length. The Town Center Corridor Segments are an initial focus of corridor improvement due to their potentials to implement the Citywide Corridor Plan’s four combined goals for improvements in safety, identity, economic benefit and equity as outlined in Chapters 1, 2 and 3. Improvement concepts have also incorporated a practical re-use of existing street infrastructure together with minimizing of capital costs and disruptions where possible.

These plans introduce design concepts at a high level to enable corresponding order-of-magnitude cost estimates, segment by segment as noted on the plan sheets (including alternatives in some cases) - please refer to Appendix C, Town Center Corridor Segments: 20% Cost Estimates. The division of estimates into segments is also intended to facilitate potential phasing of improvements. No specific design features are as yet “cast in stone” and site survey verification, detailed stakeholder consultation, further design development, balancing of property impacts and trade-offs, and value engineering to best achieve project goals within constraints remain to be performed and evaluated.

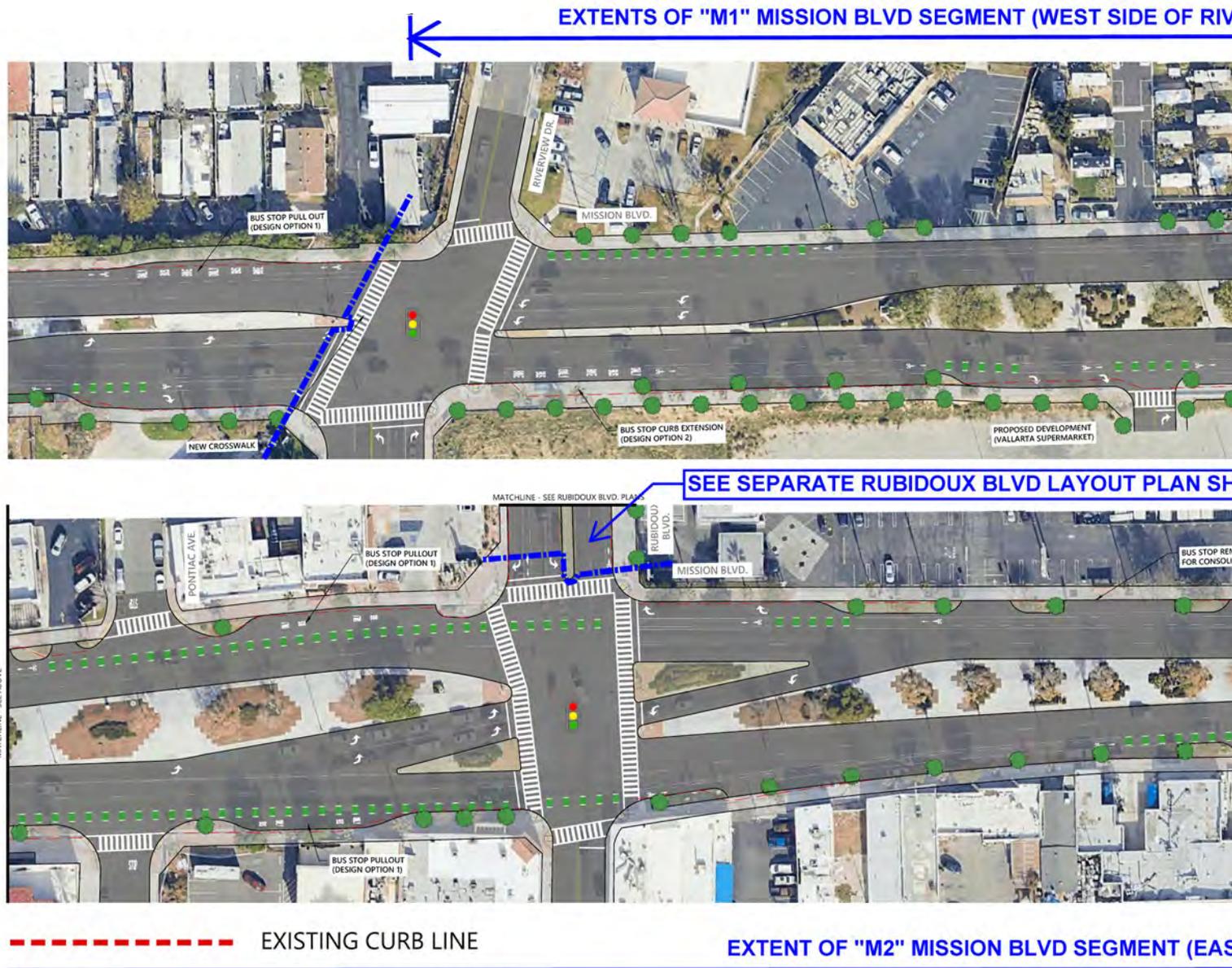
IN THIS CHAPTER

B.1 Town Center Corridors: Rubidoux Town Center	158
A. Mission Blvd (Riverview Dr to Mennes Ave)	158
B. Mission Blvd (Mennes Ave to Crestmore Rd)	160
C. Rubidoux Blvd (Mission Blvd to 34th St)	162
B.2 Town Center Corridors: Glen Avon Town Center	164
A. Mission Blvd (Bellegrave Ave to Pedley Rd)	164
B. Pedley Rd (Mission Blvd to Francisco Jr Ave)	168
B.3 Town Center Corridors: Pedley Town Center	170
A. Limonite Ave (Felspar St to Baldwin Ave)	170
B. Limonite Ave (Additive Alternate for Frontage Lanes)	172
C. Pedley Rd (Limonite Ave to 58th St)	174
B.4 Crosstown Corridors: Representative 1,000' Segments	176
B.5 Neighborhood Corridors: Representative 1,000' Segments	178

B.1 | Town Center Corridors: Rubidoux Town Center

See [App. C.1](#) for corresponding cost estimate

A. MISSION BLVD (RIVERVIEW DR TO MENNES AVE)



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



INTERVIEW DR TO EAST SIDE OF AVALON ST)

EXTENTS OF "M2" MISSION BLVD SEGMENT (EAST SIDE OF AVALON ST TO EAST SIDE OF WALLACE ST)



MEET FOR ADJOINING "R1" RUBIDOUX BLVD SEGMENT



EAST SIDE OF AVALON ST TO EAST SIDE OF WALLACE ST)

1"=40'

B. MISSION BLVD (MENNES AVE TO CRESTMORE RD)

EXTENT OF "M2" MISSION BLVD SEGMENT FOR ESTIMATE
(EAST SIDE OF AVALON ST TO EAST SIDE OF WALLACE ST)

EXTENT OF "M3" MISSION



EXTENT OF "M3" MISSION BLVD SEGMENT FOR ESTIMATE (EAST SIDE OF WALLACE ST TO EAST SIDE OF CRESTMORE AVE)



NOTES:

- EXISTING
- BUS STOP
- PUBLIC A
- TREES AR
- SELECTIO
- EXISTING
- CAN LIKE
- PROPOSE
- LIGHTING
- RECOMM
- MANAGE

1"=40'



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



BLVD SEGMENT FOR ESTIMATE (EAST SIDE OF WALLACE ST TO EAST SIDE OF CRESTMORE AVE)



MEDIAN AND SIDEWALK LOCATIONS ARE PRESERVED.

PROPOSED DESIGN ALTERNATIVES ARE CONCEPTUAL. CURB EXTENSIONS CAN ALSO BE USED FOR PUBLIC REALM (E.G. PLANTER, OUTDOOR DINING, ETC.).

TREES SHOWN IN THEIR APPROXIMATE LOCATION TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS AND SPECIES WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.

EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB LINE WILL BE PRESERVED. FINAL CURB ADJUSTMENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.

PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTING.

CONSIDER REDUCING SIGNAL CYCLE LENGTHS TO REDUCE PEDESTRIAN DELAY AND UPDATING SIGNAL TIMING TO ACCOMMODATE VEHICLE SPEEDS.

--- EXISTING CURB LINE

C. RUBIDOUX BLVD (MISSION BLVD TO 34TH ST)

EXTENTS OF "R1" RUBIDOUX BLVD SEGMENT FOR ESTIMATE



SEE SEPARATE MISSION BLVD LAYOUT PLAN SHEET FOR ADJOINING "M2" MISSION BLVD SEGMENT FOR ESTIMATE

NOTES:

- TREES ARE SHOWN IN THEIR APPROXIMATE LOCATION TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS AND SELECTION WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.
- EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB LINE CAN LIKELY BE PRESERVED. FINAL CURB ADJUSTMENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.
- PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTING.
- RECOMMEND REDUCING SIGNAL CYCLE LENGTHS TO REDUCE PEDESTRIAN DELAY AND UPDATING SIGNAL TIMING TO MANAGE VEHICLE SPEEDS.



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



E (NORTH SIDE OF MISSION TO NORTH SIDE OF 34TH ST)



--- EXISTING CURB LINE



B.2 | Town Center Corridors: Glen Avon Town Center

See [App. C.2](#) for corresponding cost estimate

A. MISSION BLVD (BELLEGRAVE AVE TO PEDLEY RD)

DIVIDING LINE BETWEEN THE MISSION BLVD. ESTIMATE ALTERNATIVE (SEGMENT) OR ESTIMATE ALTERNATIVE "M4B" (BYPASS INTERSECTION WITH THE "M5" MISSION BLVD. SEGMENT TO EAST THAT IS COMMON



EXTENTS OF MISSION BLVD. ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT)

EXTENT OF THE "M4B" BYPASS INTERSECTION SEGMENT

NOTE - THE MISSION BLVD. EXTENTS OF THE ALTERNATIVE "M4B" BYPASS INTERSECTION SEGMENT ARE GREATER THAN THOSE OF OF THE ALTERNATIVE "M4A" 2 ROUNDABOUTS SEGMENT, BUT "M4A" HAS LONGER LENGTH EXTENTS ON THE 3 SIDE STREETS CONNECTING TO THE ROUNDABOUTS COMPARED TO "M4B."

SEE SEPARATE PLAN



--- EXISTING CURB LINE

--- EXTENT OF "M5" MISSION BLVD SEGMENT (FROM EAST SIDE OF AL)

NOTE: THE "M4A" (2 ROUNDABOUTS SEGMENT) COST ESTIMATE EXCLUDES POTENTIAL LAND ACQUISITION COSTS



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



VE "M4A" (2 ROUNDABOUTS
ION SEGMENT) ON THE WEST,
N TO BOTH ALTERNATIVES.



HE "M5" MISSION BLVD SEGMENT (FROM EAST SIDE OF ALT. M4A OR M4B, TO THE EAST SIDE OF PEDLEY RD)

LAN SHEET FOR ADJOINING "P3" PEDLEY RD SEGMENT EXTENTS FOR ESTIMATE



T. M4A OR M4B, TO EAST SIDE OF PEDLEY RD)

STS.



WESTERN LIMIT OF WORK TO ACCOMMODATE TRANSITION STRIPING TO EASTBOUND RIGHT TURN LANE

ALTERNATIVE CONFIGURATION AT BELLEGRIVE AVE./FELSPAR ST. WITH TRAFFIC



MISSION BLVD. EXTENTS OF THE "M4B" (BYPASS INTERSECTION SEGMENT)

NOTES:

1. THE **WESTERN LIMIT** OF MISSION BLVD. WORK EXTENTS FOR THIS ESTIMATE ALTERNATIVE "M4B" (BYPASS INTERSECTION SEGMENT) EXTENDS FURTHER WEST BEYOND THE EDGE OF THE DRAWING WINDOW ON THIS PAGE; AND EXTENDS FURTHER THAN THE WESTERN LIMIT OF THE ESTIMATE ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT), DUE TO EASTBOUND STRIPING FOR A SAFE TRANSITION TO THE EASTBOUND BYPASS ALTERNATIVE SHOWN ABOVE.
2. THE **EASTERN LIMIT** OF MISSION BLVD. WORK EXTENTS FOR THIS ESTIMATE ALTERNATIVE "M4B" (BYPASS INTERSECTION SEGMENT) EXTENDS FURTHER EAST BEYOND THE EDGE OF THE DRAWING WINDOW ON THIS PAGE, IN ORDER TO MATCH WITH THE EASTERN LIMIT OF THE ESTIMATE ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT) SHOWN FOR THE ESTIMATE ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT).
3. **AS A RESULT, THE ESTIMATE ALTERNATIVE "M4B" (BYPASS INTERSECTION SEGMENT) WILL HAVE A GREATER OVERALL LENGTH THAN THE ESTIMATE ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT);** LAYOUT SPECIFICS ARE DETERMINED BY THE ENGINEER.
4. THE "M4B" (BYPASS INTERSECTION SEGMENT) COST ESTIMATE EXCLUDES POTENTIAL LAND ACQUISITION COSTS.



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



DIVIDING LINE BETWEEN THE MISSION BLVD ESTIMATE ALTERNATIVE "M4A" (2 ROUNDABOUTS SEGMENT) OR ESTIMATE ALTERNATIVE "M4B" (BYPASS INTERSECTION SEGMENT) ON THE WEST, WITH THE "M5" MISSION BLVD SEGMENT TO THE EAST THAT IS COMMON TO BOTH ALTERNATIVES.

TRAFFIC SIGNALS



MENT)

TERSECTION SEGMENT) EXTENDS THAT OF THE ESTIMATE THE RIGHT TURN LANE IN THE "M4B"

TERSECTION SEGMENT) EXTENDS SAME ESTIMATE DIVIDING LINE

ER OVERALL LENGTH THAN THE AILED IN THE CAD DRAWING FILE. OR LAND SWAP COSTS.

NOTES:

- PROPOSED LANE REDUCTION ON MISSION BLVD. WEST OF PEDLEY ROAD. TWO LANES IN EACH DIRECTION PRESERVED EAST OF PEDLEY ROAD DUE TO HIGHER TRAFFIC VOLUMES.
- FURTHER EVALUATION OF ROUNDABOUT RECOMMENDED. ALTERNATIVE SIGNALIZED INTERSECTION WITH RE-ROUTED BELLEGRAVE AVE DESIGN SHOWN TO THE LEFT.
- EQUESTRIAN TRAILS WILL INCORPORATE WOOD RAIL FENCE EDGE BETWEEN ON STREET PARKING AND SIDEWALK
- PARKING CONFIGURATION IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DRIVEWAY LOCATIONS.
- TREES ARE SHOWN IN THEIR APPROXIMATE LOCATION TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS AND SELECTION WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.
- EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB LINE CAN LIKELY BE PRESERVED. FINAL CURB ADJUSTMENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.
- PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTING.
- RECOMMEND REDUCING SIGNAL CYCLE LENGTHS TO REDUCE PEDESTRIAN DELAY AND UPDATING SIGNAL TIMING TO MANAGE VEHICLE SPEEDS.

B. PEDLEY RD (MISSION BLVD TO FRANCISCO JR AVE)



Fehr & Peers

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

EXTENTS OF (AVE). NOTE: COSTS MAY BE WIDENING TO

SARGENT
TOWN PLANNING



NOTES:

- CONCEPT INCLUDES WIDENING PEDLEY ROAD NORTH TO SR-60 INTERCHANGE.
- FURTHER EVALUATION OF TRAFFIC SIGNAL INSTALLATION RECOMMENDED.
- SIDEWALK AND TRAIL RECOMMENDATIONS ARE CONSISTENT WITH THE CITY'S TRAILS MASTER PLAN.
- TREES ARE SHOWN IN THEIR APPROXIMATE LOCATION TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS AND SELECTION WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.
- EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB LINE CAN LIKELY BE PRESERVED. FINAL CURB ADJUSTMENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.
- PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTING.
- RECOMMEND REDUCING SIGNAL CYCLE LENGTHS TO REDUCE PEDESTRIAN DELAY AND UPDATING SIGNAL TIMING TO MANAGE VEHICLE SPEEDS.



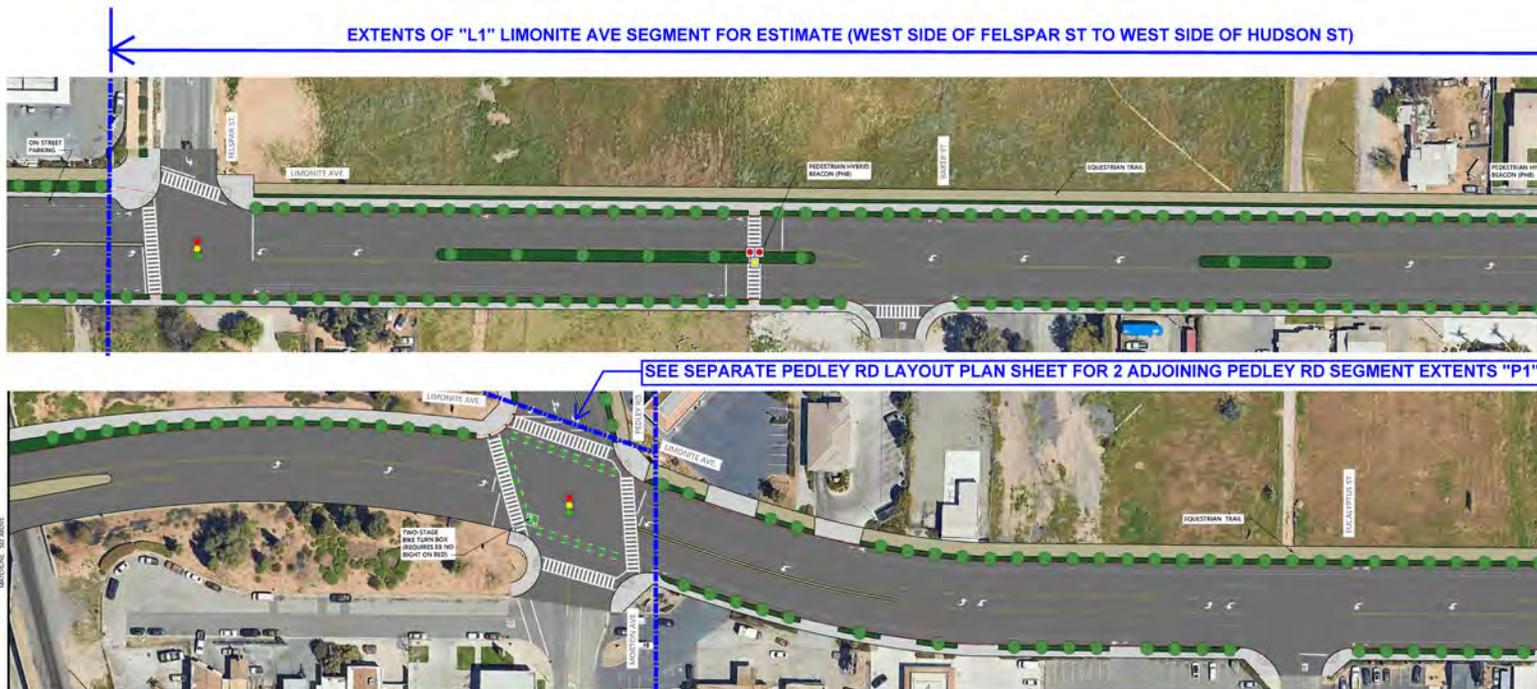
--- EXISTING CURB LINE

"P3" PEDLEY ROAD SEGMENT FOR ESTIMATE (NORTH SIDE OF MISSION BLVD TO NORTH SIDE OF FRANCISCO JR. AVE). FOR THE PORTION NORTH OF FRANCISCO JR. AVE TO BEN NEVIS BLVD OR FURTHER TO THE SR-60 ONRAMPS, BE EXTRAPOLATED FROM THIS SEGMENT ESTIMATE, CONTINGENT ON THE SCOPE OF A FUTURE PEDLEY ROAD TO MATCH THAT OF THE PEDLEY ROAD ROADWAY SEGMENT WIDTH FROM MISSION BLVD TO FRANCISCO JR. AVE.

B.3 | Town Center Corridors: Pedley Town Center

See [App. C.3](#) for corresponding cost estimate

A. LIMONITE AVE (FELSPAR ST TO BALDWIN AVE)



NOTES: EXTENTS OF "L2" LIMONITE AVE SEGMENT

- VAN BUREN BLVD AND RAILROAD UNDERCROSSING MULTI-USE PATH WILL REQUIRE CONSTRUCTION OF TIE-BACK WALL.
- EQUESTRIAN TRAILS WILL INCORPORATE WOOD RAIL FENCE EDGE AS IS TYPICAL ON LIMONITE AVE TO THE WEST.
- TREES ARE SHOWN IN THEIR APPROXIMATE LOCATION TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS AND SELECTION WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.
- EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB LINE CAN LIKELY BE PRESERVED. FINAL CURB ADJUSTMENTS TO BE DETERMINED BY AN ENGINEER.
- PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTS.



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



EXTENTS OF "L2" LIMONITE AVE SEGMENT FOR ESTIMATE (WEST SIDE OF HUDSON ST TO EAST SIDE OF PEDLEY RD & NORTH SIDE OF LIMONITE AVE/PEDLEY RD)



AND "P2" FOR ESTIMATE



VE SEGMENT FOR ESTIMATE (EAST SIDE OF PEDLEY RD TO EAST SIDE OF BALDWIN AVE)

--- EXISTING CURB LINE

SCAPE ARCHITECT.
 TMENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.
 LIGHTING.

B. LIMONITE AVE (ADDITIVE ALTERNATE FOR FRONTAGE LANE)



Image from Pedley Town Center Plan - Updated Adoption draft (July 16, 2025): FIGURE 2.13, LIMONITE AVENUE CORRIDOR - LONG TERM OPPORTUNITIES

ADD ALTERNATE BASIS FOR INFILL FRONTAGE AT NORTH SIDE OF LIMONITE AVE

- A
- B

New frontage lane segments A and B on north side of Limonite Ave, including (but not limited to) sidewalk, street lighting and street trees) similar to that shown on Fehr & Peeler (between Avon St and Amarillo St, north side). Cost estimate basis will be provided.

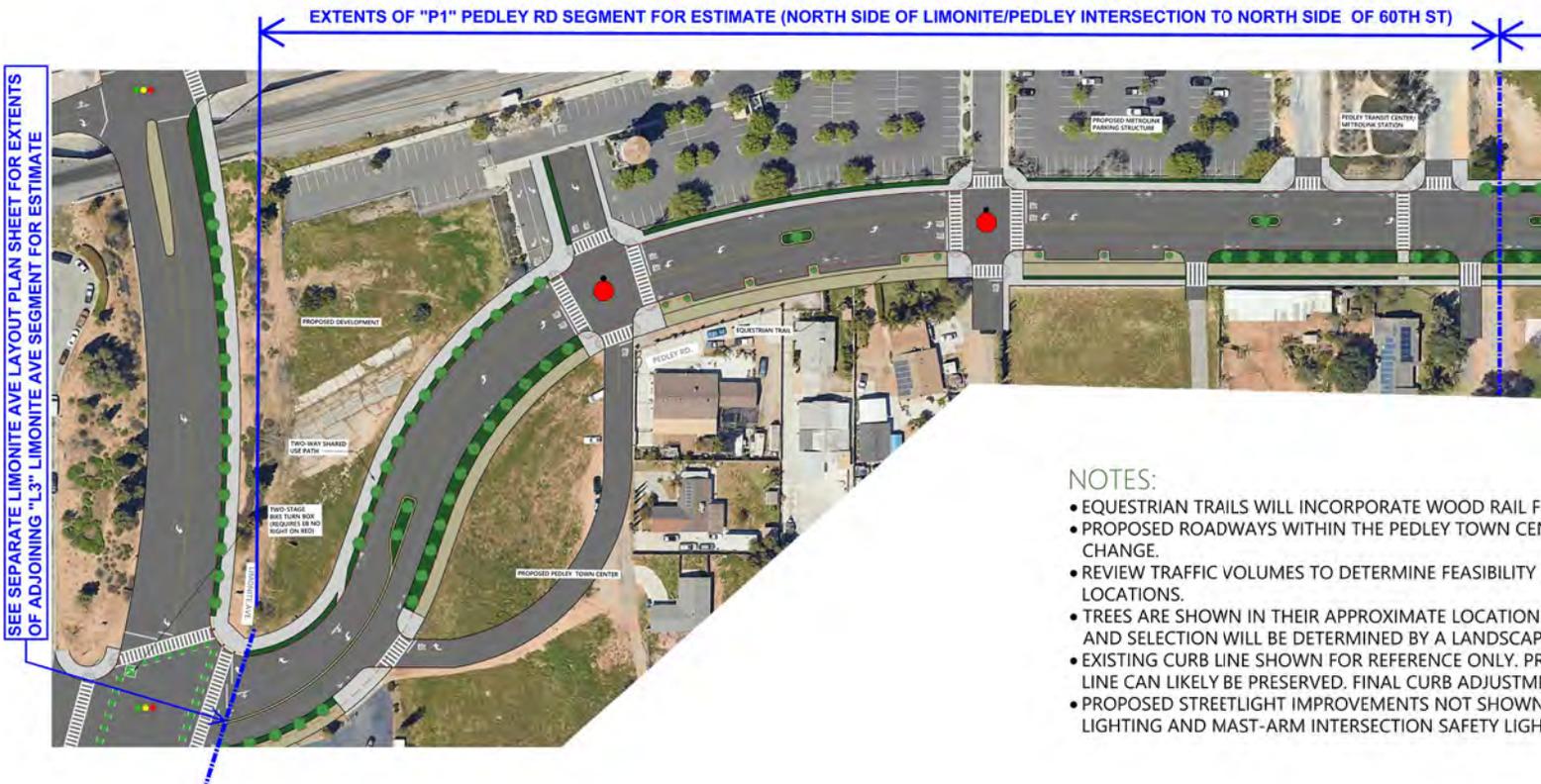
IES)



FINITE AVENUE BETWEEN PEDLEY RD & BALDWIN AVE (AS SHOWN ABOVE)

based on configuration (including median island, lane paving, parking striping, & Peers Mission Blvd 20% plan at the frontage of Mission Village Senior Center) will be used to determine proportion of private developer cost and/or City cost.

C. PEDLEY RD (LIMONITE AVE TO 58TH ST)



NOTES:

- EQUESTRIAN TRAILS WILL INCORPORATE WOOD RAIL FENCE.
- PROPOSED ROADWAYS WITHIN THE PEDLEY TOWN CENTER WILL REQUIRE CURB LINE CHANGE.
- REVIEW TRAFFIC VOLUMES TO DETERMINE FEASIBILITY OF PROPOSED LOCATIONS.
- TREES ARE SHOWN IN THEIR APPROXIMATE LOCATION AND SELECTION WILL BE DETERMINED BY A LANDSCAPE ARCHITECT.
- EXISTING CURB LINE SHOWN FOR REFERENCE ONLY. PROPOSED CURB LINE CAN LIKELY BE PRESERVED. FINAL CURB ADJUSTMENTS WILL BE DETERMINED BY AN ENGINEER.
- PROPOSED STREETLIGHT IMPROVEMENTS NOT SHOWN. EXISTING LIGHTING AND MAST-ARM INTERSECTION SAFETY LIGHTING WILL BE MAINTAINED.



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.



EXTENTS OF "P2" PEDLEY RD SEGMENT FOR ESTIMATE (NORTH SIDE OF 60TH ST TO NORTH SIDE OF 58TH ST)



ENCE EDGE BETWEEN ON STREET PARKING AND SIDEWALK.
NTER AREA ARE SHOWN. FINAL LOCATION SUBJECT TO
OF ALL-WAY STOP CONTROLLED INTERSECTION

----- EXISTING CURB LINE

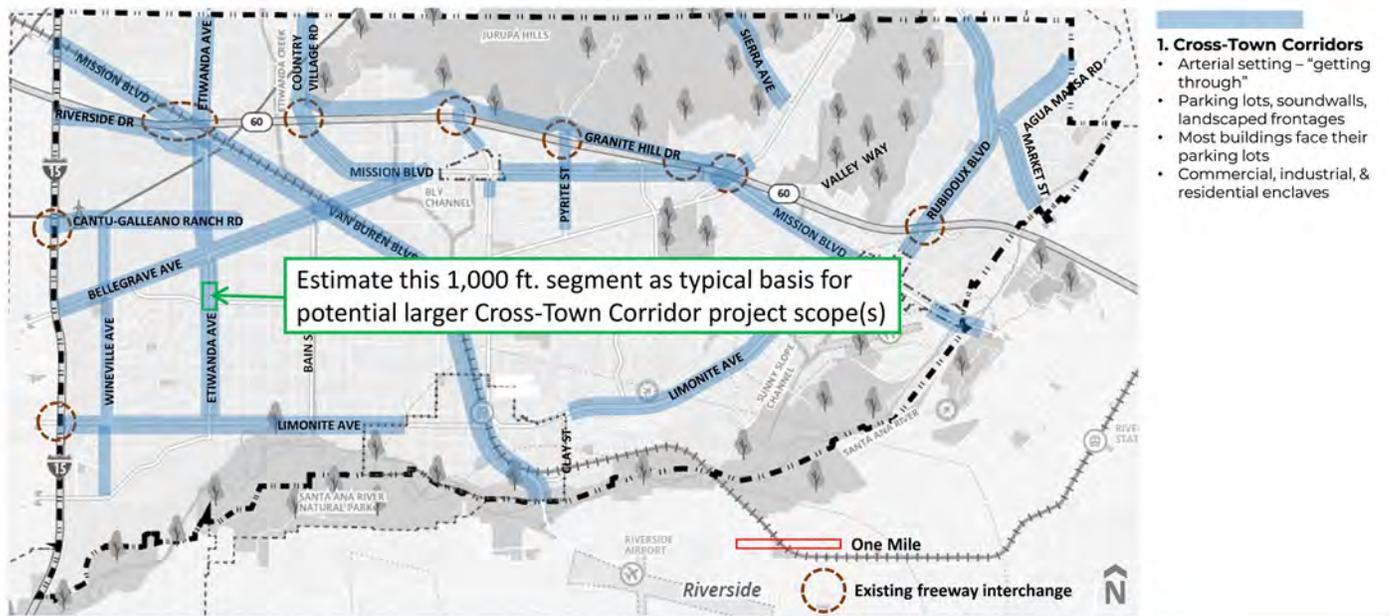
TO SUPPORT COST ESTIMATING. FINAL TREE LOCATIONS
E ARCHITECT.
ROPOSED CURB LINE WITHIN 1 FOOT OF EXISTING CURB
ENTS WILL BE DETERMINED THROUGH FURTHER DESIGN.
I AND INCLUDE COBRA-HEADED AND PEDESTRIAN-SCALE
TING.

B.4 | Crosstown Corridors: Representative 1,000' Segments

The following are representative design concepts for typical 1,000-foot segments of Crosstown Corridors. These serve as a basis for conceptual estimating of larger potential corridor projects.

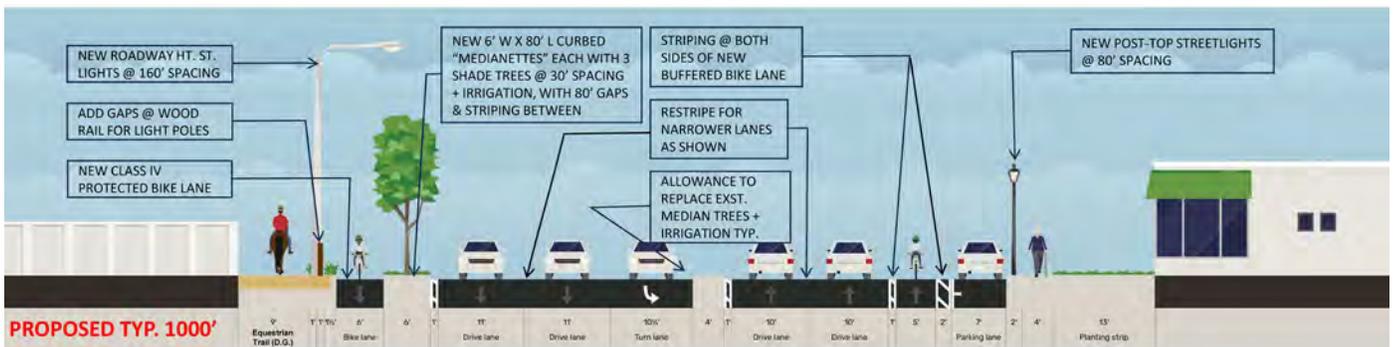
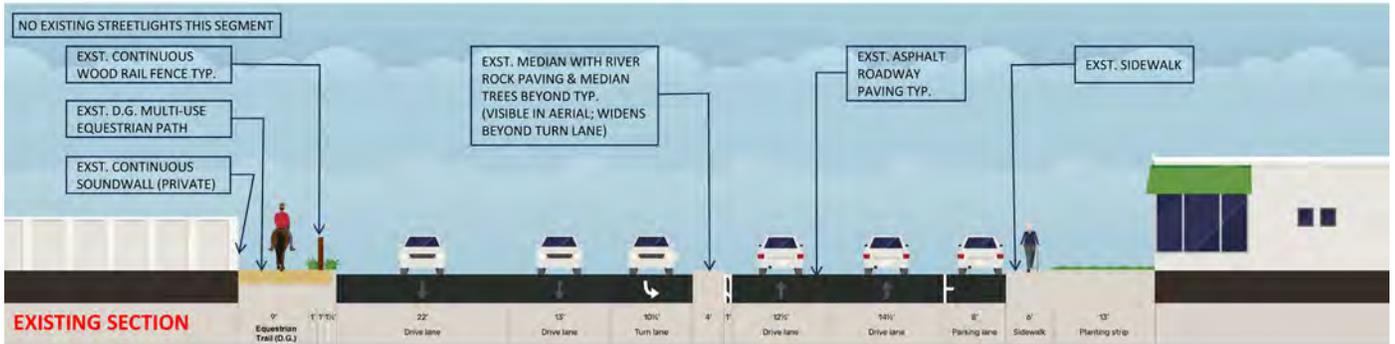
See *App. C.4* for corresponding cost estimate

Corridors Plan – Cross-Town Corridor Type



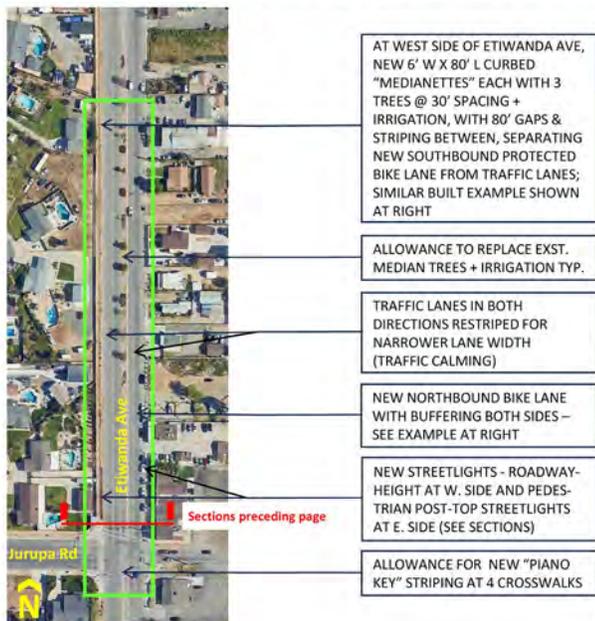
Estimate Basis for typical 1000' segment of Cross-Town Corridor Type





Etiwanda Avenue – view north from Jurupa Rd

Estimate Basis for typical 1000' segment of Cross-Town Corridor Type



Built example of repeating landscaped medianettes with street trees separating a one-way Class IV bike lane from traffic lanes on [CA-238 in Hayward, CA](#); striping is used within the gaps between medianettes. This example is depicted in Caltrans Design Information Bulletin 94, p. 56.



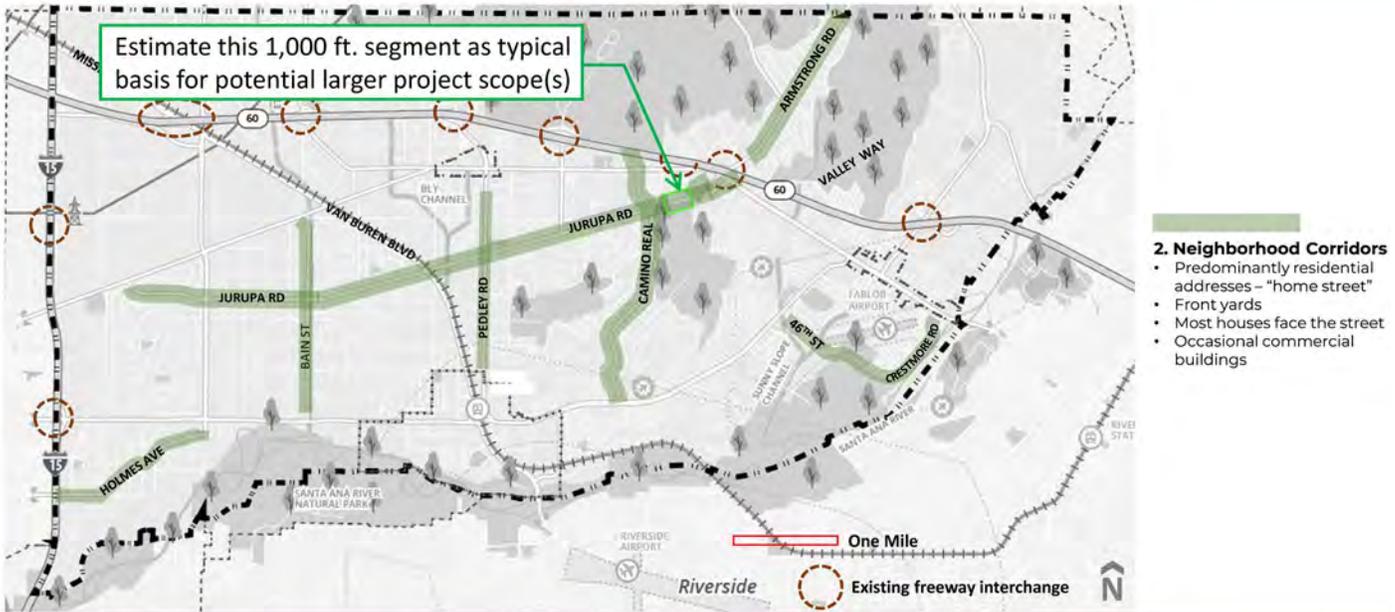
Built example of a one-way Class II bike lane located outside of the parking lane with buffers on both sides of the bike lane – at the outside of the bike lane between the traffic lane and the bike lane, and at the inside of the bike lane to provide a door swing buffer zone between the bike lane and parked car. [Hearthstone, Irvine, CA](#)

B.5 | Neighborhood Corridors: Representative 1,000' Segments

The following are representative design concepts for typical 1,000-foot segments of Neighborhood Corridors. These serve as a basis for conceptual estimating of larger potential corridor projects.

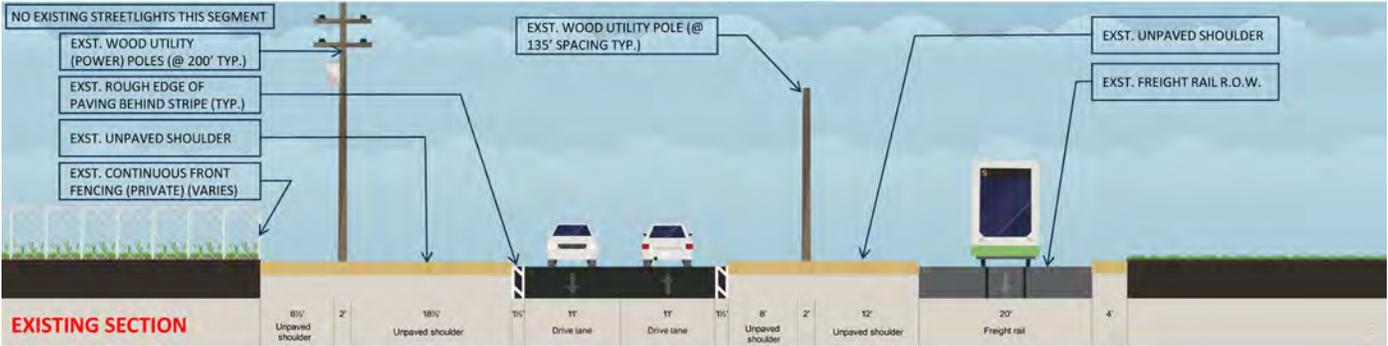
See [App. C.5](#) for corresponding cost estimate

Corridors Plan – Neighborhood Corridor Type

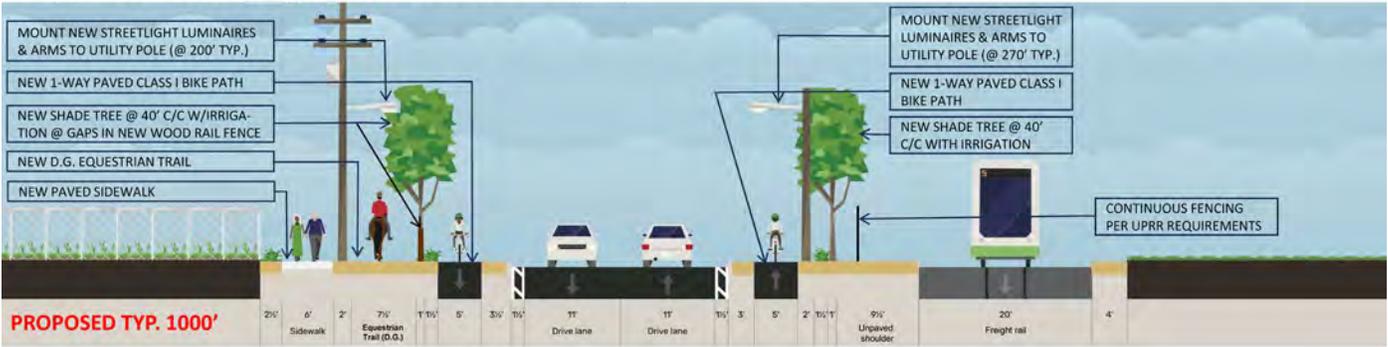


Estimate Basis for typical 1000' segment of Neighborhood Corridor Type





Jurupa Road – view east approx. 700' west from Valley Way



Estimate Basis for typical 1000' segment of Neighborhood Corridor Type



PROVIDE ALLOWANCE FOR NEW "PIANO KEY" CROSSWALK STRIPING (3 CROSSWALKS), ADA RAMP (4), AND ADJUSTMENT OF EXISTING STRIPING AT VALLEY WAY/JURUPA ROAD 3-WAY STOP SIGN INTERSECTION



Jurupa Valley precedent of streetlight arms and luminaires mounted on wood utility poles on [Mission Blvd near Stanton Street, Glen Avon neighborhood.](#)



Built example of Class I paved bike lane (two-way example) located between roadway and a railroad right-of-way along [San Fernando Road, Los Angeles.](#)



Appendix C

TOWN CENTER CORRIDOR SEGMENTS: 20% COST ESTIMATES



INTRODUCTION

This Appendix provides order-of-magnitude cost estimates associated with the 20% Town Center Corridor Segment Plans included in Appendix B. The Corridor Plans have been annotated with lettered segment extents (e.g. “L1” on Limonite Avenue, “M2” on Mission Boulevard), which correspond to the same lettered Segment in the estimates following. Estimate sets for each individual Town Center begin with a summary page that outlines costs by each lettered segment therein, as well as a summary grand total and any alternatives noted. Assumptions, contingencies and exclusions are also summarized as Notes at the end of each Town Center’s set of estimates.

IN THIS CHAPTER

C.1 Town Center Corridors: Rubidoux Town Center	182
C.2 Town Center Corridors: Glen Avon Town Center	200
C.3 Town Center Corridors: Pedley Town Center	218
C.4 Crosstown Corridors: Representative 1,000 Segment	244
C.5 Neighborhood Corridors: Representative 1,000 Segment	248

C.1 | Town Center Corridors:

Rubidoux Town Center

See App. B.1 for
corresponding design

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Rubidoux Town Center

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

SEGMENT

Segment M1 - Mission Blvd from West of Riverview Dr to East of Avalon St \$ 1,342,143

Segment M2 - Mission Blvd from East of Avalon St to East of Wallace St \$ 2,628,466

Segment M3 - Mission Blvd from East of Wallace St to East of Crestmore Rd \$ 1,433,923

MISSION BLVD TOTAL COST \$ 5,404,533

Segment R1 - Rubidoux Blvd from North of Mission Blvd to North of 34th St \$ 1,012,933

RUBIDOUX BLVD TOTAL COST \$ 1,012,933

RUBIDOUX TOWN CENTER TOTAL COST **\$ 6,417,466**

PROACTIVE
ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M1- Mission Blvd from West of Riverview Dr to East of Avalon St					
ROADWAY EXCAVATION					
1		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan Road area and side slopes to daylight Cut (c) = Fill (f) =		
2		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
3		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
4		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a.)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
5		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
6		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
7	14,554	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 37,840.40
8	310	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 248.00
9	917	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 21,091.00
10		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
11		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
12		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
13		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
14		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
15	13	TON	Asphalt Concrete (552 S.F.) 144 lbs/cu.ft)	\$ 117.00	\$ 1,521.00
16	10	C.Y.	Agg Base Class II (552 S.F.)	\$ 65.00	\$ 650.00
17		Ton	Asphalt Emulsion (Fog Seal/Paint Binder) (1 ton = 240 gals) (116,103S.F.) apply at 0.05+0.03 = 0.08 gal/SY	\$ 780.00	\$ 0.00
18	130,986	S.F.	AC overlay (min. 0.10') (130,986 SF)	\$ 1.20	\$ 157,183.20
19		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
20	10,935	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 240,577.26
21		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
22		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
23		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
24		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
25		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
26		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
27		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
28	4,387	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 35,096.00
29		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M1 - Mission Blvd from West of Riverview Dr to East of Avalon St					
30		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
31	15	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 39,000.00
32	245	SF	ADA Truncated Domes	\$ 150.00	\$ 36,750.00
33		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
34		L.F.	Barricades	\$ 130.00	\$ 0.00
35		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
36		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
37		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
38		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
39		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
40		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
41	14	EA.	Street Lights (Replace single ped post-top luminaires w/decorative twin head luminaires)	\$ 6,500.00	\$ 91,000.00
42		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
43		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
44		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
45		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
46		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
47		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
48		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
49		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
50		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
51		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
52		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
53		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
54		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
55		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
56		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
57		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
58		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
59		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
60		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
61		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
62		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
63		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
64		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
65		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
66		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
67		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
68		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
69		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
70		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
71		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
72		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M1 - Mission Blvd from West of Riverview Dr to East of Avalon St					
73		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
74		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
75		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
76		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
77		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
78		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
79		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
80		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
81		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
82		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
83		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
84		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
85		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
86		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
87		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
88		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
89		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
90		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
91		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
92		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
93		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
94		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
95		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
96		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
97		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
98		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
99		S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 0.00
100		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
101		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
102		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
103		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
104		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
105		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
106		EA.	Street Name Sign	\$ 358.00	\$ 0.00
107		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
108		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
109	3,045	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 12,180.00
110	43	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 5,590.00
111	326	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 1,141.00
112		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
113	2,437	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 6,945.45
114	3,265	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 9,305.25
115	593	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 1,690.05

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M1 - Mission Blvd from West of Riverview Dr to East of Avalon St					
116	705	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 2,010.42
117	1,226	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 7,357.98
118		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
119		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
120		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
121		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
122		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
123		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
124		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
125		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
126		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
127		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
128		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
129		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
130		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
131	2	EA	Traffic Signal Modification	\$ 150,000.00	\$ 300,000.00
132		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
133		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
134		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
135		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
136	61	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 7,930.00
137	1,358	S. F.	Landscape and Irrigation	\$ 4.50	\$ 6,111.00
138		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
139		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
140		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
141		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
142		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
143	14	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 11,200.00
		A.	Subtotal		\$ 1,032,418.01
		B.	30% x A		\$ 309,725.40
		C.	Streets/Drainage Total (A + B)		\$ 1,342,143.41

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M2 - Mission Blvd from East of Avalon St to East of Wallace St					
ROADWAY EXCAVATION					
144		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
145		C.Y.	2. Projects without a Grading Plan (a.) Excavate and Fill	\$ 0.52	\$ 0.00
146		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
147		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
148		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
149		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
150	29,127	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 75,730.20
151	786	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 628.80
152	1,176	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 27,048.00
153		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
154		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
155		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
156		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
157		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
158	4	TON	Asphalt Concrete (149 S.F.)	(\$ 117.00	\$ 468.00
159	3	C.Y.	Agg Base Class II (149 S.F.)	\$ 65.00	\$ 195.00
160		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
161	262,137	S.F.	AC overlay (min. 0.10') (262,137 SF)	\$ 1.20	\$ 314,564.40
162		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
163	21,580	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 474,762.86
164		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
165		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
166		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
167		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
168		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
169		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
170		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
171	1,541	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 12,328.00
172		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
173		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
174	40	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 104,000.00
175	991	SF	ADA Truncated Domes	\$ 150.00	\$ 148,650.00
176		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
177		L.F.	Barricades	\$ 130.00	\$ 0.00
178		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M2 - Mission Blvd from East of Avalon St to East of Wallace St					
179		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
180		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
181		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
182		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
183		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
184	27	EA.	Street Lights (Replace single ped post-top luminaires w/decorative twin head luminaires)	\$ 6,500.00	\$ 175,500.00
185		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
186		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
187		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
188		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
189		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
190		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
191		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
192		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
193		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
194		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
195		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
196		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
197		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
198		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
199		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
200		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
201		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
202		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
203		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
204		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
205		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
206		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
207		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
208		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
209		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
210		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
211		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
212		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
213		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
214		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
215		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
216		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
217		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
218		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
219		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
220		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
221		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M2 - Mission Blvd from East of Avalon St to East of Wallace St					
222		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
223		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
224		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
225		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
226		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
227		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
228		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
229		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
230		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
231		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
232		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
233		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
234		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
235		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
236		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
237		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
238		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
239		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
240		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
241		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
242		S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 0.00
243		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
244		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
245		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
246		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
247		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
248		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
249		EA.	Street Name Sign	\$ 358.00	\$ 0.00
250		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
251	2	EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 390.00
252	4,323	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 17,291.52
253	96	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 12,480.00
254	302	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 1,056.65
255		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
256	4,856	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 13,839.00
257	4,643	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 13,232.89
258	114	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 323.73
259	5,241	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 14,936.82
260	3,525	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 21,151.14
261		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
262		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
263		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
264		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M2 - Mission Blvd from East of Avalon St to East of Wallace St					
265		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
266		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
267		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
268		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
269		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
270		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
271		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
272		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
273		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
274	2	EA	Traffic Signal Modification	\$ 150,000.00	\$ 300,000.00
275		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
276	12	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 120,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
277		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
278		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
279	61	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 7,930.00
280		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
281		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
282		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
283		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
284		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
285	19,172	S.F.	Decorative Paving at Medians	\$ 7.50	\$ 143,790.00
286	27	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 21,600.00
		A.	Subtotal		\$ 2,021,897.02
		B.	30% x A		\$ 606,569.10
		C.	Streets/Drainage Total (A + B)		\$ 2,628,466.12

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M3 - Mission Blvd from East of Wallace St to East of Crestmore Rd					
ROADWAY EXCAVATION					
287		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
288		C.Y.	2. Projects without a Grading Plan (a.) Excavate and Fill	\$ 0.52	\$ 0.00
289		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
290		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
291		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
292		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
293	17,420	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 45,292.00
294	1,181	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 944.80
295	1,230	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 28,290.00
296		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
297		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
298		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
299		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
300		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
301	4	TON	Asphalt Concrete (153 S.F.)	(\$ 117.00	\$ 468.00
302	3	C.Y.	Agg Base Class II (153 S.F.)	\$ 65.00	\$ 195.00
303		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
304	156,784	S.F.	AC overlay (min. 0.10') (156,784 SF)	\$ 1.20	\$ 188,140.80
305		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
306	13,625	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 299,751.32
307		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
308		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
309		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
310		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
311		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
312		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
313		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
314	271	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 2,168.00
315		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
316		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
317	12	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 31,200.00
318	270	SF	ADA Truncated Domes	\$ 150.00	\$ 40,464.00
319		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
320		L.F.	Barricades	\$ 130.00	\$ 0.00
321		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M3 - Mission Blvd from East of Wallace St to East of Crestmore Rd					
322		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
323		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
324		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
325		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
326		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
327	19	EA.	Street Lights (Replace single ped post-top luminaires w/decorative twin head luminaires)	\$ 6,500.00	\$ 123,500.00
328		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
329		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
330		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
331		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
332		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
333		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
334		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
335		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
336		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
337		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
338		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
339		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
340		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
341		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
342		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
343		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
344		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
345		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
346		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
347		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
348		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
349		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
350		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
351		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
352		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
353		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
354		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
355		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
356		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
357		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
358		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
359		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
360		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
361		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
362		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
363		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
364		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M3 - Mission Blvd from East of Wallace St to East of Crestmore Rd					
365		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
366		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
367		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
368		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
369		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
370		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
371		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
372		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
373		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
374		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
375		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
376		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
377		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
378		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
379		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
380		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
381		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
382		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
383		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
384		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
385		S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 0.00
386		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
387		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
388		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
389		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
390		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
391		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
392		EA.	Street Name Sign	\$ 358.00	\$ 0.00
393		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
394		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
395	2,444	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 9,774.32
396	58	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 7,540.00
397	181	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 632.56
398		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
399	3,326	L.F.	Lane Lines (Caltrans A20A)	\$ 2.85	\$ 9,480.41
400	5,882	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 16,762.67
401	59	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 167.75
402	294	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 836.62
403	1,419	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 8,512.14
404		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
405		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
406		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
407		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M3 - Mission Blvd from East of Wallace St to East of Crestmore Rd					
408		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
409		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
410		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
411		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
412		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
413		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
414		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
415		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
416		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
417	1	EA	Traffic Signal Modification	\$ 150,000.00	\$ 150,000.00
418		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
419	4	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 40,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
420		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
421		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
422	117	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 15,210.00
423	4,721	S. F.	Landscape and Irrigation	\$ 4.50	\$ 21,245.13
424		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
425		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
426		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
427		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
428	6,299	S.F.	Decorative Paving at Medians	\$ 7.50	\$ 47,242.50
429	19	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 15,200.00
		A.	Subtotal		\$ 1,103,018.02
		B.	30% x A		\$ 330,905.41
		C.	Streets/Drainage Total (A + B)		\$ 1,433,923.42

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment R1 - Rubidoux Blvd from North of Mission Blvd to North of 34th St					
ROADWAY EXCAVATION					
430		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
431		C.Y.	2. Projects without a Grading Plan (a.) Excavate and Fill	\$ 0.52	\$ 0.00
432		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
433		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
434		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
435		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
436	15,364	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 39,946.40
437		S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 0.00
438		L.F.	Remove Curb and Gutter	\$ 23.00	\$ 0.00
439		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
440		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
441		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
442		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
443		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
444		TON	Asphalt Concrete (S.F.)	\$ 117.00	\$ 0.00
445		C.Y.	Agg Base Class II (S.F.)	\$ 65.00	\$ 0.00
446		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
447	138,270	S.F.	AC overlay (min. 0.10') (138,270 SF)	\$ 1.20	\$ 165,924.00
448		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
449	-	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 0.00
450		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
451		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
452		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
453		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
454		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
455		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
456		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
457	23,898	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 191,187.44
458		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
459		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
460	8	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 20,800.00
461	158	SF	ADA Truncated Domes	\$ 150.00	\$ 23,700.00
462		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
463		L.F.	Barricades	\$ 130.00	\$ 0.00
464		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment R1 - Rubidoux Blvd from North of Mission Blvd to North of 34th St					
465		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
466		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
467		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
468		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
469		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
470	16	EA.	Street Lights (Ped post-top luminaires w/ decorative twin-head luminaire)	\$ 6,500.00	\$ 104,000.00
471		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
472		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
473		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
474		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
475		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
476		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
477		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
478		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
479		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
480		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
481		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
482		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
483		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
484		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
485		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
486		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
487		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
488		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
489		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
490		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
491		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
492		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
493		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
494		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
495		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
496		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
497		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
498		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
499		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
500		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
501		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
502		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
503		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
504		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
505		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
506		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
507		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Rubidoux Town Center**

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment R1 - Rubidoux Blvd from North of Mission Blvd to North of 34th St					
508		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
509		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
510		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
511		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
512		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
513		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
514		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
515		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
516		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
517		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
518		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
519		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
520		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
521		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
522		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
523		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
524		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
525		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
526		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
527		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
528		S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 0.00
529		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
530		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
531		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
532		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
533		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
534		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
535		EA.	Street Name Sign	\$ 358.00	\$ 0.00
536		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
537	2	EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 390.00
538	2,143	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 8,573.76
539	30	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 3,900.00
540	142	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 498.23
541		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
542	1,922	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 5,479.07
543	2,499	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 7,122.44
544	3,312	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 9,438.09
545		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
546	1,645	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 9,872.04
547		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
548		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
549		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
550		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET STREET IMPROVEMENTS - Rubidoux Town Center

Mission Blvd, from west of Rubidoux Blvd to east of Crestmore Rd and
Rubidoux Blvd from south of Mission Blvd to north of 34th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment R1 - Rubidoux Blvd from North of Mission Blvd to North of 34th St					
551		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
552		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
553		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
554		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
555		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
556		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
557		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
558		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
559		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
560	1	EA	Traffic Signal Modification	\$ 150,000.00	\$ 150,000.00
561		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
562	2	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 20,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
LANDSCAPING					
563		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
564		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
565	3	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 390.00
566		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
567		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
568		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
569		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
570		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
571	261	S.F.	Decorative Paving at Medians	\$ 7.50	\$ 1,957.50
572	20	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 16,000.00
		A.	Subtotal		\$ 779,178.96
		B.	30% x A		\$ 233,753.69
		C.	Streets/Drainage Total (A + B)		\$ 1,012,932.64

Notes:

- 1 Quantities estimate based on conceptual design. 30% contingency added for this reason.
- 2 Quantity for existing pavement along Mission Blvd assumed to be in condition to preserve. Only grind and overlay proposed in the conceptual design.
- 3 Street lights and furnishings are based on a 100 LF - 200 LF spacing for conceptual purposes.

C.2 | Town Center Corridors:

Glen Avon Town Center

See App. B.2 for corresponding design

CITY OF JURUPA VALLEY

IMPROVEMENT SUMMARY

STREET IMPROVEMENTS - Glen Avon Town Center

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

SEGMENT

Segment M4A - 2 Roundabouts Segment Alternative from West of Felspar St \$ 1,944,413

Segment M4B - Bypass Intersection Segment Alternative from West of Bellegrave Ave to East of East of Felspar St \$ 2,193,684

Segment M5 - Mission Blvd from East of Felspar St to East of Pedley Rd \$ 2,935,370

MISSION BLVD - 2 ROUNDABOUTS ALTERNATIVE TOTAL COST \$ 4,879,784

MISSION BLVD - BYPASS INTERSECTION ALTERNATIVE TOTAL COST \$ 5,129,055

Segment P3 - Pedley Rd from north of Mission Blvd to North of Francisco Jr Ave \$ 1,393,872

PEDLEY RD TOTAL COST \$ 1,393,872

GLEN AVON TOWN CENTER (ROUNDABOUTS) TOTAL COST \$ **6,273,656**

GLEN AVON TOWN CENTER (BYPASS) TOTAL COST \$ **6,522,927**

PROACTIVE
ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4A - Roundabouts Segment Alternative from West of Bellegrave Ave to East of Felspar St					
			ROADWAY EXCAVATION		
1		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan Road area and side slopes to daylight Cut (c) = Fill (f) =		
2		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
3		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
4		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a.)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
5	250	L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 325.00
6		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
7	4,614	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 11,996.40
8	4,870	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 3,896.00
9	1,774	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 40,802.00
10		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
11	8,931	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 53,586.00
12		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
13		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
14		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
15	244	TON	Asphalt Concrete (10,275 S.F.)	\$ 117.00	\$ 28,548.00
16	190	C.Y.	Agg Base Class II (10,275 S.F.)	\$ 65.00	\$ 12,350.00
17		Ton	Asphalt Emulsion (Fog Seal/Paint Binder) (1 ton = 240 gals) (116,103S.F.) apply at 0.05+0.03 = 0.08 gal/SY	\$ 780.00	\$ 0.00
18	41,525	S.F.	AC overlay (min. 0.10') (41,525 SF)	\$ 1.20	\$ 49,830.00
19		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
20	3,600	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 79,200.00
21		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
22		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
23		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
24		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
25		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
26		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
27		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
28	18,248	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 145,980.32
29		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
30		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4A - Roundabouts Segment Alternative from West of Bellegrave Ave to East of Felspar St					
31	24	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 62,400.00
32	815	SF	ADA Truncated Domes	\$ 150.00	\$ 122,298.00
33		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
34		L.F.	Barricades	\$ 130.00	\$ 0.00
35		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
36		L.F.	Utility Trench, one side (Edison, Telephone, Cable) (total length of Streets)	\$ 13.00	\$ 0.00
37		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
38		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
39		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
40	4	EA.	Relocate Power Pole	\$ 13,000.00	\$ 52,000.00
41	13	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 84,500.00
42		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
43		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
44		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
45		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
46		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
47		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
48		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
49		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
50		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
51		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
52		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
53		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
54		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
55		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
56		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
57		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
58		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
59		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
60		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
61		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
62		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
63		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
64		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
65		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
66		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
67		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
68		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
69		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
70		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
71		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
72		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
73		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4A - Roundabouts Segment Alternative from West of Bellegrave Ave to East of Felspar St					
74		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
75		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
76		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
77		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
78		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
79		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
80		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
81		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
82		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
83		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
84		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
85		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
86		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
87		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
88		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
89		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
90		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
91		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
92		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
93		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
94		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
95		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
96		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
97		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
98		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
99	17,368	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 173,684.80
100		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
101		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
102		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
103		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
104	8	EA.	Remove, Sign, Salvage	\$ 130.00	\$ 1,040.00
105		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
106		EA.	Street Name Sign	\$ 358.00	\$ 0.00
107		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
108	4	EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 780.00
109	810	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 3,238.80
110	1	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 130.00
111		L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 0.00
112		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
113		L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 0.00
114		L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 0.00
115	86	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 245.78
116		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4A - Roundabouts Segment Alternative from West of Bellegrave Ave to East of Felspar St					
117		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
118	24	EA.	Road Sign - One Post	\$ 325.00	\$ 7,800.00
119	4	EA.	Road Sign - Two Post	\$ 520.00	\$ 2,080.00
120		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
121		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
122		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
123		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
124		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
125		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
126		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
127		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
128		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
129		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
130		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
131	4	EA	Traffic Signal Removal	\$ 75,000.00	\$ 300,000.00
132		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
133	16	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 160,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
134		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
135		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
136	7	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 910.00
137	20,374	S. F.	Landscape and Irrigation	\$ 4.50	\$ 91,681.38
138		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
139		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
140		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
141		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
142		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
143	8	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 6,400.00
		A.	Subtotal		\$ 1,495,702.48
		B.	30% x A		\$ 448,710.75
		C.	Streets/Drainage Total (A + B)		\$ 1,944,413.23

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4B - Bypass Intersection Segment Alternative from West of Bellegrave Ave to East of Felspar St					
			ROADWAY EXCAVATION		
144		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
145		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
146		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
147		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
148		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
149		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
150	10,813	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 28,113.80
151	2,011	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 1,608.80
152	100	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 2,300.00
153		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
154	3,800	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 22,800.00
155		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
156		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
157		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
158	18	TON	Asphalt Concrete (728 S.F.)	(\$ 117.00	\$ 2,106.00
159	14	C.Y.	Agg Base Class II (728 S.F.)	\$ 65.00	\$ 910.00
160		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
161	97,317	S.F.	AC overlay (min. 0.10') (97,317 SF)	\$ 1.20	\$ 116,780.40
162		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
163	4,530	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 99,660.00
164		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
165		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
166		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
167		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
168		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
169		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
170		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
171	4,415	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 35,320.00
172		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
173		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
174	21	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 54,600.00
175	700	SF	ADA Truncated Domes	\$ 150.00	\$ 105,000.00
176		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
177		L.F.	Barricades	\$ 130.00	\$ 0.00
178		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4B - Bypass Intersection Segment Alternative from West of Bellegrave Ave to East of Felspar St					
179		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
180		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
181		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
182		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
183		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
184	11	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 71,500.00
185		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
186		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
187		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
188		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
189		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
190		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
191		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
192		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
193		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
194		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
195		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
196		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
197		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
198		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
199		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
200		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
201		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
202		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
203		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
204		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
205		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
206		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
207		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
208		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
209		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
210		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
211		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
212		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
213		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
214		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
215		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
216		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
217		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
218		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
219		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
220		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
221		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
222		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4B - Bypass Intersection Segment Alternative from West of Bellegrave Ave to East of Felspar St					
223		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
224		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
225		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
226		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
227		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
228		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
229		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
230		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
231		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
232		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
233		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
234		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
235		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
236		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
237		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
238		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
239		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
240		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
241		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
242	47,773	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 477,730.00
243		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
244		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
245		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
246		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
247		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
248		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
249		EA.	Street Name Sign	\$ 358.00	\$ 0.00
250		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
251		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
252	3,646	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 14,582.96
253	104	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 13,520.00
254	247	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 865.76
255		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
256	21	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 60.59
257	3,593	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 10,240.48
258	4,659	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 13,277.18
259	851	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 2,426.63
260	2,494	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 14,964.06
261	1	EA.	Road Sign - One Post	\$ 325.00	\$ 325.00
262		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
263		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
264		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
265		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M4B - Bypass Intersection Segment Alternative from West of Bellegrave Ave to East of Felspar St					
266		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
267		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
268		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
269		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
270		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
271		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
272		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
273		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
274	3	EA	Traffic Signal Relocation	\$ 150,000.00	\$ 450,000.00
275	1	EA	Traffic Signal Removal	\$ 75,000.00	\$ 75,000.00
276	2	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 20,000.00
			LANDSCAPING		\$
277		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
278		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
279	218	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 28,340.00
280	3,515	S. F.	Landscape and Irrigation	\$ 4.50	\$ 15,817.68
281		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
282		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
283		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
284		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
285		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
286	12	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 9,600.00
		A.	Subtotal		\$ 1,687,449.34
		B.	30% x A		\$ 506,234.80
		C.	Streets/Drainage Total (A + B)		\$ 2,193,684.14

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M5 - Mission Blvd from East of Felspar St to East of Pedley Rd					
			ROADWAY EXCAVATION		
287		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
288		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
289		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
290		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
291		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
292		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
293	4,614	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 11,996.40
294	2,844	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 2,275.20
295	2,389	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 54,947.00
296		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
297	24,816	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 148,896.00
298		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
299		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
300		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
301	215	TON	Asphalt Concrete (9,014 S.F.)	\$ 117.00	\$ 25,155.00
302	167	C.Y.	Agg Base Class II (9,014 S.F.)	\$ 65.00	\$ 10,855.00
303		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
304	41,525	S.F.	AC overlay (min. 0.10') (41,525 SF)	\$ 1.20	\$ 49,830.00
305		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
306	7,539	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 165,858.00
307		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
308		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
309		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
310		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
311		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
312		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
313		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
314	56,194	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 449,552.00
315		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
316		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
317	55	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 143,000.00
318	1,542	SF	ADA Truncated Domes	\$ 150.00	\$ 231,300.00
319		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
320		L.F.	Barricades	\$ 130.00	\$ 0.00
321		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M5 - Mission Blvd from East of Felspar St to East of Pedley Rd					
322		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
323		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
324		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
325		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
326		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
327	28	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 182,000.00
328		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
329		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
330		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
331		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
332		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
333		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
334		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
335		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
336		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
337		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
338		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
339		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
340		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
341		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
342		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
343		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
344		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
345		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
346		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
347		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
348		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
349		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
350		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
351		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
352		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
353		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
354		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
355		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
356		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
357		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
358		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
359		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
360		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
361		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
362		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
363		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
364		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
365		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M5 - Mission Blvd from East of Felspar St to East of Pedley Rd					
366		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
367		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
368		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
369		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
370		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
371		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
372		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
373		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
374		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
375		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
376		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
377		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
378		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
379		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
380		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
381		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
382		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
383		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
384		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
385	23,465	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 234,650.00
386		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
387		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
388		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
389		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
390		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
391		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
392		EA.	Street Name Sign	\$ 358.00	\$ 0.00
393		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
394		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
395	3,646	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 14,584.00
396	36	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 4,680.00
397	248	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 868.00
398		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
399	22	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 62.70
400	3,594	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 10,242.90
401	4,659	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 13,278.15
402	851	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 2,425.35
403	2,494	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 14,964.00
404		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
405		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
406		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
407		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
408		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment M5 - Mission Blvd from East of Felspar St to East of Pedley Rd					
409		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
410		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
411		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
412		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
413		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
414		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
415		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
416		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
417	2	EA	Traffic Signal Modification	\$ 150,000.00	\$ 300,000.00
418		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
419	12	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 120,000.00
			LANDSCAPING		
420		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
421		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
422	218	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 28,340.00
423	3,515	S. F.	Landscape and Irrigation	\$ 4.50	\$ 15,817.50
424		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
425		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
426		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
427		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
428		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
429	28	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 22,400.00
		A.	Subtotal		\$ 2,257,977.20
		B.	30% x A		\$ 677,393.16
		C.	Streets/Drainage Total (A + B)		\$ 2,935,370.36

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P3 - Pedley Rd from north of Mission Blvd to North of Francisco Jr Ave					
ROADWAY EXCAVATION					
430		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
431		C.Y.	2. Projects without a Grading Plan (a.) Excavate and Fill	\$ 0.52	\$ 0.00
432		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
433		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
434		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
435		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
436	15,543	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 40,411.80
437		S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 0.00
438		L.F.	Remove Curb and Gutter	\$ 23.00	\$ 0.00
439		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
440	14,344	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 86,064.00
441		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
442		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
443		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
444		TON	Asphalt Concrete (285,575 S.F.)	\$ 117.00	\$ 0.00
445		C.Y.	Agg Base Class II (282,575 S.F.)	\$ 65.00	\$ 0.00
446		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
447	139,889	S.F.	AC overlay (min. 0.10') (139,889 SF)	\$ 1.20	\$ 167,866.80
448		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
449	370	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 8,140.00
450		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
451		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
452		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
453		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
454		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
455		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
456		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
457	18,001	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 144,008.00
458		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
459		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
460	16	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 41,600.00
461	420	SF	ADA Truncated Domes	\$ 150.00	\$ 63,000.00
462		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
463		L.F.	Barricades	\$ 130.00	\$ 0.00
464		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P3 - Pedley Rd from north of Mission Blvd to North of Francisco Jr Ave					
465		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
466		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
467		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
468		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
469		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
470	12	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 78,000.00
471		EA.	Concrete Bulkhead	\$ 3,250.00	\$ 0.00
472		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
473		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
474		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
475		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
476		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
477		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
478		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
479		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
480		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
481		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
482		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
483		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
484		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
485		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
486		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
487		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
488		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
489		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
490		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
491		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
492		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
493		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
494		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
495		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
496		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
497		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
498		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
499		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
500		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
501		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
502		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
503		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
504		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
505		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
506		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
507		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
508		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P3 - Pedley Rd from north of Mission Blvd to North of Francisco Jr Ave					
509		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
510		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
511		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
512		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
513		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
514		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
515		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
516		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
517		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
518		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
519		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
520		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
521		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
522		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
523		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
524		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
525		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
526		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
527		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
528	15,807	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 158,070.00
529		EA.		\$ 10,000.00	\$ 0.00
530		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
531		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
532		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
533		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
534		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
535		EA.	Street Name Sign	\$ 358.00	\$ 0.00
536		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
537		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
538	2,673	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 10,692.00
539	36	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 4,680.00
540	190	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 665.00
541		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
542	2,958	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 8,430.30
543	3,851	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 10,975.35
544	926	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 2,639.10
545	825	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 2,351.25
546	768	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 4,608.00
547		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
548		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
549		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
550		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
551		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Glen Avon Town Center**

Mission Blvd from west of Belgrave Ave to east of Pedley Rd and
Pedley Rd from south of Mission Blvd to north of Francisco Jr Ave

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P3 - Pedley Rd from north of Mission Blvd to North of Francisco Jr Ave					
552		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
553		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
554		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
555		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
556		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
557		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
558		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
559		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
560	1	EA	Traffic Signal Modification	\$ 150,000.00	\$ 150,000.00
561		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
562		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
			LANDSCAPING		
563		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
564		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
565	122	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 15,860.00
566	14,344	S. F.	Landscape and Irrigation	\$ 4.50	\$ 64,548.00
567		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
568		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
569		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
570		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
571		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
572	12	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 9,600.00
		A.	Subtotal		\$ 1,072,209.60
		B.	30% x A		\$ 321,662.88
		C.	Streets/Drainage Total (A + B)		\$ 1,393,872.48

Notes:

- 1 Quantities estimate based on conceptual design. 30% contingency added for this reason.
- 2 Quantity for existing pavement along Mission Blvd and Pedley Rd assumed to be in condition to preserve. Only grind and overlay proposed in the conceptual
- 3 Street lights and furnishings are based on a 100 LF - 200 LF spacing for conceptual purposes.
- 4 The M4A (2 Roundabouts Segment Alternative) and M4B (Bypass Intersection Segment Alternative) cost estimates exclude potential land acquisition or land swap costs.

C.3 | Town Center Corridors:

Pedley Town Center

See App. B.3 for corresponding design

CITY OF JURUPA VALLEY

IMPROVEMENT SUMMARY

STREET IMPROVEMENTS - Pedley Town Center

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

SEGMENT

Segment L1 - Limonite Ave from West of Felspar St to West of Hudson St \$ 2,082,748

Segment L2 - Limonite Ave from West of Hudson St to East of Pedley Rd \$ 2,275,650

Segment L3 - Limonite Ave from East of Pedley Rd to East of Baldwin Ave \$ 2,646,861

LIMONITE BLVD TOTAL COST \$ 7,005,260

Segment P1 - Pedley Rd from North of Limonite Ave to North of 60th St \$ 1,510,603

Segment P2 - Pedley Rd from North of 60th St to North of 58th St \$ 2,453,945

PEDLEY RD TOTAL COST \$ 3,964,547

PEDLEY TOWN CENTER TOTAL COST \$ 10,969,807

ADD ALTERNATE - North Side Frontage Lanes Only at Segment L3 -
Limonite Ave from East of Pedley Rd to East of
Baldwin Ave \$ 1,673,862

PROACTIVE
ENGINEERING CONSULTANTS
200 South Main Street, Suite 300
Corona, CA 92882 (951) 280-3300

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L1 - Limonite Ave from West of Felspar St to West of Hudson St					
ROADWAY EXCAVATION					
1		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan Road area and side slopes to daylight Cut (c) = Fill (f) =		
2		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
3		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
4		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a.)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
5		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
6		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
7	7,099	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 18,457.40
8	854	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 683.20
9	4,288	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 98,624.00
10		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
11	22,685	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 136,110.00
12		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
13		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
14		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
15		TON	Asphalt Concrete (285,575 S.F.) (144 lbs/cu.ft)	\$ 117.00	\$ 0.00
16		C.Y.	Agg Base Class II (282,575 S.F.)	\$ 65.00	\$ 0.00
17		Ton	Asphalt Emulsion (Fog Seal/Paint Binder) (1 ton = 240 gals) (116,103S.F.) apply at 0.05+0.03 = 0.08 gal/SY	\$ 780.00	\$ 0.00
18	63,890	S.F.	AC overlay (min. 0.10') (63,890 SF)	\$ 1.20	\$ 76,668.00
19		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
20	10,692	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 235,224.00
21		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
22		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
23		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
24		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
25		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
26		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
27	600	S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 7,800.00
28	24,288	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 194,304.00
29		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L1 - Limonite Ave from West of Felspar St to West of Hudson St					
30		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
31	12	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 31,200.00
32	244	SF	ADA Truncated Domes	\$ 150.00	\$ 36,600.00
33		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
34		L.F.	Barricades	\$ 130.00	\$ 0.00
35		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
36		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
37		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
38		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
39		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
40	3	EA.	Relocate Power Pole	\$ 13,000.00	\$ 39,000.00
41	5	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 32,500.00
42	26	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 117,000.00
43		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
44		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
45		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
46		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
47		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
48		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
49		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
50		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
51		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
52		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
53		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
54		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
55		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
56		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
57		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
58		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
59		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
60		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
61		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
62		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
63		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
64		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
65		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
66		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
67		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
68		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
69		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
70		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
71		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
72		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
73		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L1 - Limonite Ave from West of Felspar St to West of Hudson St					
74		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
75		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
76		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
77		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
78		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
79		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
80		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
81		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
82		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
83		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
84		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
85		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
86		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
87		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
88		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
89		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
90		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
91		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
92		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
93		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
94		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
95		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
96		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
97		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
98		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
99	14,840	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 148,400.00
100		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
101		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
102		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
103		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
104		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
105		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
106		EA.	Street Name Sign	\$ 358.00	\$ 0.00
107		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
108		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
109	1,775	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 7,100.00
110	30	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 3,900.00
111	255	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 892.50
112		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
113	3,117	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 8,883.45
114	6,556	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 18,684.60
115	2,418	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 6,891.30
116	1,484	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 4,229.40

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L1 - Limonite Ave from West of Felspar St to West of Hudson St					
117		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
118		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
119		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
120		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
121		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
122		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
123		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
124		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
125		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
126		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
127		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
128		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
129		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
130		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
131		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
132	1	EA	Traffic Signal Modification	\$ 150,000.00	\$ 150,000.00
133		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
134	2	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 20,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
135		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
136		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
137	113	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 14,690.00
138		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
139		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
140		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
141		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
142	22,684	S.F.	Parkway Landscaping	\$ 8.00	\$ 181,472.00
143		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
144	16	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 12,800.00
		A.	Subtotal		\$ 1,602,113.85
		B.	30% x A		\$ 480,634.16
		C.	Streets/Drainage Total (A + B)		\$ 2,082,748.01

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L2 - Limonite Ave from West of Hudson St to East of Pedley Rd					
ROADWAY EXCAVATION					
145		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
146		C.Y.	2. Projects without a Grading Plan (a.) Excavate and Fill	\$ 0.52	\$ 0.00
147	400	C.Y.	(b.) Excavate and Export (For Tie Back wall)	\$ 1.50	\$ 600.00
148		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
149	969	S.F.	Reconstruction of Tie Back Wall at Undercrossing	\$ 150.00	\$ 145,350.00
150	450	S.F.	Retaining Wall for Sidewalk Undercrossing	\$ 30.00	\$ 13,500.00
151	17,838	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 46,378.80
152	430	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 344.00
153	3,593	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 82,639.00
154		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
155	10,310	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 61,860.00
156		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
157		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
158		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
159	23	TON	Asphalt Concrete (955 S.F.)	(\$ 117.00	\$ 2,691.00
160	18	C.Y.	Agg Base Class II (955 S.F.)	\$ 65.00	\$ 1,170.00
161		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
162	160,543	S.F.	AC overlay (min. 0.10') (160,543 SF)	\$ 1.20	\$ 192,651.60
163		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
164	3,883	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 85,426.00
165		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
166		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
167		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
168		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
169		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
170		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
171		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
172	26,237	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 209,896.00
173		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
174		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
175	18	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 46,800.00
176	481	SF	ADA Truncated Domes	\$ 150.00	\$ 72,150.00
177		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
178		L.F.	Barricades	\$ 130.00	\$ 0.00
179		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L2 - Limonite Ave from West of Hudson St to East of Pedley Rd					
180		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
181		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
182		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
183		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
184	3	EA.	Relocate Power Pole	\$ 13,000.00	\$ 39,000.00
185	2	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 13,000.00
186	21	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 94,500.00
187		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
188		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
189		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
190		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
191		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
192		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
193		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
194		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
195		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
196		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
197		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
198		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
199		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
200		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
201		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
202		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
203		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
204		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
205		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
206		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
207		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
208		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
209		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
210		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
211		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
212		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
213		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
214		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
215		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
216		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
217		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
218		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
219		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
220		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
221		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
222		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
223		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L2 - Limonite Ave from West of Hudson St to East of Pedley Rd					
224		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
225		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
226		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
227		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
228		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
229		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
230		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
231		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
232		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
233		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
234		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
235		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
236		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
237		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
238		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
239		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
240		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
241		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
242		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
243	1,511	S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 15,110.00
244		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
245		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
246		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
247		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
248		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
249		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
250		EA.	Street Name Sign	\$ 358.00	\$ 0.00
251		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
252		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
253	3,287	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 13,148.00
254	39	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 5,070.00
255	316	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 1,106.00
256		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
257	2,955	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 8,421.75
258	1,209	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 3,445.65
259	4,756	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 13,554.60
260	1,708	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 4,867.80
261	528	S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 3,168.00
262		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
263		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
264		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
265		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
266		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Pedley Town Center

Limonite Ave from west of Felspar St to east of Baldwin Ave and

Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L2 - Limonite Ave from West of Hudson St to East of Pedley Rd					
267		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
268		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
269		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
270		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
271		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
272		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
273		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
274		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
275	3	EA	Traffic Signal Modification	\$ 150,000.00	\$ 450,000.00
276		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
277	2	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 20,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
LANDSCAPING					
					\$
278		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
279		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
280	66	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 8,580.00
281		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
282		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
283		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
284		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
285	10,309	S.F.	Parkway Landscaping	\$ 8.00	\$ 82,472.00
286		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
287	17	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 13,600.00
		A.	Subtotal		\$ 1,750,500.20
		B.	30% x A		\$ 525,150.06
		C.	Streets/Drainage Total (A + B)		\$ 2,275,650.26

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L3 - Limonite Ave from East of Pedley Rd to East of Baldwin Ave					
			ROADWAY EXCAVATION		
288		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
289		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
290		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
291		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
292		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
293		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
294	20,666	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 53,731.60
295	674	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 539.20
296	4,182	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 96,186.00
297		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
298	27,330	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 163,980.00
299		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
300		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
301		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
302		TON	Asphalt Concrete (S.F.)	\$ 117.00	\$ 0.00
303		C.Y.	Agg Base Class II (S.F.)	\$ 65.00	\$ 0.00
304		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
305	185,991	S.F.	AC overlay (min. 0.10') (185,991 SF)	\$ 1.20	\$ 223,189.20
306		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
307	10,462	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 230,164.00
308		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
309		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
310		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
311		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
312		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
313		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
314		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
315	23,375	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 187,000.00
316		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
317		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
318	11	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 28,600.00
319	153	SF	ADA Truncated Domes	\$ 150.00	\$ 22,950.00
320		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
321		L.F.	Barricades	\$ 130.00	\$ 0.00
322		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Pedley Town Center

Limonite Ave from west of Felspar St to east of Baldwin Ave and

Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L3 - Limonite Ave from East of Pedley Rd to East of Baldwin Ave					
323		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
324		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
325		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
326		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
327	11	EA.	Relocate Power Pole	\$ 13,000.00	\$ 143,000.00
328	9	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 58,500.00
329	50	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 225,000.00
330		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
331		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
332		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
333		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
334		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
335		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
336		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
337		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
338		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
339		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
340		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
341		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
342		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
343		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
344		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
345		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
346		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
347		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
348		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
349		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
350		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
351		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
352		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
353		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
354		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
355		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
356		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
357		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
358		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
359		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
360		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
361		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
362		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
363		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
364		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
365		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
366		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L3 - Limonite Ave from East of Pedley Rd to East of Baldwin Ave					
367		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
368		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
369		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
370		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
371		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
372		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
373		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
374		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
375		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
376		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
377		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
378		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
379		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
380		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
381		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
382		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
383		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
384		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
385		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
386	24,828	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 248,280.00
387		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
388		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
389		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
390		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
391		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
392		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
393		EA.	Street Name Sign	\$ 358.00	\$ 0.00
394		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
395		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
396	2,061	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 8,244.00
397	44	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 5,720.00
398	155	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 542.50
399		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
400	4,178	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 11,907.30
401	7,949	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 22,654.65
402	4,789	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 13,648.65
403	1,553	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 4,426.05
404		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
405		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
406		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
407		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
408		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
409		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment L3 - Limonite Ave from East of Pedley Rd to East of Baldwin Ave					
410		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
411		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
412		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
413		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
414		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
415		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
416		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
417		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
418	1	EA	Traffic Signal Modification	\$ 150,000.00	\$ 150,000.00
419		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
420	1	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 10,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
LANDSCAPING					
					\$
421		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
422		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
423	168	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 21,840.00
424		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
425		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
426		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
427		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
428	10,943	S.F.	Parkway Landscaping	\$ 8.00	\$ 87,544.00
429		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
430	23	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 18,400.00
		A.	Subtotal		\$ 2,036,047.15
		B.	30% x A		\$ 610,814.15
		C.	Streets/Drainage Total (A + B)		\$ 2,646,861.30

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P1 - Pedley Rd from North of Limonite Ave to North of 60th St					
			ROADWAY EXCAVATION		
431		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
432		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
433		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
434		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
435		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
436		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
437	10,955	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 28,483.00
440	283	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 226.40
441		L.F.	Remove Curb and Gutter	\$ 23.00	\$ 0.00
442		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
443	5,757	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 34,542.00
444		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
445		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
446		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
447	340	TON	Asphalt Concrete (14,298 S.F.)	\$ 117.00	\$ 39,780.00
448	265	C.Y.	Agg Base Class II (14,298 S.F.)	\$ 65.00	\$ 17,225.00
449		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
450	98,593	S.F.	AC overlay (min. 0.10') (98,593 SF)	\$ 1.20	\$ 118,311.60
451		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
452	9,562	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 210,364.00
453		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
454		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
455		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
456		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
457		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
458		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
459		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
460	20,298	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 162,384.00
461		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
462		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
463	22	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 57,200.00
464	350	SF	ADA Truncated Domes	\$ 150.00	\$ 52,500.00
465		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
466		L.F.	Barricades	\$ 130.00	\$ 0.00
467		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P1 - Pedley Rd from North of Limonite Ave to North of 60th St					
468		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
469		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
470		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
471		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
472		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
473	4	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 26,000.00
474	19	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 85,500.00
475		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
476		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
477		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
478		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
479		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
480		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
481		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
482		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
483		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
484		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
485		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
486		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
487		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
488		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
489		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
490		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
491		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
492		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
493		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
494		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
495		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
496		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
497		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
498		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
499		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
500		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
501		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
502		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
503		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
504		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
505		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
506		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
507		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
508		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
509		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
510		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
511		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P1 - Pedley Rd from North of Limonite Ave to North of 60th St					
512		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
513		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
514		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
515		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
516		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
517		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
518		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
519		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
520		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
521		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
522		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
523		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
524		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
525		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
526		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
527		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
528		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
529		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
530		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
531	15,810	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 158,100.00
532		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
533		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
534		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
535		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
536		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
537		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
538		EA.	Street Name Sign	\$ 358.00	\$ 0.00
539		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
540		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
541	2,617	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 10,468.00
542	59	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 7,670.00
543	197	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 689.50
544		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
545		L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 0.00
546	3,209	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 9,145.65
547	4,107	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 11,704.95
548	993	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 2,830.05
549		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
550		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
551		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
552		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
553		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
554		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P1 - Pedley Rd from North of Limonite Ave to North of 60th St					
555		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
556		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
557		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
558		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
559		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
560		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
561		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
562		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
563		EA	Traffic Signal Modification	\$ 150,000.00	\$ 0.00
564		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
565		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
			LANDSCAPING		\$
566		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
567		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
568	59	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 7,670.00
569		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
570		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
571		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
572		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
573	13,851	S.F.	Parkway Landscaping	\$ 8.00	\$ 110,808.00
574		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
575	13	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 10,400.00
		A.	Subtotal		\$ 1,162,002.15
		B.	30% x A		\$ 348,600.65
		C.	Streets/Drainage Total (A + B)		\$ 1,510,602.80

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P2 - Pedley Rd from North of 60th St to North of 58th St					
ROADWAY EXCAVATION					
576		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
577		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
578		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
579		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill		
580		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
581		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
582	11,013	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 28,633.80
583	232	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 185.60
584	5,563	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 127,949.00
585		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
586	6,753	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 40,518.00
587		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
588		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
589		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
590	2,232	TON	Asphalt Concrete (93,925 S.F.)	\$ 117.00	\$ 261,144.00
591	1,740	C.Y.	Agg Base Class II (93,925 S.F.)	\$ 65.00	\$ 113,100.00
592		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
593	99,112	S.F.	AC overlay (min. 0.10') (99,112 SF)	\$ 1.20	\$ 118,934.40
594		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
595	11,589	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 254,958.00
596		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
597		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
598		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
599		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
600		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
601		EA.	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
602		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
603	17,578	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 140,624.00
604		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
605		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
606	20	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 52,000.00
607	264	SF	ADA Truncated Domes	\$ 150.00	\$ 39,600.00
608		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
609		L.F.	Barricades	\$ 130.00	\$ 0.00
610		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
611		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
612		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
613		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
614		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
615		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P2 - Pedley Rd from North of 60th St to North of 58th St					
616	12	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 78,000.00
617	57	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 256,500.00
618		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
619		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
620		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
621		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
622		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
623		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
624		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
625		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
626		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
627		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
628		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
629		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
630		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
631		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
632		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
633		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
634		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
635		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
636		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
637		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
638		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
639		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
640		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
641		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
642		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
643		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
644		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
645		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
646		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
647		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
648		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
649		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
650		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
651		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
652		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
653		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
654		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
655		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
656		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
657		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
658		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
659		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P2 - Pedley Rd from North of 60th St to North of 58th St					
660		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
661		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
662		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
663		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
664		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
665		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
666		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
667		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
668		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
669		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
670		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
671		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
672		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
673		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
674	23,091	S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 230,910.00
675		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
676		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
677		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
678		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
679		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
680		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
681		EA.	Street Name Sign	\$ 358.00	\$ 0.00
682		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
683		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
684	2,755	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 11,020.00
685	59	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 7,670.00
686	93	L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 325.50
687		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
688		L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 0.00
689	3,599	L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 10,257.15
690	3,483	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 9,926.55
691	1,562	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 4,451.70
692		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
693		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
694		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
695		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
696		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
697		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
698		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
699		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
700		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
701		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
702		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
Segment P2 - Pedley Rd from North of 60th St to North of 58th St					
703		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
704		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
705		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
706		EA	Traffic Signal Modification	\$ 150,000.00	\$ 0.00
707		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
708		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
LANDSCAPING					
709		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
710		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
711	79	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 10,270.00
712		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
713		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
714		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
715		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
716	9,834	S.F.	Parkway Landscaping	\$ 8.00	\$ 78,672.00
717		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
718	15	EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 12,000.00
		A.	Subtotal		\$ 1,887,649.70
		B.	30% x A		\$ 566,294.91
		C.	Streets/Drainage Total (A + B)		\$ 2,453,944.61

Notes:

- 1 Quantities estimate based on conceptual design. 30% contingency added for this reason.
- 2 Quantity for existing pavement along Limonite Avenue assumed to be in condition to preserve. Only grind and overlay proposed in the conceptual design.
- 3 Street lights and furnishings are based on a 100 LF - 200 LF spacing for conceptual purposes.

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
ADD ALTERNATE - North Side Frontage Lane Segments A and B Only at Limonite Ave Segment L3					
			ROADWAY EXCAVATION		
719		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
720		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
721		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
722		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill		
723		L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 0.00
724		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
725		S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 0.00
726		S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 0.00
727		L.F.	Remove Curb and Gutter	\$ 23.00	\$ 0.00
728		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
729		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
730		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
731		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
732		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
733	3,281	TON	Asphalt Concrete (138,079 S.F.)	\$ 117.00	\$ 383,877.00
734	2,557	C.Y.	Agg Base Class II (138,079 S.F.)	\$ 65.00	\$ 166,205.00
735		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
736		S.F.	AC overlay (min. 0.10') (185,991 SF)	\$ 1.20	\$ 0.00
737		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
738	2,802	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 61,644.00
739		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
740		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
741		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
742		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
743		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
744		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
745		S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 0.00
746		S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 0.00
747		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
748		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
749	2	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 5,200.00
750	28	SF	ADA Truncated Domes	\$ 150.00	\$ 4,200.00
751		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
752		L.F.	Barricades	\$ 130.00	\$ 0.00
753		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
754		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
755		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
756		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
757		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
758		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
ADD ALTERNATE - North Side Frontage Lane Segments A and B Only at Limonite Ave Segment L3					
759		EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 0.00
760		EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 0.00
761		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
762		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
763		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
764		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
765		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
766		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
767		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
768		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
769		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
770		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
771		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
772		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
773		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
774		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
775		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
776		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
777		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
778		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
779		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
780		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
781		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
782		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
783		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
784		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
785		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
786		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
787		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
788		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
789		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
790		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
791		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
792		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
793		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
794		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
795		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00
796		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
797		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
798		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
799		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
800		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
801		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
802		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
ADD ALTERNATE - North Side Frontage Lane Segments A and B Only at Limonite Ave Segment L3					
803		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
804		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
805		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
806		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
807		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
808		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
809		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
810		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
811		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
812		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
813		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
814		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
815		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
816		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
817		S.F.	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 0.00
818		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
819		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
820		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
SIGNING, STRIPING AND SIGNALS					
821		S.F.	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
822		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
823		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
824		EA.	Street Name Sign	\$ 358.00	\$ 0.00
825		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
826		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
827	380	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 1,520.00
828		EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 0.00
829		L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 0.00
830		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
831		L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 0.00
832		L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 0.00
833		L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
834		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
835		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
836		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
837		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
838		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
839		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
840		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00
841		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
842		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
843		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
844		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
845		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00

CITY OF JURUPA VALLEY

**IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Pedley Town Center**

Limonite Ave from west of Felspar St to east of Baldwin Ave and
Pedley Rd from south of Limonite Ave to north of 58th St

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
ADD ALTERNATE - North Side Frontage Lane Segments A and B Only at Limonite Ave Segment L3					
846		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
847		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
848	1	EA	New Traffic Signal	\$ 400,000.00	\$ 400,000.00
849		EA	Traffic Signal Modification	\$ 150,000.00	\$ 0.00
850		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
851	1	EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 10,000.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
LANDSCAPING					
852		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
853		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
854	46	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 5,980.00
855		S. F.	Landscape and Irrigation	\$ 4.50	\$ 0.00
856		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
857		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
858		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
859	31,120	S.F.	Parkway Landscaping	\$ 8.00	\$ 248,960.00
860		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
861		EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 0.00
		A.	Subtotal		\$ 1,287,586.00
		B.	30% x A		\$ 386,275.80
		C.	Streets/Drainage Total (A + B)		\$ 1,673,861.80

C.4 | Crosstown Corridors: Representative 1,000 Segment

See App. B.4 for
corresponding design

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Crosstown Corridor - Representative 1,000 ft Segment

Location: Etiwanda Ave from South Side of Jurupa Rd intersection to 1,000 ft North

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
			ROADWAY EXCAVATION		
1		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan Road area and side slopes to daylight Cut (c) = Fill (f) =		
2		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
3		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
4		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill If export, provide (a.)&(b.) a = fill, b = cut - fill If import, provide (a)&(c), a = cut, c = fill - cut (Unit costs for (a),(b), & (c) are 20% of actual costs to assure that work will be corrected to eliminate hazardous conditions.)		
5	1,000	L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 1,300.00
6		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
7	7,723	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 20,079.80
8	1,445	S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 1,156.00
9	4,000	L.F.	Remove Curb and Gutter	\$ 23.00	\$ 92,000.00
10		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
11	6,000	S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 36,000.00
12		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
13		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
14		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
15	144	TON	Asphalt Concrete (6,000 S.F.) (144 lbs/cu.ft)	\$ 117.00	\$ 16,848.00
16	112	C.Y.	Agg Base Class II (6,000 S.F.)	\$ 65.00	\$ 7,280.00
17		Ton	Asphalt Emulsion (Fog Seal/Paint Binder) (1 ton = 240 gals) (116,103S.F.) apply at 0.05+0.03 = 0.08 gal/SY	\$ 780.00	\$ 0.00
18	69,500	S.F.	AC overlay (min. 0.10') (69,500 SF)	\$ 1.20	\$ 83,400.00
19		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
20	2,000	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 44,000.00
21		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
22	4,000	L.F.	Type "D-1" Curb	\$ 16.00	\$ 64,000.00
23		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
24		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
25		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
26		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
27	400	S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 5,200.00
28	6,000	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 48,000.00
29		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
30		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
31		EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Crosstown Corridor - Representative 1,000 ft Segment

Location: Etiwanda Ave from South Side of Jurupa Rd intersection to 1,000 ft North

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
32		SF	ADA Truncated Domes	\$ 150.00	\$ 0.00
33		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
34		L.F.	Barricades	\$ 130.00	\$ 0.00
35		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
36		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
37		L.F.	Chain Link Fence (6')	\$ 104.00	\$ 0.00
38		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
39		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
40		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
41	4	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 26,000.00
42	10	EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 45,000.00
43		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
44		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
45		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
46		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
47		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
48		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
49		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
50		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
51		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
52		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
53		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
54		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
55		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
56		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
57		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
58		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
59		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
60		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
61		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
62		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
63		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
64		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
65		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
66		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
67		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
68		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
69		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
70		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
71		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
72		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
73		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
74		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
75		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
76		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
77		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Crosstown Corridor - Representative 1,000 ft Segment
Location: Etiwanda Ave from South Side of Jurupa Rd intersection to 1,000 ft North

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
78		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
79		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
80		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
81		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
82		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
83		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
84		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
85		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
86		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
87		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
88		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
89		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
90		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
91		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
92		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
93		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
94		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
95		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
96		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
97		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
98		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
99	2,000	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 20,000.00
100		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
101		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
102		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
103		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
104		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
105		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
106		EA.	Street Name Sign	\$ 358.00	\$ 0.00
107		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
108		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
109	110	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 440.00
110	36	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 4,680.00
111		L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 0.00
112		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
113	2,100	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 5,985.00
114		L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 0.00
115	1,400	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 3,990.00
116	1,100	L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 3,135.00
117		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
118		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
119		EA.	Road Sign - One Post	\$ 325.00	\$ 0.00
120		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
121		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
122		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
123		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Crosstown Corridor - Representative 1,000 ft Segment

Location: Etiwanda Ave from South Side of Jurupa Rd intersection to 1,000 ft North

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
124		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
125		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
126		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
127		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
128		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
129		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
130		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
131		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
132		EA	Traffic Signal Modification	\$ 150,000.00	\$ 0.00
133		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
134		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
135		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
136		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
137	36	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 4,680.00
138	6,000	S. F.	Landscape and Irrigation	\$ 4.50	\$ 27,000.00
139		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
140		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
141		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
142		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
143		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
144		EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 0.00
		A.	Subtotal		\$ 560,173.80
		B.	30% x A		\$ 168,052.14
		C.	Streets/Drainage Total (A + B)		\$ 728,225.94

Notes:

- 1 Quantities estimate based on conceptual design. 30% contingency added for this reason.
- 2 Quantity for existing pavement along representative 1,000 ft segment assumed to be in condition to preserve. Only grind and overlay proposed
- 3 Street lights and furnishings are based on a 100 LF - 200 LF spacing for conceptual purposes.

C.5 | Neighborhood Corridors:

Representative 1,000 Segment

See App. B.5 for corresponding design

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Neighborhood Corridor - Representative 1,000 ft Segment

Location: Jurupa Rd from East Side of Valley Way intersection to 1,000 ft West

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
			ROADWAY EXCAVATION		
1		C.Y.	1. Projects with Grading Plan Area x 0.50' (hinge point to hinge point)	\$ 26.00	\$ 0.00
			2. Projects without a Grading Plan		
2		C.Y.	(a.) Excavate and Fill	\$ 0.52	\$ 0.00
3		C.Y.	(b.) Excavate and Export	\$ 1.50	\$ 0.00
4		C.Y.	(c.) Import and Fill	\$ 3.70	\$ 0.00
			If balance, provide (a.) only, either cut or fill		
5	2,000	L.F.	Sawcut Exist. A.C. Pavement	\$ 1.30	\$ 2,600.00
6		S.F.	Cold Plane A.C. Pavement	\$ 2.00	\$ 0.00
7	2,445	S.Y.	Grinding A.C. , in place	\$ 2.60	\$ 6,357.00
8		S.Y.	Remove A.C. Pavement	\$ 0.80	\$ 0.00
9		L.F.	Remove Curb and Gutter	\$ 23.00	\$ 0.00
10		L.F.	Remove A.C. Dike	\$ 4.00	\$ 0.00
11		S.F.	Remove existing PCC sidewalk	\$ 6.00	\$ 0.00
12		EA.	Relocate Mailbox	\$ 325.00	\$ 0.00
13		L.F.	Remove Chain Link Fence	\$ 10.00	\$ 0.00
14		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
15	240	TON	Asphalt Concrete (10,000 S.F.)	\$ 117.00	\$ 28,080.00
16	186	C.Y.	Agg Base Class II (10,000 S.F.)	\$ 65.00	\$ 12,090.00
17		Ton	Asphalt Emulsion (Fog Seal/Paint Binder)	\$ 780.00	\$ 0.00
18	22,000	S.F.	AC overlay (min. 0.10') (22,000 SF)	\$ 1.20	\$ 26,400.00
19		L.F.	Curb and Gutter (Type A-6)	\$ 20.00	\$ 0.00
20	2,000	L.F.	Curb and Gutter (Type A-8)	\$ 22.00	\$ 44,000.00
21		L.F.	Type "C" Curb	\$ 16.00	\$ 0.00
22		L.F.	Type "D-1" Curb	\$ 16.00	\$ 0.00
23		L.F.	Type "D" Curb	\$ 20.00	\$ 0.00
24		L.F.	A.C. Dike (6")(incl. material & labor)	\$ 10.00	\$ 0.00
25		L.F.	A.C. Dike (8")(incl. material & labor)	\$ 13.00	\$ 0.00
26		EA	Rectangular Rapid Flashing Beacon	\$	\$ 0.00
27	400	S.F.	P.C.C. Cross Gutter and Spandrels	\$ 13.00	\$ 5,200.00
28	6,000	S.F.	P.C.C. Sidewalk	\$ 8.00	\$ 48,000.00
29		S.F.	P.C.C. Drive Approach	\$ 10.00	\$ 0.00
30		S.F.	P.C.C. Dip Section Std. 307	\$ 8.00	\$ 0.00
31	6	EA.	Handicapped Access Ramp	\$ 2,600.00	\$ 15,600.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Neighborhood Corridor - Representative 1,000 ft Segment

Location: Jurupa Rd from East Side of Valley Way intersection to 1,000 ft West

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
32	120	SF	ADA Truncated Domes	\$ 150.00	\$ 18,000.00
33		C.Y.	Structural Reinforcement Concrete	\$ 520.00	\$ 0.00
34		L.F.	Barricades	\$ 130.00	\$ 0.00
35		L.F.	Metal Beam Guard Railing	\$ 46.00	\$ 0.00
36		L.F.	Utility Trench, one side (Edison, Telephone, Cable)	\$ 13.00	\$ 0.00
37	950	L.F.	Railroad Anti-Climb Heavy Duty Fence	\$ 150.00	\$ 142,500.00
38		L.F.	Relocate Fence	\$ 16.00	\$ 0.00
39		EA.	Pipe Gate	\$ 1,300.00	\$ 0.00
40		EA.	Relocate Power Pole	\$ 13,000.00	\$ 0.00
41	10	EA.	Street Lights (including conduit)	\$ 6,500.00	\$ 65,000.00
42		EA.	Pedestrian Height Street Lights	\$ 4,500.00	\$ 0.00
43		EA.	Concrete Collar	\$ 1,000.00	\$ 0.00
44		C.Y.	Cut Off Wall (Std 2')	\$ 520.00	\$ 0.00
45		EA.	A. C. Overside Drain	\$ 1,040.00	\$ 0.00
46		EA	Under Sidewalk Drain Std 309	\$ 2,600.00	\$ 0.00
47		EA	Flat Outlet Drainage Structure Std 303	\$ 2,600.00	\$ 0.00
48		EA	Curb Outlet Drainage Structure Std 308	\$ 2,600.00	\$ 0.00
49		EA	Private Drainage Structure Std 310	\$ 650.00	\$ 0.00
50		S.F.	Terrace Drain & Down Drain	\$ 8.50	\$ 0.00
51		S.F.	Interceptor Drain	\$ 8.50	\$ 0.00
52		C.Y.	R.C. Box Culvert	\$ 520.00	\$ 0.00
53		C.Y.	Concrete Channel	\$ 260.00	\$ 0.00
54		C.Y.	Rip Rap (1/4 Ton) Method B	\$ 52.00	\$ 0.00
55		C.Y.	Rip Rap (1/2 Ton) Method B	\$ 59.00	\$ 0.00
56		C.Y.	Rip Rap (1 Ton) Method B	\$ 65.00	\$ 0.00
57		C.Y.	Rip Rap (2 Ton) Method B	\$ 72.00	\$ 0.00
58		C.Y.	Grouted Rip Rap (1/4 Ton) Method B	\$ 78.00	\$ 0.00
59		C.Y.	Grouted Rip Rap (1/2 Ton) Method B	\$ 87.00	\$ 0.00
60		C.Y.	Grouted Rip Rap (1 Ton) Method B	\$ 98.00	\$ 0.00
61		C.Y.	Grouted Rip Rap (2 Ton) Method B	\$ 104.00	\$ 0.00
62		L.F.	18" R.C. P. Or 21" x 15" RCPA	\$ 147.00	\$ 0.00
63		L.F.	24" R.C. P. Or 28" x 20" RCPA	\$ 150.00	\$ 0.00
64		L.F.	30" R.C. P. Or 35" x 24" RCPA	\$ 200.00	\$ 0.00
65		L.F.	36" R.C. P. Or 42" x 29" RCPA	\$ 117.00	\$ 0.00
66		L.F.	42" R.C. P. Or 49" x 33" RCPA	\$ 130.00	\$ 0.00
67		L.F.	48" R.C. P. Or 57" x 38" RCPA	\$ 306.00	\$ 0.00
68		L.F.	54" R.C. P. Or 64" x 43" RCPA	\$ 169.00	\$ 0.00
69		L.F.	60" R.C. P. Or 71" x 47" RCPA	\$ 195.00	\$ 0.00
70		L.F.	18" C.S.P. HDPE Or Equal	\$ 52.00	\$ 0.00
71		L.F.	24" C.S.P. HDPE Or Equal	\$ 65.00	\$ 0.00
72		L.F.	30" C.S.P. HDPE Or Equal	\$ 78.00	\$ 0.00
73		L.F.	36" C.S.P. HDPE Or Equal	\$ 91.00	\$ 0.00
74		L.F.	42" C.S.P. HDPE Or Equal	\$ 104.00	\$ 0.00
75		L.F.	48" C.S.P. HDPE Or Equal	\$ 130.00	\$ 0.00
76		L.F.	54" C.S.P. HDPE Or Equal	\$ 143.00	\$ 0.00
77		L.F.	60" C.S.P. HDPE Or Equal	\$ 156.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET
STREET IMPROVEMENTS - Neighborhood Corridor - Representative 1,000 ft Segment
Location: Jurupa Rd from East Side of Valley Way intersection to 1,000 ft West

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
78		EA.	Catch Basin W=4'	\$ 2,860.00	\$ 0.00
79		EA.	Catch Basin W=7'	\$ 5,200.00	\$ 0.00
80		EA.	Catch Basin W=14'	\$ 10,140.00	\$ 0.00
81		EA.	Catch Basin W=21'	\$ 15,600.00	\$ 0.00
82		EA.	Catch Basin W=28'	\$ 19,500.00	\$ 0.00
83		EA.	Type IX Inlet	\$ 3,250.00	\$ 0.00
84		EA.	Type X Inlet	\$ 3,250.00	\$ 0.00
85		EA.	Junction Structure No. 1	\$ 3,900.00	\$ 0.00
86		EA.	Junction Structure No. 2	\$ 3,900.00	\$ 0.00
87		EA.	Junction Structure No. 6	\$ 4,810.00	\$ 0.00
88		EA.	Transition Structure No. 1	\$ 16,250.00	\$ 0.00
89		EA.	Transition Structure No. 2	\$ 16,250.00	\$ 0.00
90		EA.	Transition Structure No. 3	\$ 3,510.00	\$ 0.00
91		EA.	Manhole No. 1	\$ 3,510.00	\$ 0.00
92		EA.	Manhole No. 2	\$ 4,290.00	\$ 0.00
93		EA.	Manhole No. 3	\$ 3,510.00	\$ 0.00
94		EA.	Manhole No. 4	\$ 6,500.00	\$ 0.00
95		EA.	Adjust Water Valve to Grade (if no water plan)	\$ 325.00	\$ 0.00
96		EA.	Adjust MH to Grade (if no sewer plan)	\$ 780.00	\$ 0.00
97		EA.	Install Truncated Domes	\$ 250.00	\$ 0.00
98		EA.	Local Depression, Std. No. 311	\$ 500.00	\$ 0.00
99	7,500	S.F	D.G. Trail & Fencing Std. No 415	\$ 10.00	\$ 75,000.00
100		EA.	Winged Headwall Per San Bernardino County Std. 209	\$ 10,000.00	\$ 0.00
101		EA.	Construct Forebay	\$ 15,000.00	\$ 0.00
102		EA.	Install Drywell	\$ 75,000.00	\$ 0.00
103		S.F	Remove Traffic Stripes and Paint Markings	\$ 3.00	\$
104		EA.	Remove, Sign, Salvage	\$ 130.00	\$ 0.00
105		EA.	Relocate Roadside Sign	\$ 195.00	\$ 0.00
106		EA.	Street Name Sign	\$ 358.00	\$ 0.00
107		EA.	Install Sign (Strap and Saddle Bracket Method)	\$ 195.00	\$ 0.00
108		EA.	Install Sign Mast Arm Hanger Method)	\$ 195.00	\$ 0.00
109	330	L.F.	Basic Crosswalk (Caltrans A24F)	\$ 4.00	\$ 1,320.00
110	36	EA	Pavement Marking Word/Symbol (Caltrans A24)	\$ 130.00	\$ 4,680.00
111		L.F.	Limit Line (Caltrans A24G)	\$ 3.50	\$ 0.00
112		L.F.	Yield Line (Caltrans A24G)	\$ 3.50	\$ 0.00
113	2,000	L.F.	Lanelines (Caltrans A20A)	\$ 2.85	\$ 5,700.00
114		L.F.	Striping Lines (Caltrans A40L)	\$ 2.85	\$ 0.00
115	1,000	L.F.	Yellow Channelizing Lines (Caltrans A20D)	\$ 2.85	\$ 2,850.00
116		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
117		L.F.	White Channelizing Lane Lines (Caltrans A20D)	\$ 2.85	\$ 0.00
118		S.F.	Shared Roadway Bicycle Marking	\$ 6.00	\$ 0.00
119	3	EA.	Road Sign - One Post	\$ 325.00	\$ 975.00
120		EA.	Road Sign - Two Post	\$ 520.00	\$ 0.00
121		EA.	Object Marker - Modified Type "F" Delineator	\$ 78.00	\$ 0.00
122		EA.	Delineator (Class 1 Type F)	\$ 52.00	\$ 0.00
123		EA.	Delineator (Class 2)	\$ 59.00	\$ 0.00

CITY OF JURUPA VALLEY

IMPROVEMENT REQUIREMENT WORKSHEET

STREET IMPROVEMENTS - Neighborhood Corridor - Representative 1,000 ft Segment

Location: Jurupa Rd from East Side of Valley Way intersection to 1,000 ft West

#	QUANTITY	UNIT	ITEM	UNIT COST	AMOUNT
124		EA.	Pavement Marker, Reflective	\$ 5.00	\$ 0.00
125		EA.	Paint Traffic Stripe (2 Coats)	\$ 0.40	\$ 0.00
126		L.F.	Remove Barricade	\$ 13.00	\$ 0.00
127		L.F.	4" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
128		L.F.	8" Thermoplastic Traffic Stripe	\$ 1.00	\$ 0.00
129		L.F.	Thermoplastic Channelizing Limit Line and Pavement	\$ 3.00	\$ 0.00
130		L.F.	Thermoplastic Cross Walk and Pavement Marking	\$ 5.00	\$ 0.00
131		EA	New Traffic Signal	\$ 400,000.00	\$ 0.00
132		EA	Traffic Signal Modification	\$ 150,000.00	\$ 0.00
133		EA	Relocated Existing Street Light	\$ 6,000.00	\$ 0.00
134		EA	Pedestrian Hybrid Beacon	\$ 10,000.00	\$ 0.00
					\$ 0.00
					\$ 0.00
					\$ 0.00
			LANDSCAPING		\$
135		S. F.	Maintenance Walk STD 113	\$ 5.00	\$ 0.00
136		S. F.	Colored Stamped Concrete	\$ 13.00	\$ 0.00
137	50	EA	Street Trees (15 Gallon)	\$ 130.00	\$ 6,500.00
138	5,500	S. F.	Landscape and Irrigation	\$ 4.50	\$ 24,750.00
139		C.Y.	Landscape Fill Material	\$ 35.00	\$ 0.00
140		EA	2" Recycled Water Meter	\$ 9,100.00	\$ 0.00
141		S.F.	Electric Meter	\$ 13,000.00	\$ 0.00
142		S.F.	Parkway Landscaping	\$ 8.00	\$ 0.00
143		S.F.	Stone Landscaping	\$ 7.50	\$ 0.00
144		EA	Street Furnishings (Trash receptacles and seating)	\$ 800.00	\$ 0.00
		A.	Subtotal		\$ 535,602.00
		B.	30% x A		\$ 160,680.60
		C.	Streets/Drainage Total (A + B)		\$ 696,282.60

Notes:

- 1 Quantities estimate based on conceptual design. 30% contingency added for this reason.
- 2 Quantity for existing pavement along representative 1,000 ft segment assumed to be in condition to preserve. Only grind and overlay proposed
- 3 Street lights and furnishings are based on a 100 LF - 200 LF spacing for conceptual purposes.



Appendix D

PUBLIC SIGNAGE & BRANDING: CONCEPT & ESTIMATES



INTRODUCTION

This Appendix is intended to serve as a resource and guide for selection and scoping of subsequent public signage efforts. It begins with a Sign Type Guide that profiles common public signage types, configurations, typical applications, and cost ranges by type, and is illustrated with many Southern California examples.

A following Design Considerations section includes the City's recently adopted city branding graphic standards and context reference images, inventory of potential destinations, a conceptual map of signage type locations, Jurupa Valley-specific conceptual design sketches, Town Center-specific location concepts, and related conceptual budgetary estimates.

IN THIS CHAPTER

D.1 Detailed Table of Contents	Sheet 1
D.2 Sign Type Guide	Sheet 2
D.3 Design Considerations	Sheet 18

D.1 | Detailed Table of Contents

PART A: SIGN TYPE GUIDE

Community Signage

Introduction	02
Schematic Types	03
Illustrative Examples	05
Gateway Signs	06
Introduction	06
Subtypes	07

Wayfinding Signs

Vehicular Directional Signs	10
Pedestrian Directional/Directory Signs	12
Trail Signage	13
Destination/Facility ID Signs	15
Interpretive Signs	16
Regulatory Signs	17



PREPARED UNDER THE DIRECTION OF:



CONT

PART B: DESIGN CONSIDERATIONS

Design

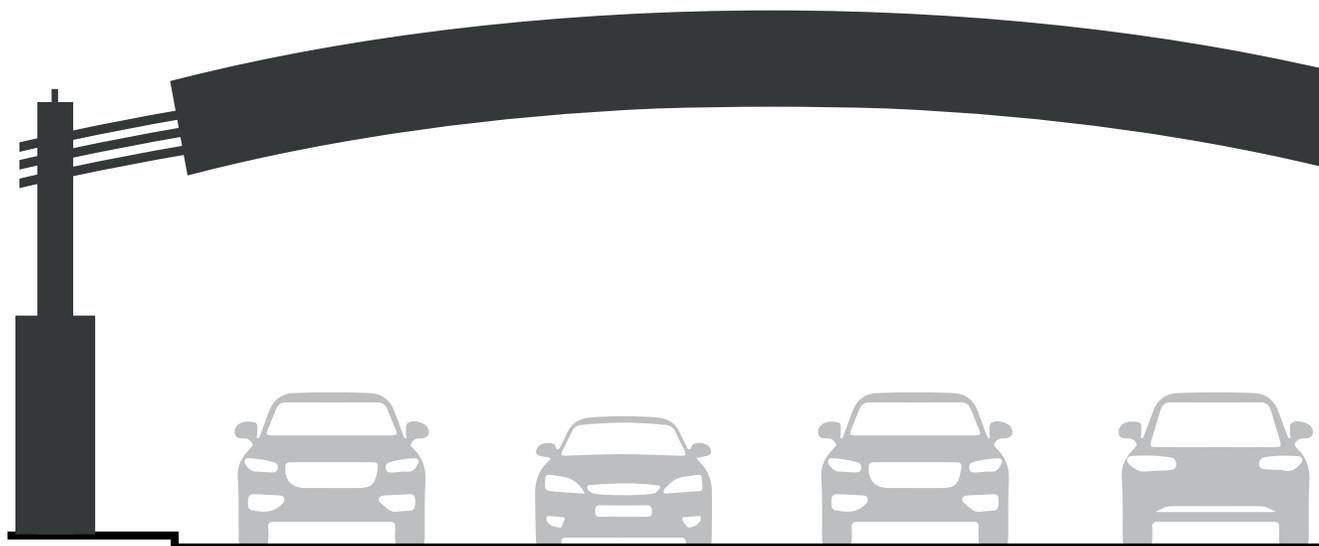
City Branding	18
Sign Materials	19
Reference Images	20
Vehicular Directional Destinations	21
Citywide Sign Location Plan	22
Citywide Gateway Conceptual Sketches	23
Vehicular Directional Conceptual Sketch	27
Pedley Town Center Sign Location Plan	28
Rubidoux Town Center Sign Location Plan	29
Rubidoux Signs	30
Glen Avon Town Center Sign Location Plan	32
Crestmore Heights Gateway	33
Sunnyslope Gateway	34
Glen Avon Gateway	35
Cost Estimates	36

D.2 | Sign Type Guide

Community Signage

- Denote a boundary, mark a place
- Assist with navigation
- Promote destinations and, by extension, community identity
- Establish and reinforce community identity
- Include gateways, vehicular and pedestrian signs, regulatory signs, and environmental graphics
- Community signage programs work best when implemented in a comprehensive manner

on, commerce
entity and branding
strian wayfinding, interpretive and
graphics
best when planned and implemented in

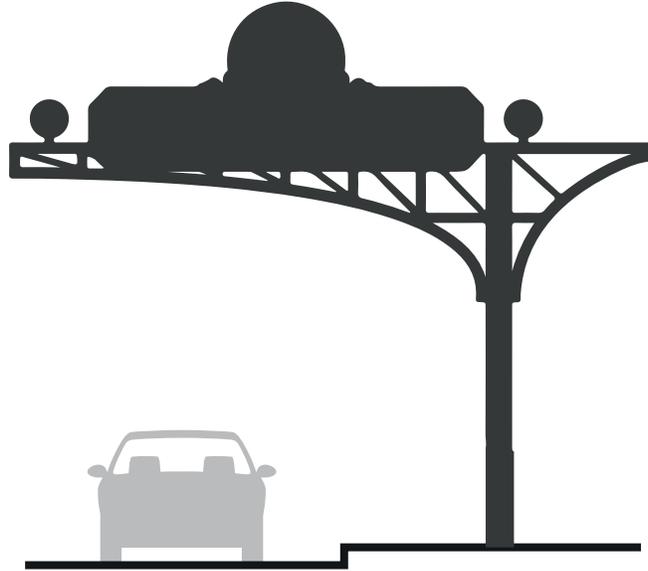
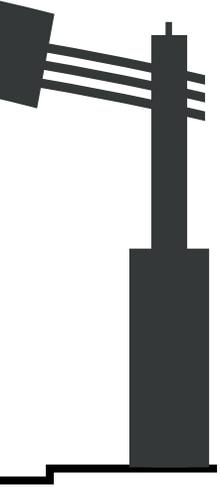


ARCH SIGN

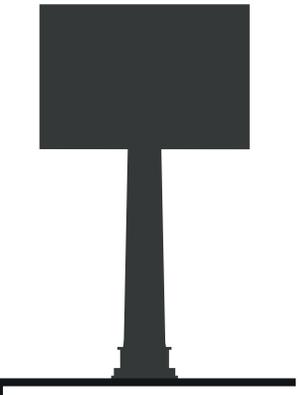


"LOLLIPOP" SIGN

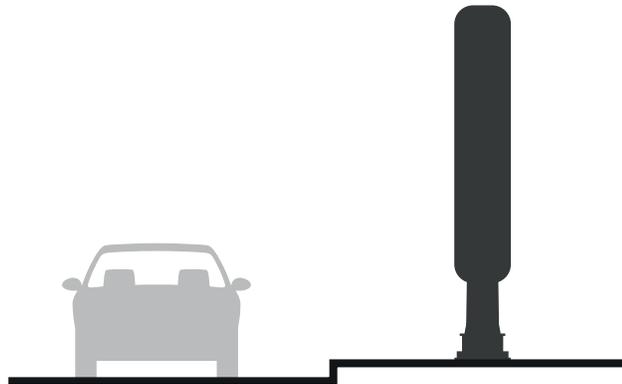
SIGN TYPES



CANTILEVER SIGN

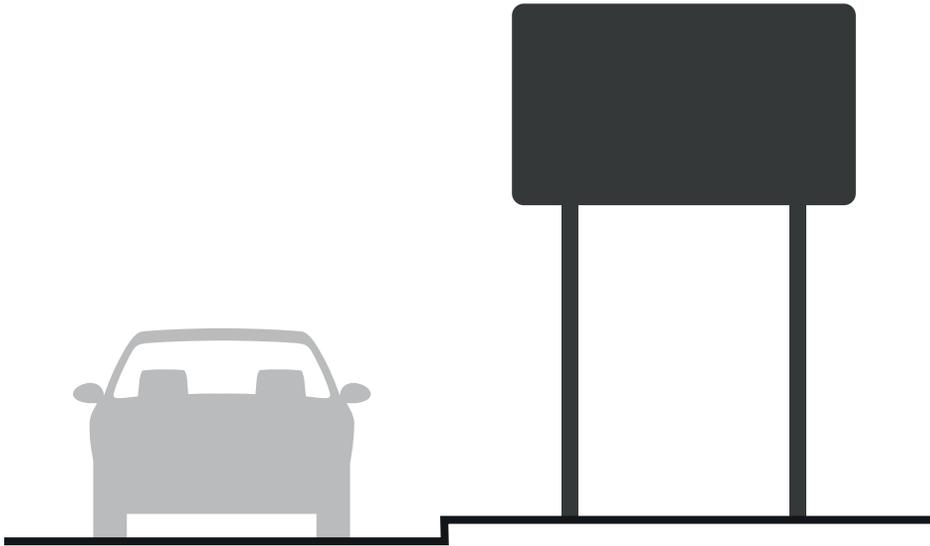


"LOLLIPOP" SIGN

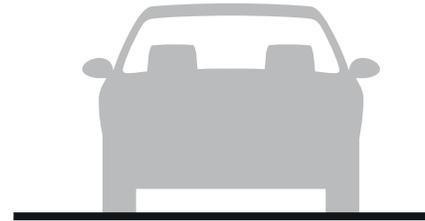


PYLON SIGN

GATEWAY SIGN



CITY LIMIT SIGN



SMALLER VEHICULAR SIGNS



FACILITY IDENTIFICATION
MONUMENT

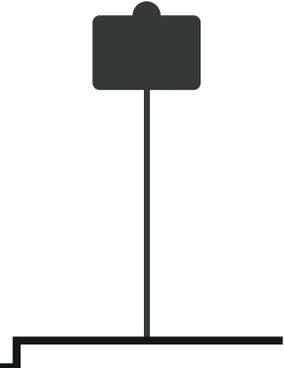


VEHICULAR
DIRECTIONAL

TYPES (CONT.)



MAJOR ENTRY MONUMENT



CITY LIMIT SIGN

PEDESTRIAN SIGNS



PEDESTRIAN DIRECTIONAL /
SITE / PARKING IDENTIFICATION

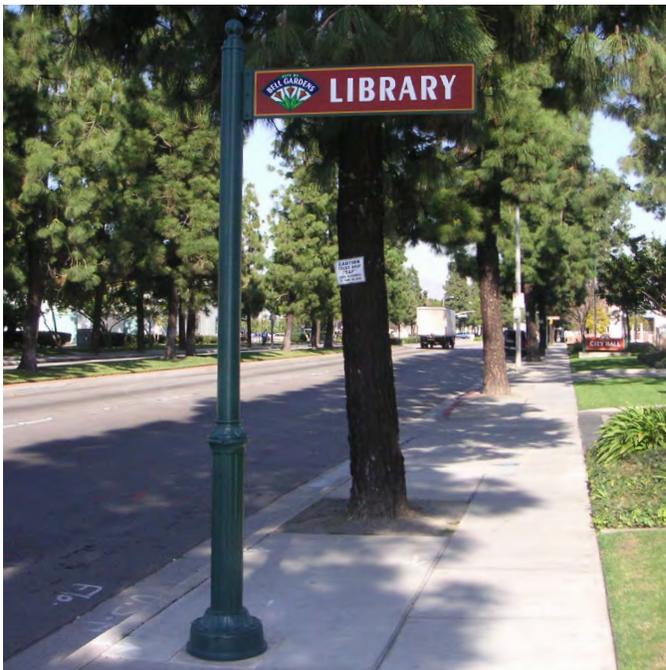
PEDESTRIAN
DIRECTORY MAP



Gateway



Destination/Facility ID Marker



Facility ID Sign



Interpretive



Vehicular Directional



Pedestrian Directory



Banners



Mural



Gateway Signage

- Primary gateway sign (e.g., iconic statue, landmark building)
- Place on road (e.g., highway, main road, shopping centers, etc.)
- Place gateway sign (e.g., Geographic location, At memorial, etc.)
- Avoid placing sign in front of (e.g., traffic lights).
- Smaller, secondary sign (e.g., larger, primary sign, etc.)
- Careful design and placement of structure

Signs

Gateways are the largest and most costly sign types, but create a memorable, landmark element for the community.

Focus on roads that are most significant.

Consider high traffic volumes, or in a well-developed area (look for bike lanes, planting, etc.).

Place gateway signs at entry points or central nodes.

Identify physical boundaries, such as city limits.

Choose memorable locations. Entry or central to a downtown, at a major intersection, etc.

Consider existing or planned visual obstructions (e.g. tree canopies, traffic signals, etc.).

Secondary gateways placed at other locations can complement and reinforce primary gateways.

Consider the use of illumination effects, including digital displays, is as important as design details like color, typography, imagery, and coloration.



Gateway S

- Arched sign
- located at
- for vehicle
- More cost
- Requires a
- Highest vis
- Place at pr
- will be unc
- Cost: \$\$\$\$



Gateway S

- Can go eit
- Arm or wi
- into the ci
- Only requi
- Provides g
- Less comm
- Cost: \$\$

Sign Subtype: Arch

Sign structure top spans the width of the roadway, supported by columns at either end. The structure forms a visual and physical gateway/ entrance frame.

Typically used for wider roads, due to requirement for increased span.

Requires more available space on both sides.

High visual impact of gateway sign subtypes

Used at primary access points into the community, and when view to the sign structure is unobstructed.

\$

Sign Subtypes: Cantilever

Installed either on an existing road median or to the side of the road

Signage extending from a post structure, helps to suggest a frame at the entrance

ty

Requires less installation area on one side

Provides greater visibility than pylon type, but less than arch

Common gateway type, though the cantilever design creates visual dynamism.



Gateway S

- Located on
- Works well
- May be loc
- are unsuit
- Electrical s
- Cost: \$\$\$



Gateway S

- Tall vertical
- road, or in
- Typically u
- Can be clu
- Cost: \$\$

Sign Subtypes: “Lollipop”

located in a street median (Usually requires a minimum 8 feet wide median)

Best for wider roads or where parkway options are limited

Typically located at secondary access points to the city, or used if primary access points are not available for an arch sign.

Service across roadway may add cost.

Sign Subtypes: Pylon

Vertical structure can be located on an existing median, on the side of a narrower roadway, or on a sidewalk area.

Used to establish a neighborhood or other secondary identity

Can be clustered together, or placed at multiple corners of an intersection



Gateway Signage

- Less costly
- Most common
- Can't be seen in areas with trees
- Large sign
- Susceptible to weather
- Signs installed



Gateway Signage

- Existing sign
- Recommended locations
- Least expensive
- Typically not
- Design should
- May be possible

Sign Subtypes: Monument

More expensive than the preceding gateway subtypes
More conducive to incorporating electronic screens
Viewable from as great of a distance as taller sign types. Recommended
for use on roads with slower vehicle speeds and/or narrower roads.
Large footprint, requiring more clear ground area
Vulnerable to vandalism due to pedestrian-accessible height; monument
Installation in road medians can be vulnerable to car accidents

Sign Subtypes: Panel

Signage is small flat panels.
Consider replacing all existing signs of this type without changing their
message. Update with new logo and more legible typography.
Simple and least visually impactful way to denote city boundary.
Non-illuminated but may incorporate reflective materials.
Could reinforce and complement larger gateway signage elements.
One-post and panel, or two-post and panel.



Vehicular

- Often a good location for a relatively compact facility by residents.
 - Can establish a successful and complete facility located within the “Civic Center” and tertiary areas that there are no other facilities.
 - Used to capture traffic from the surrounding area.
 - Per current regulations, listed on vehicle routes, permitted, and located within the “Civic Center” and tertiary areas.
 - Locate sufficient parking spaces to have time to complete the project.
 - Within “Township Centers” and tertiary areas.
- (cont.)*

Directional

Good place to begin when implementing a program. These signs are quick and easy to build, relatively low-cost, and are easily noticed. (Demonstrating that infrastructure upgrades have begun) Establish and/or reinforce the community's unique brand identity. A successful program of vehicular directionals will be planned strategically and comprehensively so that there is **consistency** in design, so that signs are without cluttering, **hierarchically** - with major destinations (e.g. "Center") initially displayed on entering the community, then secondary destinations (e.g. "Museum") and as one approaches, and so there is **flexibility** in the program as the community grows and evolves. Signs should all out, promote local destinations. (See list, sheet 16.) Under California law, commercial destinations' proper names cannot be used in vehicular signage in public right-of-way (e.g. "Shopping" would be illegal, but a mall called "The Shops at Jurupa Valley" would not.) Signs should be placed sufficiently ahead of decision points (intersections) so that drivers have time to respond to the new information and know which way to turn. Signs for "Town Centers" or neighborhoods, direct vehicles to other "Town Centers" and neighborhoods.



Vehicular

- Typical ma panel. Ado increase c
- MUTCD re
- Sign size s
- Installing c costs, alth themes.

Directional (cont.)

Materials: graphics printed onto reflective vinyl, applied to metal
Additional decorative elements are optional and add interest, but
cost

regulations ensure message readability.

should increase with road speed and width.

on existing posts, where available, reduces installation and material
ough custom mountings can reinforce community branding



Pedestrian

- Place in an area with high pedestrian walking density
- Directories and maps are essential for construction site navigation
- Pedestrian-friendly signage is essential
- Maps and directories should be free of charge
- For a directional sign, the sign should either include a map or a list of directions

Directionals and Directories

Areas with high pedestrian traffic, indicating other locations within
distance

Signs tend to be relatively costly for their size, due to their cabinet
construction. Integrating lighting or a digital screen will also increase cost.
Directories must be especially protected against vandalism
as listings of merchant names are appreciated by businesses, but
require frequent updates.

To have changeable maps and listings, typical solutions are to
use digital screens or printed displays behind a locking glass door.



Trail Signage

- Types include
 - Trail ID signs about trail location
 - Directional signs pointing the trail
 - Interpretive signs providing trail ecology and more details
 - Regulatory signs listing rules and uses.
 - Informational signs providing trail history and scenic views
- Trail signage is a key component of material design

age

ude:

Signage: confirms the trail name. May also include information trail length and difficulty level.

Internal and Wayfinding Signage: guides visitors to, from, and within network.

Interactive Signage & Displays: provides relevant information about the system. Typically includes illustrations and QR codes leading to detailed information.

Prohibitory Signage: establishes trail rules such as hours and permitted

Informational Signage: provides contact information for trail maintenance security officials.

Signage should be designed as a unified scheme, with consistent usage standards appropriate to the area.



Trail Signage

- Draws attention to new users
- Helps users navigate
- Typically standard signage requirements
- Subtypes include
 - Directional - Typically used to guide users to specific destinations
 - Regulatory - Used to enforce rules and/or safety
 - May include other information

Signage (cont.): Bicycle & Equestrian Signage

Attention to the trail network, increasing visibility and encouraging

users to find rider-friendly paths and guides their decision-making.

Similar in scale to pedestrian signage, however, equestrian-specific signage requires higher clearance.

include:

Directional Signage: directs users to major destinations in the network.

may list distances in miles and/or travel time in minutes.

Prohibitory Signage: may identify path as “Bike Lane,” denote speed limits,

and enumerate path rules and regulations

include a region-specific trail network logo.



Destination

- Can indicate development
- May be free
- Completes
- Includes p
- Completes

n/Facility ID Sign

te the entrance to a park, city building, shopping center, condo
ent, etc.

standing monuments or pole-mounted.

s a navigational sequence.

ublic parking signs.

s a comprehensive wayfinding program.



Interpretive

- Pedestrian
- Help to ed
object(s).
- Design sho
illustration
- Often crea
- Should be

ive Signage

A sign type most often found on walking trails.

Educate and enrich visitors' experience of a place, people, or

Can include information about local wildlife or conservation efforts.

Could be colorful and engaging, using photographs and/or

as supported by accompanying text.

Installed in a large tabletop format.

Accessible to users of all abilities.



Regulatory

- In traffic c
- Necessary
- Standardiz
speed. The
- Signs take
stock elem

Temporary Signage

In control applications, these signs are essential for road safety. They are required and mandated for conveying laws and regulations. High-visibility designs are used to ensure quick visual recognition at high speeds. These designs are provided by MUTCD. They are typically in the form of thin, inexpensive reflective panels. These are typically temporary signs that can be cheaply and easily replaced.

D.3 | Design Considerations



Font: New Spirit Semibold

ABCDEFGHIJKLMNOPQRSTUVWXYZ

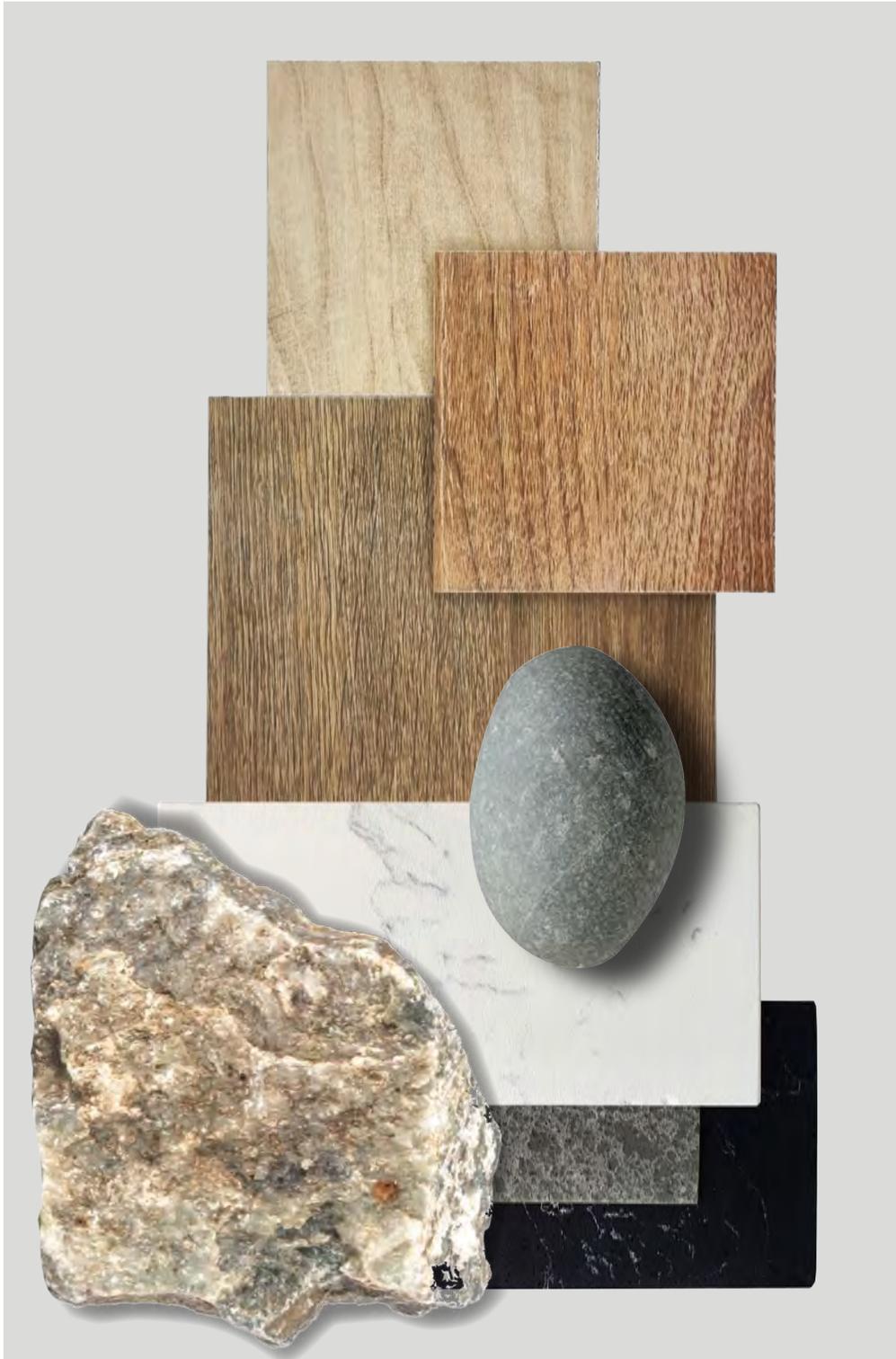
abcdefghijklmnopqrstuvwxyz

0123456789

**Jurupa
Valley**

Jurupa Valley

Jurupa Va



- Should be
- Exterior an
 - Cor-Ten
- Interior an
 - Aluminu
 - Bases m
- Illuminatio
 - Improve
 - LED ligh
 - Require
 - Digital b
- Always rec
 - Tamper
 - Anti-gra weather
- Most robu areas.
- Use thicke reduce cos require ea
- Individual vandalism
- Landscapi coordinati

Recommended Sign Materials

durable and permanent

and/or decorative elements, especially for larger signs:

steel, rough natural stone, and/or Spanish-inspired stucco

and/or structural elements, smaller signs:

aluminum, aluminum composite, steel frame.

made of concrete, brick, or stone

on

es sign readability at night, provides some street illumination

nting is typical

s access to electricity, unless solar powered

billboards allow for changeable messaging

ommended:

proof hardware, to protect against vandalism

affiti/UV-protection coatings, to guard against vandalism and

ring damage

st construction methods always recommended for pedestrian

r gauge material for panel signs (thinner material can initially

sts, but these signs are more prone to bending damage and often

rlier replacement).

letters at pedestrian-accessible heights not recommended (due to

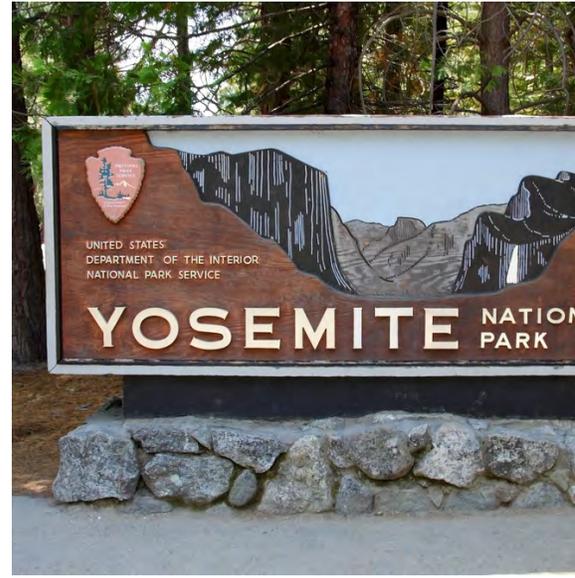
).

ng, benches, and other streetscape elements should be considered

on with other departments/disciplines



SMOOTH STONE, SIMPLE GEOMETRY



NATURAL STONE BASE



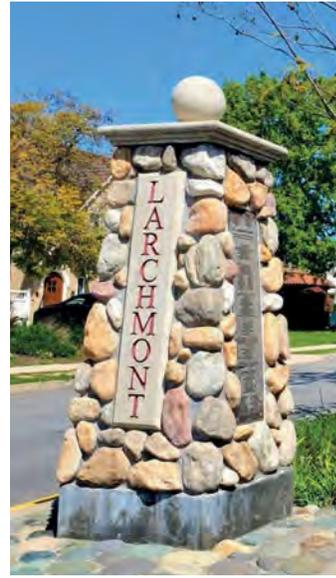
DYNAMIC FORMS, STONE BASES



INTEGRATED



RUSTED METAL, DIMENSIONAL METAL LETTERS



RUSTIC STONE



RATES PEDESTRIAN PATHS



INCORPORATES IMAGERY

Communities

- Belltown
- Crestmore Heights
- Glen Avon
- Indian Hills
- Jurupa Hills
- Mira Loma
- Pedley
- Rubidoux
- Sunnyslope

Civic & Transit

- City Hall
- Community Services
- Fire Station
- Flabob Airport
- Freeways
- Jurupa Valley High School
- Library
 - Glen Avon
 - Louis Rubidoux
- Metrolink Station
- Parking
- Post Office
 - Mira Loma
 - Pedley



Recreation

“Big League Dreams”*

The Cove Waterpark*

Glen Avon Heritage Park

Golf Courses

- Indian Hills
- Jurupa Hills

Goose Creek

Mary Tyo Trailhead

Equestrian Staging Area

Natural feature

- Mt. Jurupa
- Pyrite Creek
- Santa Ana River

Rancho Jurupa Regional

Sports Park

Rick Thompson Arena

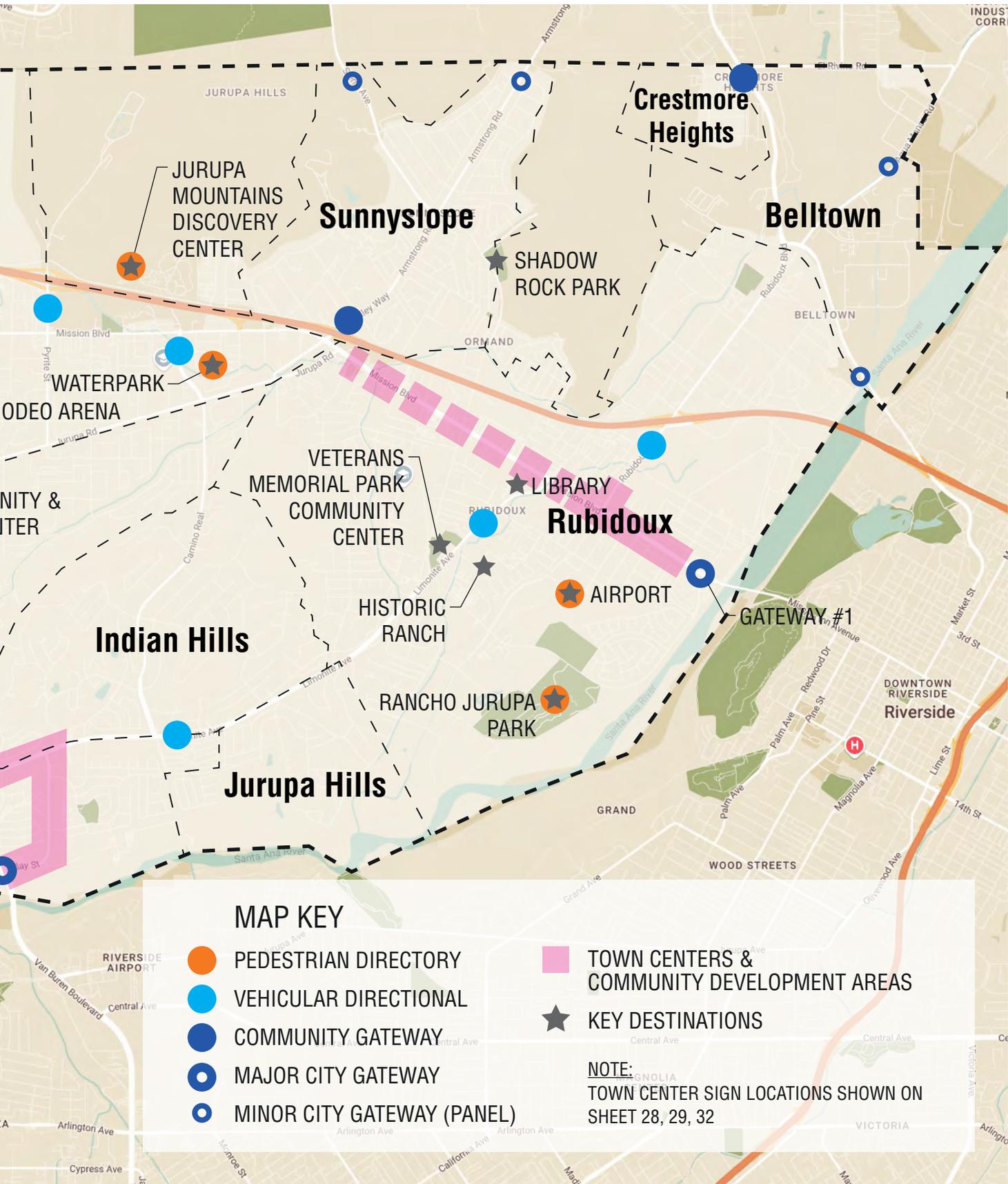
Shadow Rock Park

Shopping & Culture

- Commercial Locations
 - Rubidoux Drive-in Theatre*
 - Skyview Event Center*
- Museums
 - Jensen Alvarado Historic Ranch and Museum
 - Jurupa Mountains Discovery Center
- Shopping Areas
 - Deanza Plaza*
 - The Shops at Jurupa Valley*
 - Vernola Marketplace*

*Denotes commercial destinations listed by proper name; can be shown generically (e.g., “Shopping,”) but cannot be listed on vehicular signage in public right-of-way per current California law.







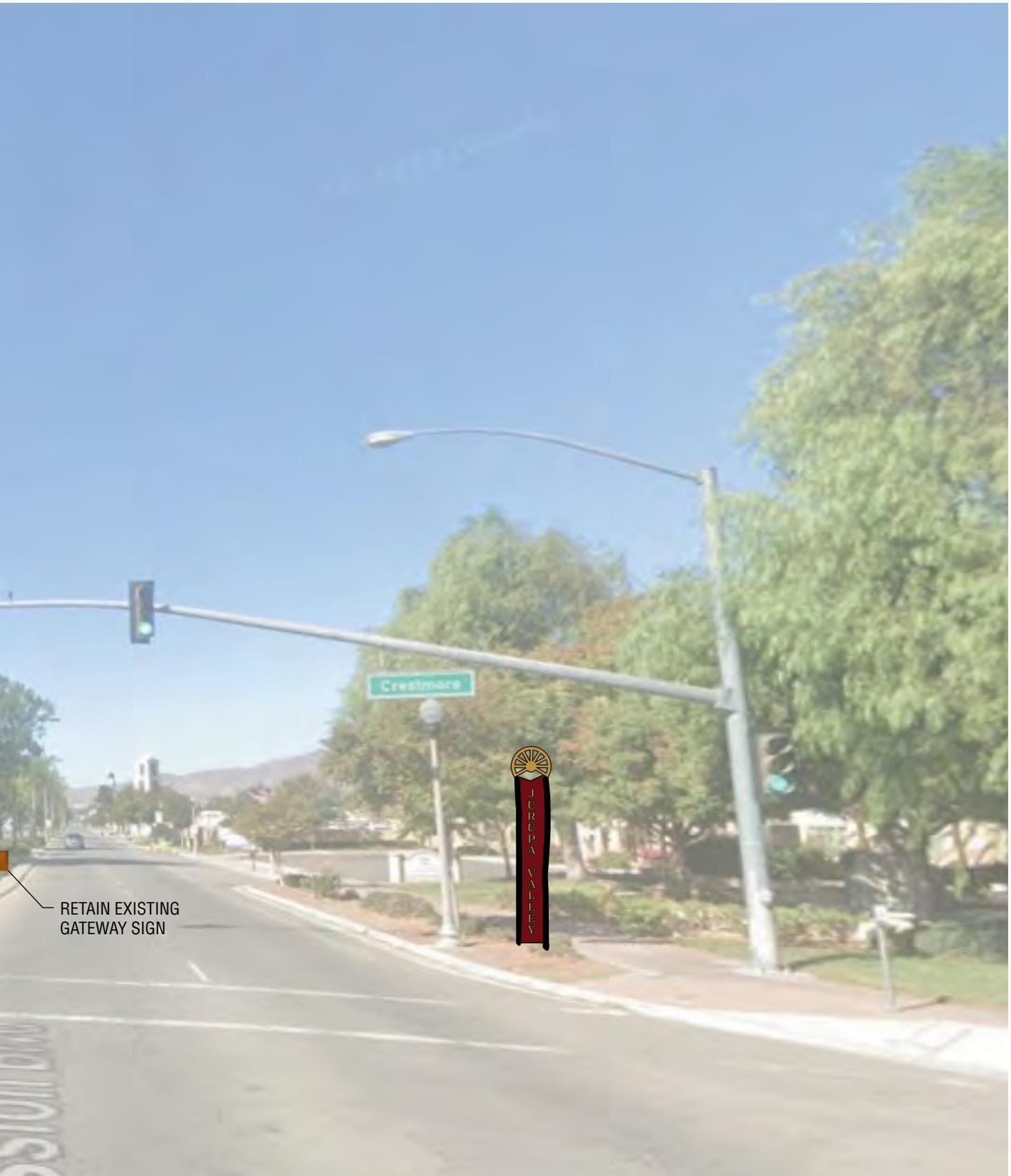
GRAPHIC SOLUTIONS

LOCATION (1): JURUPA VALLEY GATEWAY ARCH CONCE



RETAIN EXISTING
GATEWAY SIGN









- REMOVE EXISTING
GATEWAY SIGN



VALLEY



RETAIN EXISTING
GATEWAY SIGN

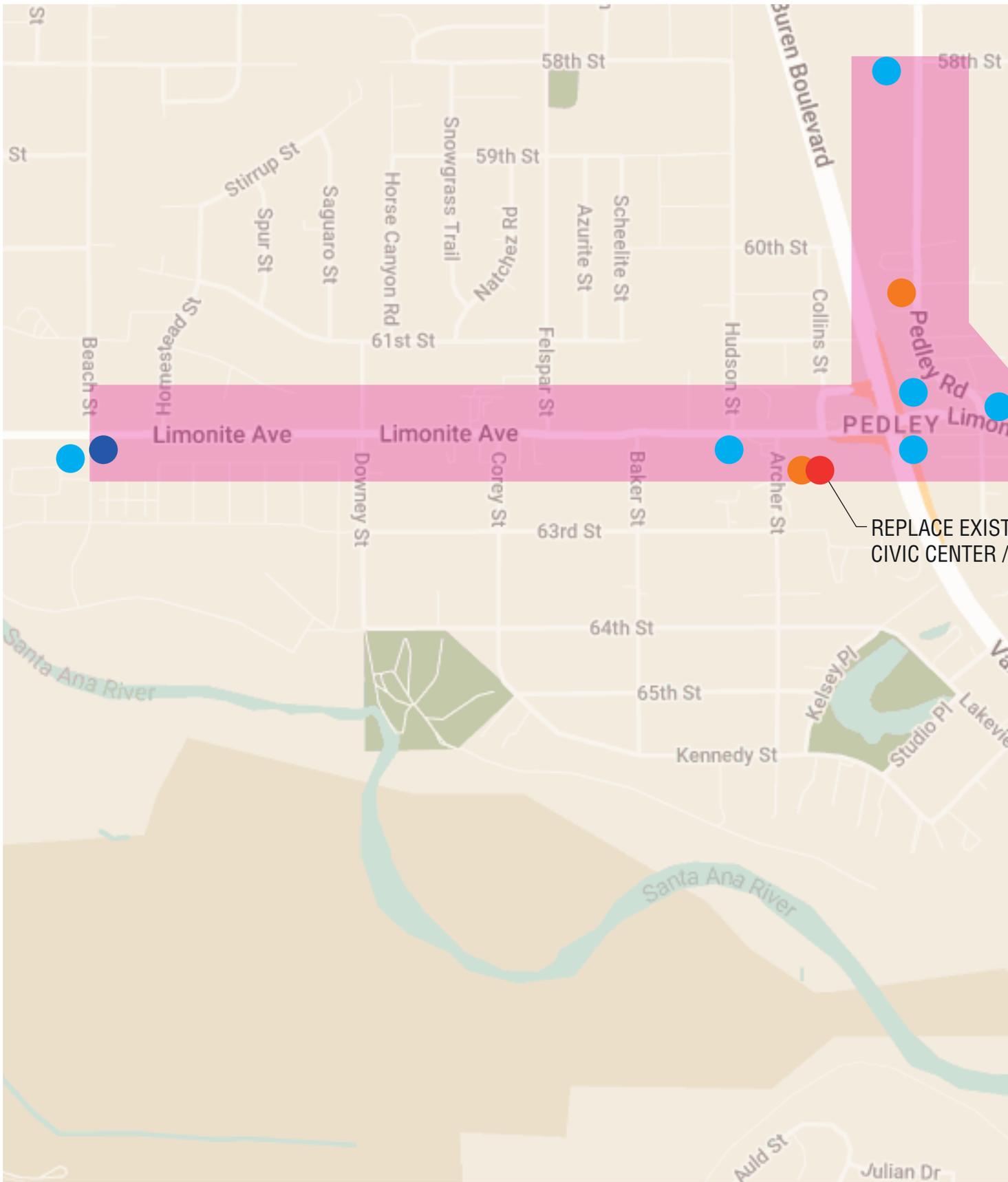
REMOVE EXISTING
GATEWAY SIGN

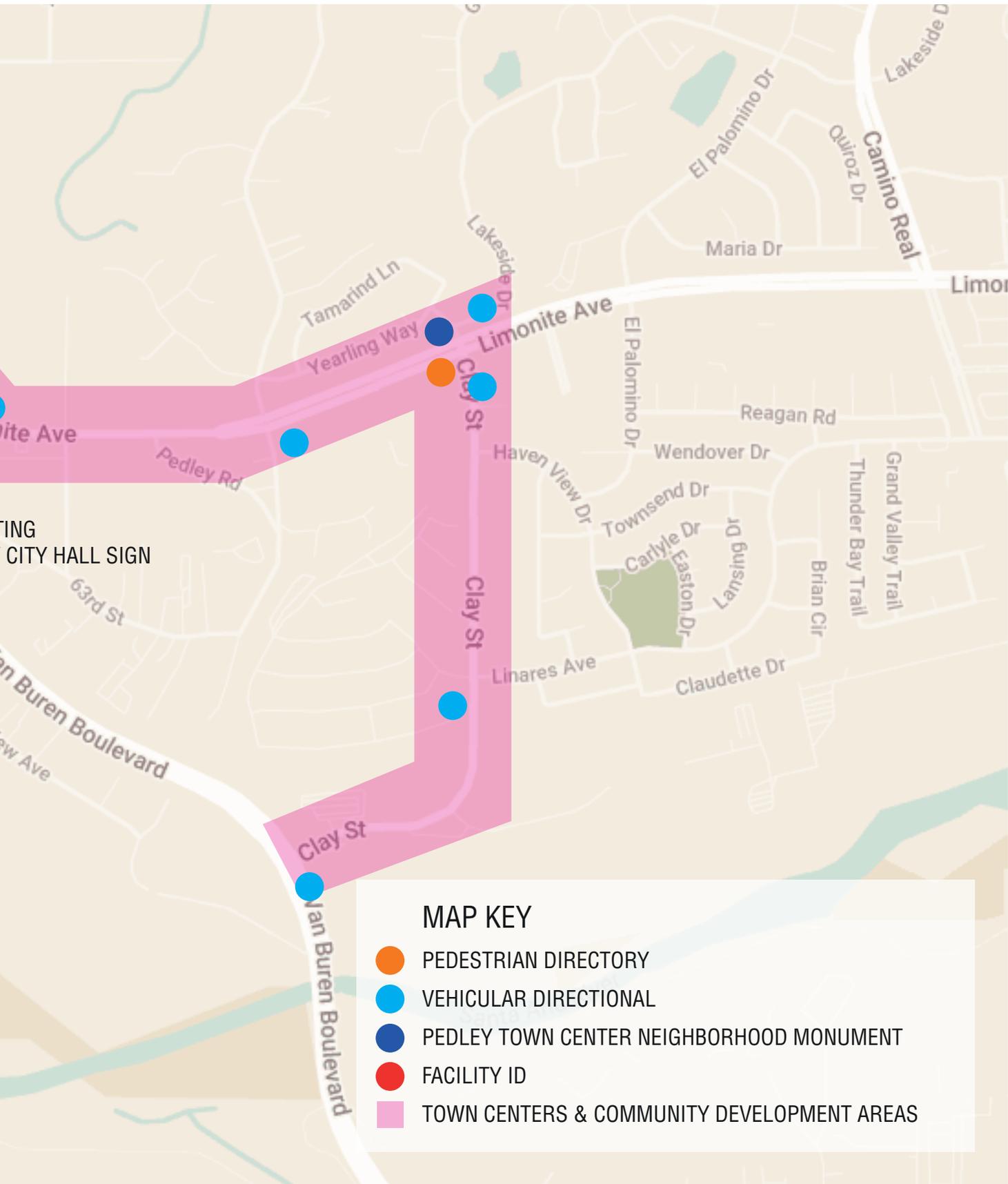


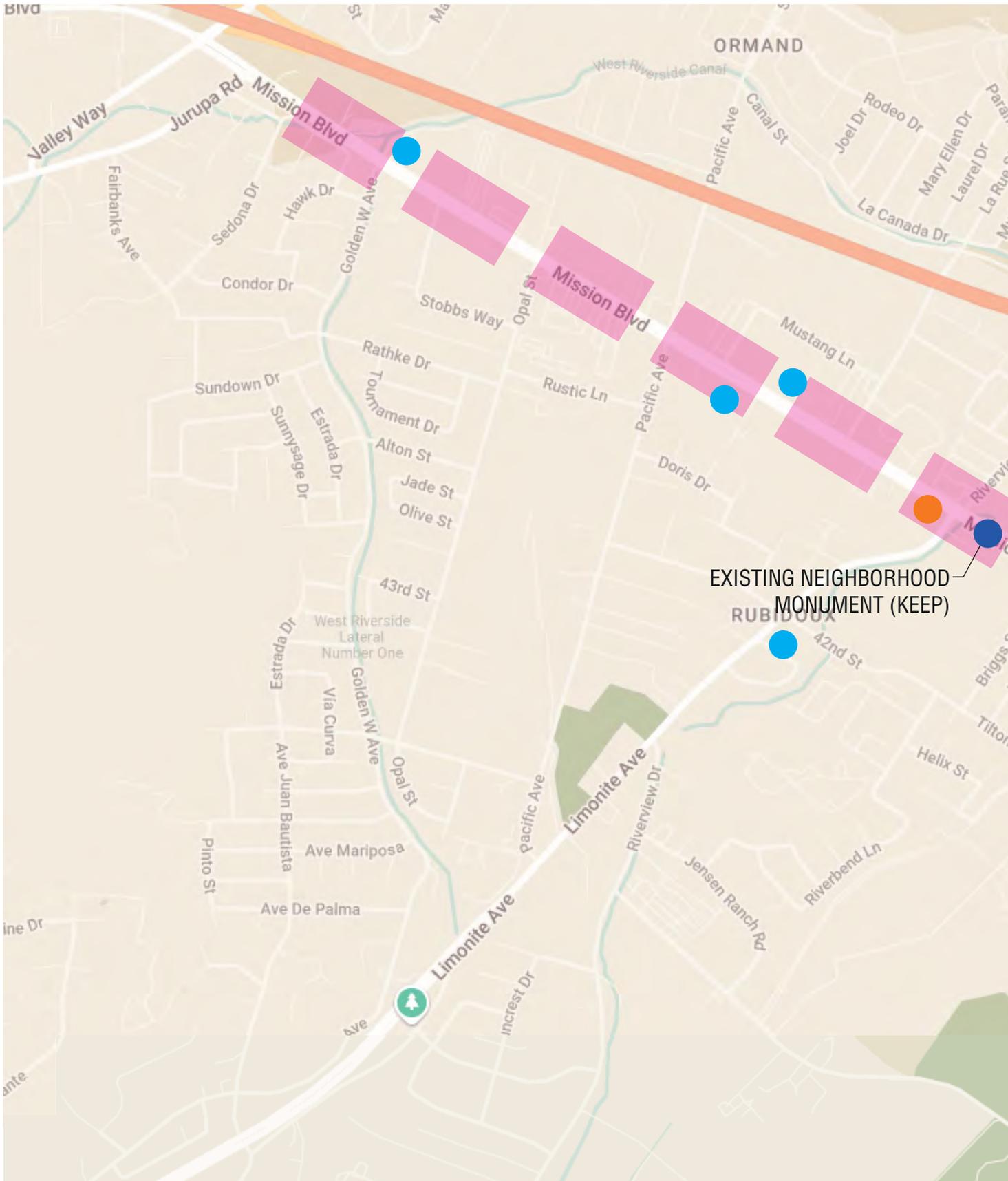
GRAPHIC SOLUTIONS

JURUPA VALLEY VEHICULAR DIRECTIONAL COM



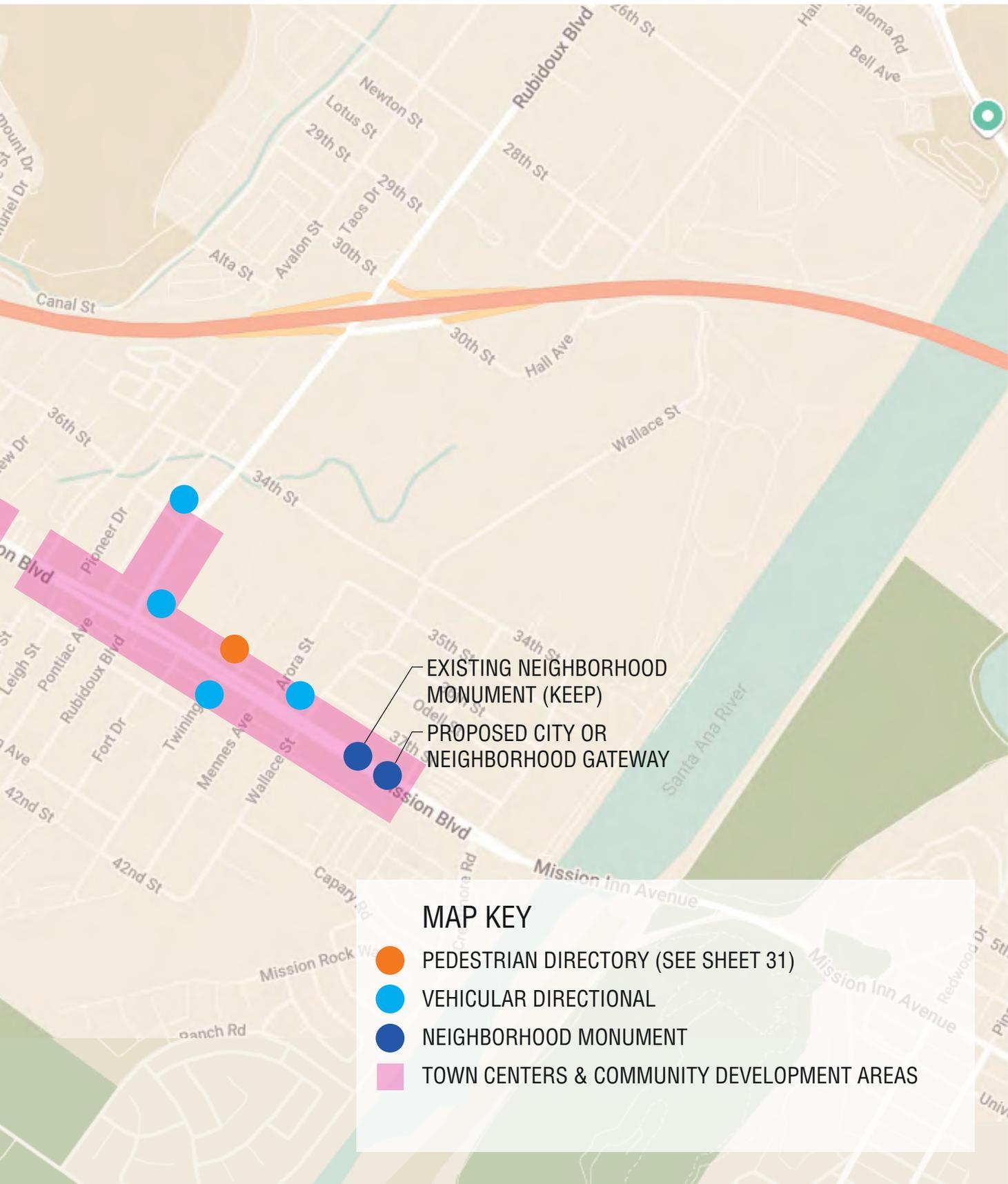






EXISTING NEIGHBORHOOD
MONUMENT (KEEP)





EXISTING NEIGHBORHOOD MONUMENT (KEEP)
 PROPOSED CITY OR NEIGHBORHOOD GATEWAY

MAP KEY

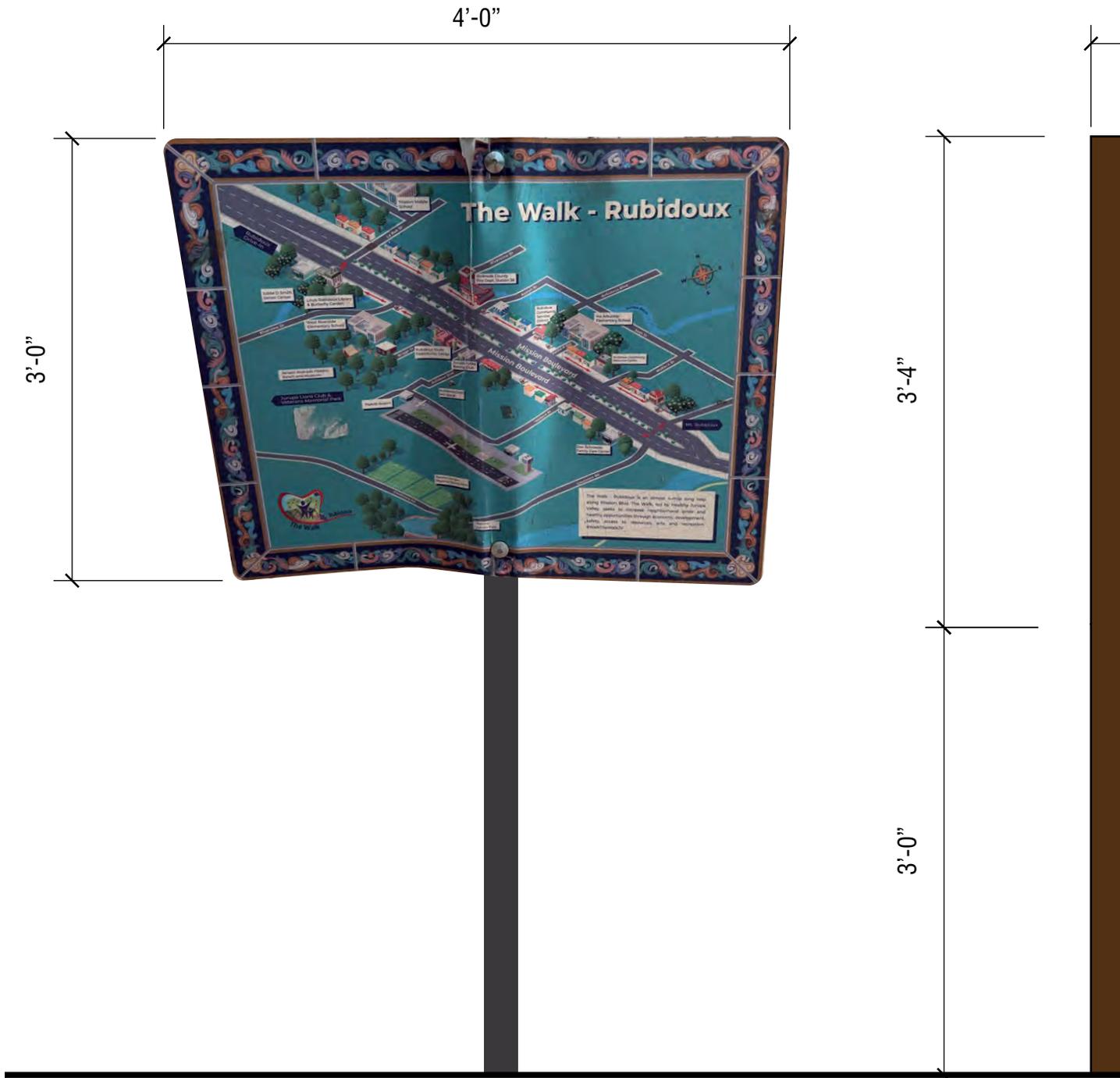
- PEDESTRIAN DIRECTORY (SEE SHEET 31)
- VEHICULAR DIRECTIONAL
- NEIGHBORHOOD MONUMENT
- TOWN CENTERS & COMMUNITY DEVELOPMENT AREAS



GRAPHIC SOLUTIONS

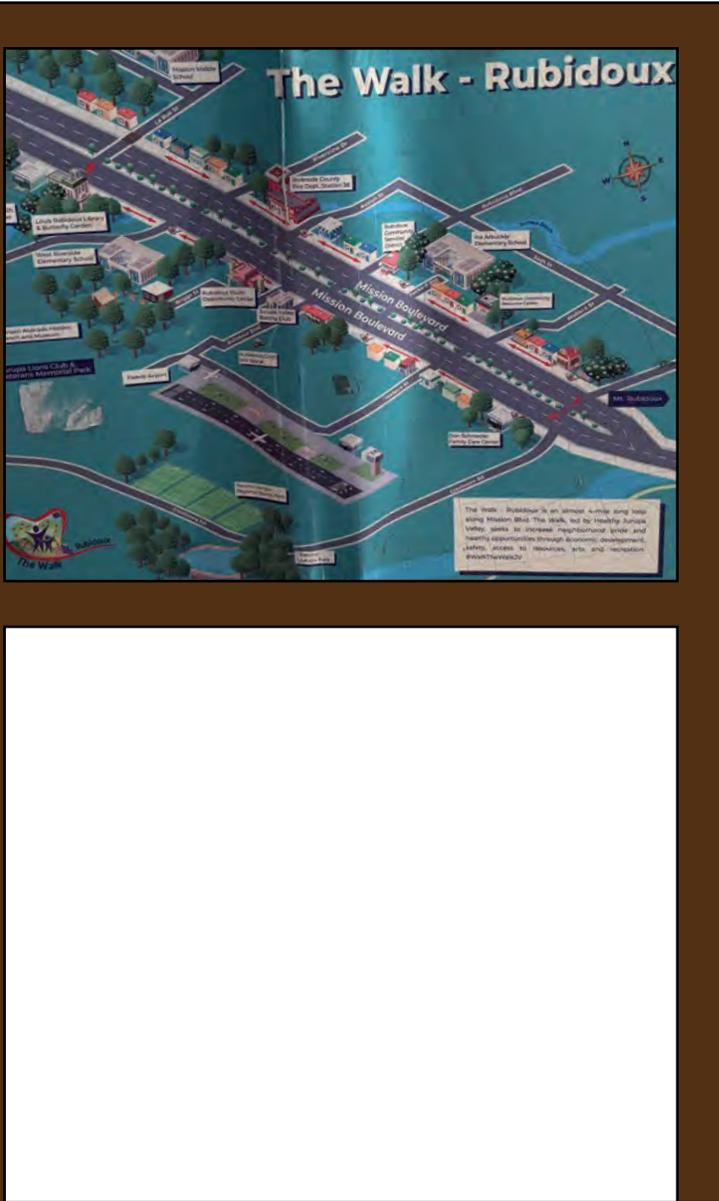
NEIGHBORHOOD GATEWAY ARCH USED TO MARK TOWN



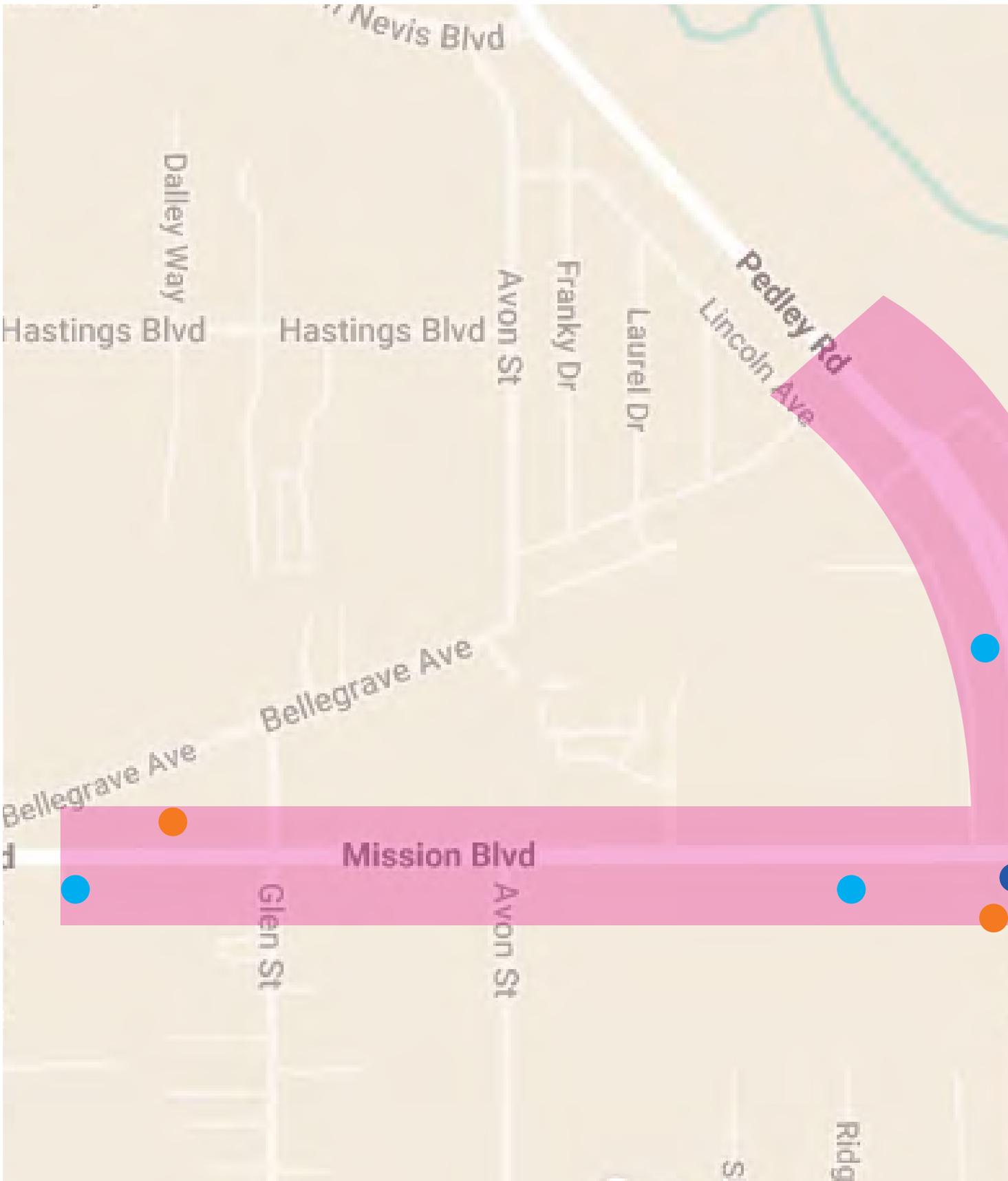


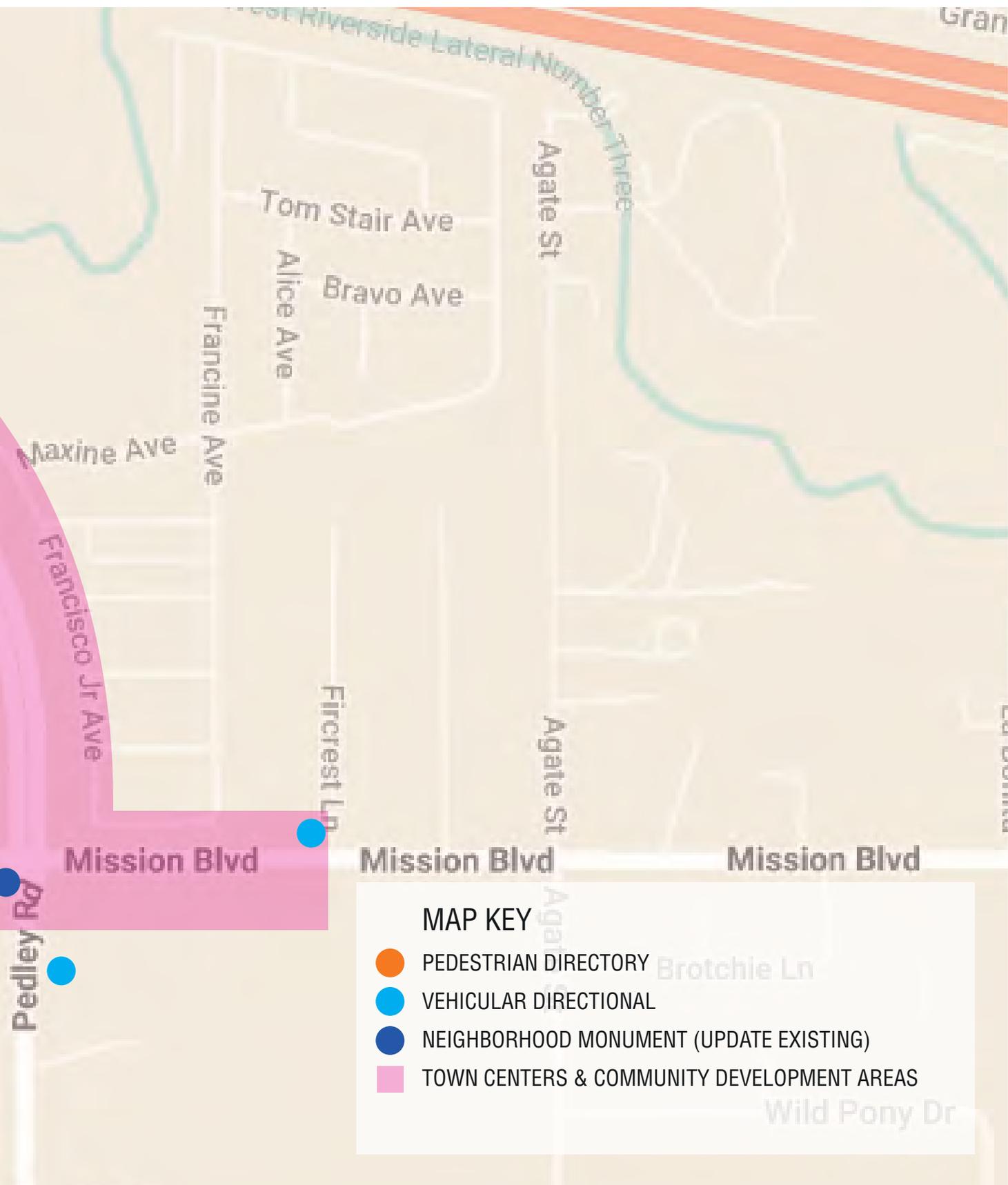
EXISTING RUBIDOUX PEDESTRIAN DIRECTORY

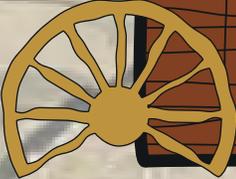
4'-4"



RECOMMENDED UPGRADE
(EXISTING SIGNS TO BE REMOVED AND REPLACED)







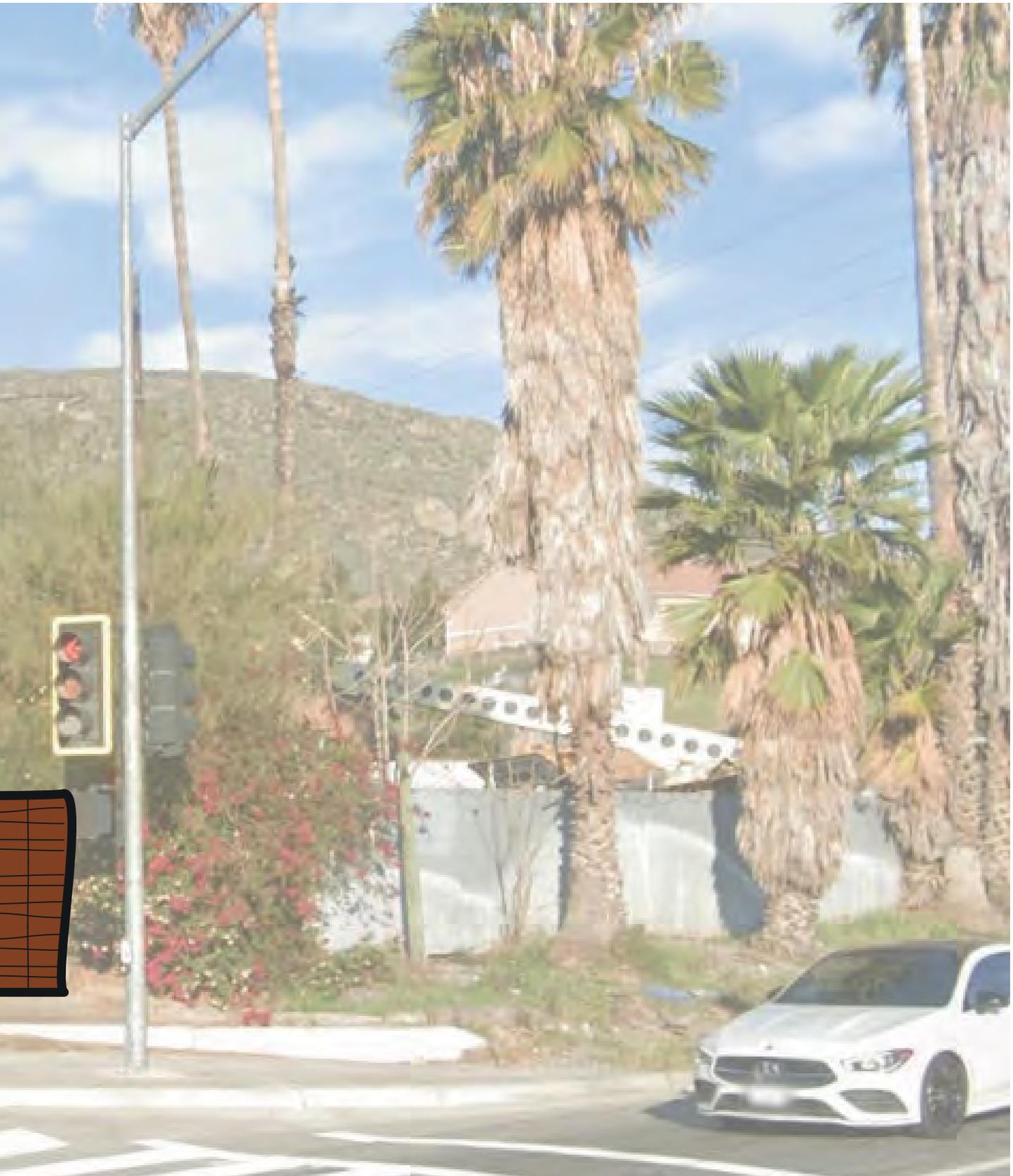
WELCOME TO
**CRESTMORE
HEIGHTS**
EST. 1956
CITY OF JURUPA VALLEY



GRAPHIC SOLUTIONS

file = 20251028_Jurupa_Valley.ai

CRESTMORE HEIGHTS C





GRAPHIC SOLUTIONS

SUNNYSLOPE COMMU







Unit Costs by Sign Type

- Includes: design, structural engineering, fabrication and installation
- Excludes: civil or electrical engineering, or electrical service - which

CITYWIDE (EXCLUDING TOWN CENTERS)

Sign Type	Low Estimate	High Estimate	
* Arch Sign	\$ 250,000.00	\$ 400,000.00	
* Cantilever Sign	\$ 150,000.00	\$ 250,000.00	
* Lollipop Sign	\$ 100,000.00	\$ 200,000.00	
* Pylon Sign	\$ 75,000.00	\$ 150,000.00	
City Limit (Single Post)	\$ 5,000.00	\$ 10,000.00	
City Limit (Double Post)	\$ 10,000.00	\$ 15,000.00	
* Community/Major Entry Monument	\$ 35,000.00	\$ 75,000.00	
* Facility Identification Monument	\$ 25,000.00	\$ 50,000.00	
Vehicular Directional	\$ 20,000.00	\$ 40,000.00	
Pedestrian Directional/Site/Parking Identification	\$ 15,000.00	\$ 30,000.00	
* Pedestrian Directory Map/Interpretive Signs	\$ 50,000.00	\$ 75,000.00	
Pedestrian Directory (Panel w/ Frame at Rubidoux)	\$ 5,000.00	\$ 7,000.00	
Regulatory Signs (Mounted to existing post or wall)	\$ 50.00	\$ 100.00	
Regulatory Signs (Mounted to new pole)	\$ 1,000.00	\$ 2,000.00	
Murals	\$ 5,000.00	\$ 25,000.00	
Banners (on existing hardware)	\$ 300.00	\$ 400.00	
Banners (including new hardware)	\$ 800.00	\$ 1,200.00	

*add \$70,000 - 100,000 for digital messaging screen, depending on size and complexity

TO

can vary widely depending on site conditions

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)	Notes
1	\$ 250,000.00	\$ 400,000.00	depending on span
0	\$ -	\$ -	
2	\$ 200,000.00	\$ 400,000.00	
0	\$ -	\$ -	
10	\$ 50,000.00	\$ 100,000.00	
0	\$ -	\$ -	
1	\$ 35,000.00	\$ 75,000.00	
0	\$ -	\$ -	
17	\$ 340,000.00	\$ 680,000.00	
0	\$ -	\$ -	
7	\$ 350,000.00	\$ 525,000.00	
0	\$ -	\$ -	
20	\$ 1,000.00	\$ 2,000.00	
20	\$ 20,000.00	\$ 40,000.00	
5	\$ 25,000.00	\$ 125,000.00	depending on size and complexity
12	\$ 3,600.00	\$ 4,800.00	12 minimum, price per each
12	\$ 9,600.00	\$ 14,400.00	12 minimum, price per each

TOTAL \$ 1,284,200.00 \$ 2,366,200.00

GLEN AVON TOWN CENTER

Sign Type	Low Estimate	High Estimate	
* Community/Major Entry Monument	\$ 35,000.00	\$ 75,000.00	
Vehicular Directional	\$ 20,000.00	\$ 40,000.00	
* Pedestrian Directory Map/Interpretive Signs	\$ 50,000.00	\$ 75,000.00	

TO

PEDLEY TOWN CENTER

Sign Type	Low Estimate	High Estimate	
* Community/Major Entry Monument	\$ 35,000.00	\$ 75,000.00	
* Facility Identification Monument	\$ 25,000.00	\$ 50,000.00	
Vehicular Directional	\$ 20,000.00	\$ 40,000.00	
* Pedestrian Directory Map/Interpretive Signs	\$ 50,000.00	\$ 75,000.00	

TO

RUBIDOUX TOWN CENTER

Sign Type	Low Estimate	High Estimate	
* Pylon Sign	\$ 75,000.00	\$ 150,000.00	
Vehicular Directional	\$ 20,000.00	\$ 40,000.00	
Pedestrian Directory (Panel w/ Frame at Rubidoux)	\$ 5,000.00	\$ 7,000.00	

TO

*add \$70,000 - 100,000 for digital messaging screen, depending on size and complexity

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)
1	\$ 35,000.00	\$ 75,000.00
5	\$ 100,000.00	\$ 200,000.00
2	\$ 100,000.00	\$ 150,000.00
TOTAL	\$ 235,000.00	\$ 425,000.00

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)
1	\$ 35,000.00	\$ 75,000.00
1	\$ 25,000.00	\$ 50,000.00
11	\$ 220,000.00	\$ 440,000.00
3	\$ 150,000.00	\$ 225,000.00
TOTAL	\$ 430,000.00	\$ 790,000.00

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)
3	\$ 225,000.00	\$ 450,000.00
8	\$ 160,000.00	\$ 320,000.00
2	\$ 10,000.00	\$ 14,000.00
TOTAL	\$ 395,000.00	\$ 784,000.00

CRESTMORE HEIGHTS

Sign Type	Low Estimate	High Estimate	
* Community/Major Entry Monument	\$ 35,000.00	\$ 75,000.00	

TO

SUNNYSLOPE

Sign Type	Low Estimate	High Estimate	
* Pylon Sign	\$ 75,000.00	\$ 150,000.00	

*add \$70,000 - 100,000 for digital messaging screen, depending on size and complexity

TO

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)
1	\$ 35,000.00	\$ 75,000.00

TOTAL \$ 35,000.00 \$ 75,000.00

Qty.	Total Cost per Type (Low)	Total Cost per Type (High)
1	\$ 75,000.00	\$ 150,000.00

TOTAL \$ 75,000.00 \$ 150,000.00



Appendix E

CORRIDOR DESIGN STANDARDS



INTRODUCTION

Appendix E provides Design Standards for to Jurupa Valley’s corridor roadways and connected corridor-facing frontages to ensure that all future public and private improvements appropriately contribute to achieving the goals of this Citywide Corridors Plan over time.

IN THIS CHAPTER

E.1 Corridor Design Standards	333
A. Intent & Applicability	333
B. Corridor Improvement Design Standards	334
B.1. General Corridor Design Standards	334
B.2. Public Right-of-Way	336
B.3. Travel Zone	336
B.4. Curbside Access Zone	337
B.5. Landscape and Furnishing Zone	337
B.6. Sidewalk Zone	338
B.7. Secondary Access Zone	338
B.8. Bicycle Facilities	339
B.9. Intersections and Crosswalks	339
B.10. Side-Access (Frontage) Lanes	340

E.1 | Corridor Design Standards

A. INTENT & APPLICABILITY

1. Intent.

The Standards of this section are established to ensure that all future public improvements to Jurupa Valley's corridor roadways, as well as each increment of corridor-fronting private development - whether large or small - appropriately contribute to achieving the goals of this Citywide Corridors Plan, as outlined in **Section 1.3**.

2. Applicability:

The standards of this section are applicable to the following Corridor Improvement Contexts:

- a. Public Capital Improvement Projects.** All public improvements of any *Citywide Corridor* defined by **Figure 1.4.1** of this *Citywide Corridors Plan*, shall refer to the design standards of this Section;
- b. Private Development Projects.** Private development of properties "fronting" a *Citywide Corridor* (sharing a property line with the public right-of-way of the corridor) defined by **Figure 1.4.1** of this *Citywide Corridors Plan*, shall refer to the design standards of this Section as follows:
 - i.** Required Public Frontage Improvements. Private Development shall provide and construct all required Public Frontage Improvements along the Corridor-fronting edge(s) of their property, as specified by the provisions of **Section E.1.B**.
 - ii.** Required "Offsite" Corridor Streetscape Improvements. Private Development may also be required to improve, or contribute to the improvement of "off-site" Corridor Roadway and Streetscape improvements, Per the City's **Schedule of Development Fees**.
 - iii.** Required Side-Access (Frontage) Lanes. Side-Access (Frontage) Lanes may be required along certain Corridor Segments, as required by **Section E.1.B.10**, or another adopted Plan (i.e. Pedley Town Center Plan, Rubidoux Town Center Plan, this Citywide Corridors Plan, etc.)
 - iv.** Required Public Access / Public Frontage Easement. To accommodate such public access and frontage improvements, a **Public Access / Public Frontage Easement** along the Corridor-fronting edge(s) of the proposed development site may be required. See **Sections E.1.B.2.b & E.1.B.10.a** for additional requirements.

All developer-provided improvements to *Citywide Corridors* shall be implemented through the cooperative efforts of the City and Developer, as defined through the City's Development Agreement process.

- c. Design Details Not Regulated by these Standards.** All Corridor design details not specifically regulated by this Section, (including and not limited to design details for pavement, curbs, gutters, cross gutters, sidewalks, medians, curb radii, and other applicable roadway components) shall be subject to the City of Jurupa Valley Engineering Department's prevailing standards.

B. CORRIDOR IMPROVEMENT DESIGN STANDARDS

1. General Corridor Design Standards.

All new Corridor-related Streetscape and Public Frontage improvements should result in the following “Public Realm Zones”: *Travel Zone*, *Landscape & Furnishing Zone*, and *Sidewalk Zone*, in addition to a *Curbside Access Zone*, required wherever development is required or envision to “front onto” the corridor Public Right-of-Way. These zones are diagrammed in *Figure E.1.B-1* for typical streets and in *Figure E.1.B-2* for streets with including a *Side-Access Lane*. Standards associated with these Zones and other relevant street design elements are included in *Table E.1.B-1* (according to the number of lanes within the applicable street right of way) and *Table E.1.B-2* (according to the applicable Corridor Typology).

FIGURE E.1.B-1 | PROTOTYPICAL CORRIDOR FRONTAGE

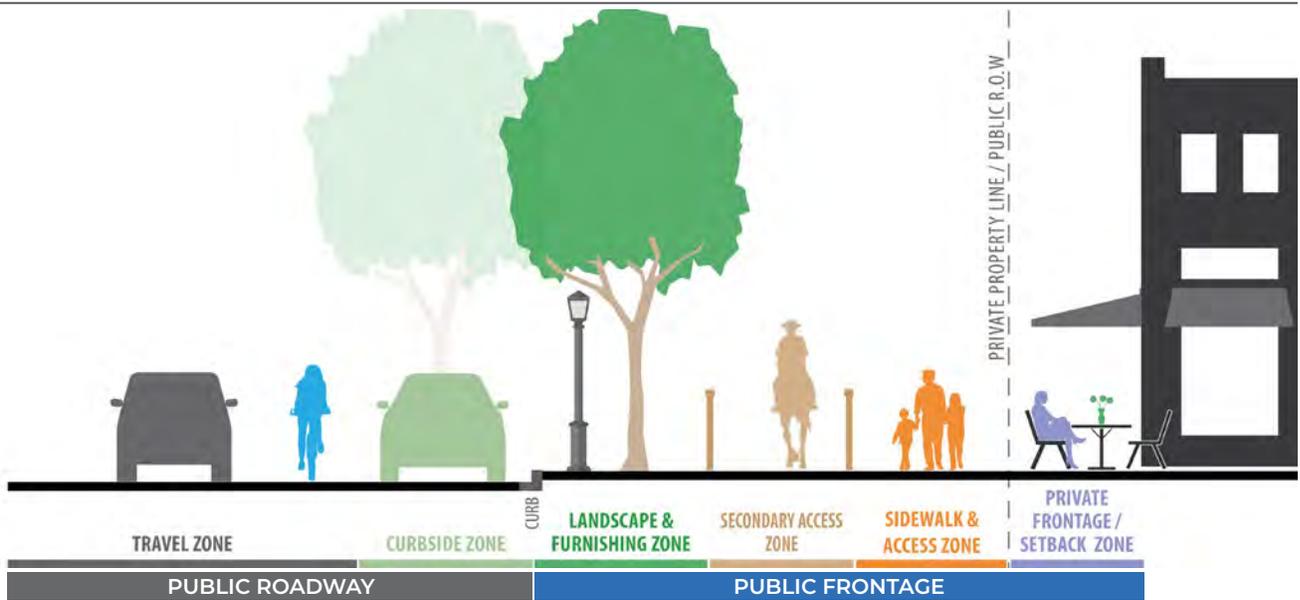


FIGURE E.1.B-2 | PROTOTYPICAL CORRIDOR FRONTAGE (SIDE-ACCESS LANES)

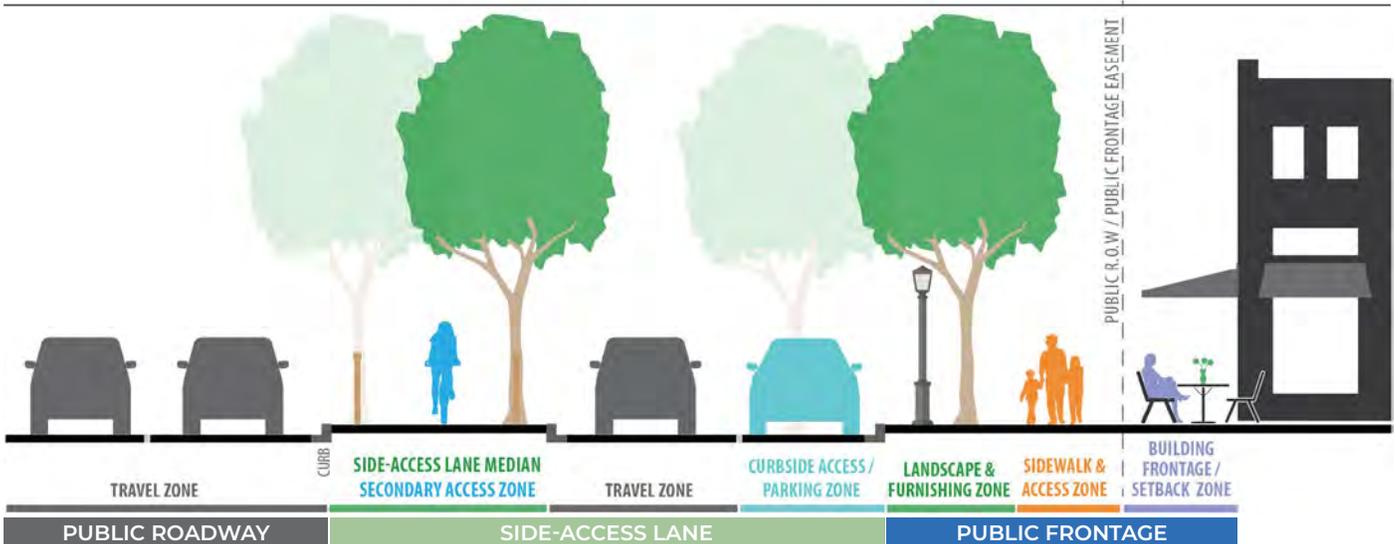


TABLE E.1.B-1 | CORRIDOR DESIGN STANDARDS (REGULATED BY NUMBER OF TRAVEL LANES)

Corridor Elements	Primary Corridors		
			Crosstown Corridors
			Neighborhood Corridors
	6+ Lanes	4-5 Lanes	2-3 Lanes
Public Right-of-Way Width / # of Travel Lanes	Per General Plan Mobility Element - <i>Figure 3-1 (Mobility Corridors Map) & Table 3-1 (Mobility Corridor Classifications)</i> ; <i>Note: Additional "Public Frontage Easement" may be required where existing Corridor R.O.W is insufficient for required Roadway and Public Frontage Elements.</i>		
Vehicular Lane Width	10 ft. min. (recommended); 12 ft. max.		
Center Medians (Landscaped)	14 ft. min. width	Optional; 10 ft. min. width	
Bicycle Facilities ^[1] (Minimum Class/ Facility Type)	I or IV only	Buffered Class II or higher	Class III or higher
Curbside Access Zone Location	Within Side-Access Lane only ^[2]	Within Public Roadway or Side-Access Lane	
Curbside Access Zone Width	7 ft. min. (in Frontage Lane)	In Side-Access Lane: 7 ft. min. Along roadway: 8 ft. min. with 2 ft. striped buffer	7 ft. min. (along roadway)
Landscape & Furnishing Zone Width ^[3]	8 ft. min.	6 ft. min.	6 ft. min.
Sidewalk & Access Zone	Regulated by Corridor Segment Type - See Table E.1.B-2 (below)		
Secondary Access Zone ^[1]	As required by General Plan Mobility Element or Equestrian Lifestyle Protection Overlay		

Notes:

[1] See Section E.1.B.8 for more on bicycle facilities.

[2] See Section E.1.B.10 for more on bicycle facilities.

[3] Additional Landscape and Furnishing Zone Width may be required by Corridor Segment Type, per the requirements of Table E.1.B-2

TABLE E.1.B-2 | CORRIDOR DESIGN STANDARDS (REGULATED BY CORRIDOR SEGMENT TYPE^[5])

Street Design Elements	Corridor Segment Type ^[5]		
	Town Center Corridors	Neighborhood Corridors	Crosstown Corridors
Landscape & Furnishing Zone Width ^[6]	6 ft. min. 8 ft. recommended	6 ft. min.	6 ft. min.
Street Tree Location	Within Landscape & Furnishing Zone AND/OR within Curbside Access Zone ^[7]		Within Landscape & Furnishing Zone
Street Tree Spacing	50 ft. max. o.c. ^[8] ; 30-35 ft. o.c. recommended	100 ft. max. o.c. ^[8]	
Medians	Landscaped Median Only: 10 ft. min. Medians including Secondary Access Zone: Additional 4 ft. min. landscaped buffers on both sides of Secondary Access Zone		
Clear Pedestrians in Sidewalk & Access Zone	8 ft. min.	6 ft. min.	5 ft. min.
Secondary Access Zone	10 ft. min.		

Notes:

[5] See Section 1.4 / Figure 1.4.1 for Corridor Segment Types

[6] Additional Landscape and Furnishing Zone Width may be required based on Corridor travel lanes, per the requirements of Table E.1.B-1

[7] Where minimum clear pedestrian sidewalk width can not be accommodated due to constrained roadway/R.O.W. width, street trees should be located in parking lane planters. See Section E.1.B.4 for additional requirements.

[8] Exception: Tree spacing may exceed the maximum where conflicting with driveway or utility placement.

2. Public Right-of-Way

- a. Public Right-of-Way Width.** The typical public right-of-way width of each corridor is identified in Jurupa Valley General Plan Mobility Element - **Figure 3-1 “Mobility Corridors Map” & Table 3-1 “Mobility Corridor Classifications”**.

Actual recorded public R.O.W. width along each corridor, however, may vary based on a variety of existing physical conditions and constraints.

- b. Required Public Access / Public Frontage Easement for new development.** Where existing public right-of-way width cannot accommodate the necessary **Public Roadway, Side-Access Lane, and Public Frontage** elements, a **Public Access / Public Frontage Easement** shall be applied to the Corridor-Fronting edge(s) of the applicable private property(ies) granting full public access at all times of day. The following additional requirements apply:
- i. Required Elements.** Required **Public Roadway, Side-Access Lane, and Public Frontage** elements, shall be as required by **Tables 3.3-B.1 & 3.3-B.2** and/or any other standards in this Section.
- ii. Easement Depth.** Easement Depth (offset from public right-of-way line(s) of private parcel) shall be determined by the sum of the dimensions of the **Side-Access Lane** assembly (if required) and all other required **Public Frontage** elements (per the minimum dimensions of **Tables 3.3-B.1 & 3.3-B.2** or any other standards in this Section) that cannot be accommodated within the existing Corridor R.O.W. All such elements shall be identified and accounted for in an applicant’s Site Plan and Landscape Plan submittals.
- iii. Recording of Easements.** Public Access / Public Frontage Easements shall be formalized and recorded through the City’s applicable Development Agreement, Site Development Permit (Plot Plan), and/or Tentative Tract Map processes. In such cases, the edge of the public access / public frontage easement shall be considered the “front lot line” for the purposes of the future Building Setback standards.
- iv. Construction of Required Corridor/Frontage Improvements.** All required **Side-Access Lane** and **Public Frontage** elements shall be constructed at the time of property development/redevelopment, unless otherwise specified through a development agreement between the developer and City, or unless such improvements are to be included in a City-led capital improvement project.

3. Travel Zone

- a. Zone Components.** This zone may include vehicular travel lanes, transit lanes, dedicated or shared bicycle lanes, dedicated turning lanes, and medians.
- b. Number of Travel Lanes.** Number of lanes is determined by the Jurupa Valley General Plan Mobility Element - **Figure 3-1 “Mobility Corridors Map” & Table 3-1 “Mobility Corridor Classifications”**.
- c. Vehicular Lane Widths.** Recommended vehicular lane width minimums / maximums are identified in **Table 3.3-B.1** and will ultimately be determined the City’s Engineer.
- d. Center Medians.** To manage left-turn access, visually narrow, and improve the streetscape character of Jurupa Valley’s Corridors, Landscaped Center Medians are recommended / required per the following:
- i. Primary Corridors (6+ Travel Lanes).** Landscaped Medians are required on all corridors with 6 or more travel lanes;
- ii. Secondary / Crosstown / Neighborhood Corridors (2-4 Travel Lanes).** Landscaped Medians are recommended on all cross-town and neighborhood corridors wherever left-turn access is not required.
- iii. Median Landscaping & Signage.** Center Medians shall be landscaped per the design recommendations of **Appendix F**, and may contain City identity and wayfinding signage per the recommendations of **Appendix D**.
- e. Bicycle Lanes.** Bicycle lanes provided within the **Travel Zone** shall be as required by **Table 3.3-B.1** and should be provided as the highest safety class that can be feasibly accommodated for each Corridor. See **Chapters 2 and 3** for more on incorporating bicycle facilities.



This median on 5- to 6-lane Highway 1 in Corona Del Mar reduces the visual impact of the street width, making it a better fit for shops to front onto it.

4. Curbside Access & Parking Zone

- a. **Location.** A *Curbside Access & Parking Zone* shall be provided along the *Travel Zone* or within a *Frontage Lane*, wherever development is intended/required to front on the Corridor, per the requirements of the underlying zoning of the private property.
- b. **Street Parking.** Curbside Street parking shall be provided in the Curbside Access Zone continuously along each *Block Face*, with the following exceptions:
 - i. Where transit stops and/or platforms are present.
 - ii. Along right-turn lanes.
 - iii. Along drop-off and loading zones.
 - iv. Where utility and fire hydrant access is required.
 - v. Where parking lane planters and sidewalk bulb-outs are provided or required.
 - vi. Where “parklets” or other approved public amenities may replace curbside parking.
- c. **Diagonal Street Parking.** Diagonal street parking is encouraged, where feasible in Town Center Corridor Segments and within *Side-Access Lanes*. When provided, “clear-view” reverse-angled parking (where vehicle “backs-into” the diagonal parking space) is recommended over conventional “head-in” diagonal parking due to its increased visibility / safety.
- d. **Parking Lane Planters.** *Curbside Access Zone* may contain parking lane planters and street trees to satisfy the street tree spacing requirements of *Table E.1.B-2*.
- e. **Parklets and Public Amenities.** Parklets and other public amenities (“al fresco” dining terraces, bicycle parking, street furnishing, etc.) located in the *Curbside Access Zone* shall be subject to City and NACTO design standards.



This Landscape & Furnishing Zone on P Street in downtown Fresno with individual planters for trees and permeable pavers between allows for a continuous root system below.

5. Landscape & Furnishing Zone

- a. **Zone Components.** A *Landscape & Furnishing Zone* shall include landscaping and street trees per the requirements of this section. This zone may also include street furniture, sidewalk dining, parking meters, transit stops, bicycle parking, street lights, signage, and other streetscape furnishings.
 - i. **“Bulb-in Parking”.** Where limited existing roadway width cannot accommodate a curbside access zone, “bulb-in” parking may be created within the *Landscape & Furnishing Zone*.
- b. **Planters and Street Trees.** Street trees are required on all streets and shall be provided, per the requirements of *Table E.1.B-2*, and per the guidelines of *Appendix F*, in individual or continuous planters as follows:
 - i. **Town Corridor Center Segments.** Individual planters or trees wells with grates (6ft x 6ft min.) are recommended in Town Center Segments to provide additional hardscaped areas for outdoor furnishing and dining.
 - ii. **Crosstown and Neighborhood Corridors.** Continuous landscaped planters are recommended along Crosstown and Neighborhood Corridor Segments. Wherever curbside parking is present, pedestrian crossings should be provided through planter at regular intervals (typically every 1-2 parking spaces), and a 2 foot buffer (clear of any obstructions) is recommended along the curb to allow for car doors to open freely, and passengers to safely unload.
- c. **Continuous Root System.** This Zone should provide for a continuous root system connecting all street trees on a Block. Where a continuous planter is not used, pervious pavement or structural soil between individual planters should allow for a continuous root system in soil below.



A continuous planter with gravel, drought-tolerant plants, and stepping stones for pedestrian crossing.



A tree well with a decorative tree grate to maximize walkable surface in urban areas.

6. Sidewalk Zone

- a. **Zone Components.** This zone shall include a continuous, unobstructed pedestrian walkway with a minimum clear width as indicated in **Table E.1.B-2**. This zone may also include sidewalk dining tables, seating, business signage, and other streetscape furnishings, provided that they are located outside the minimum clear width for pedestrians.



Highlighted in orange is the minimum clear width for pedestrians, which provides a continuous walkable space within the sidewalk.

7. Secondary Access Zone.

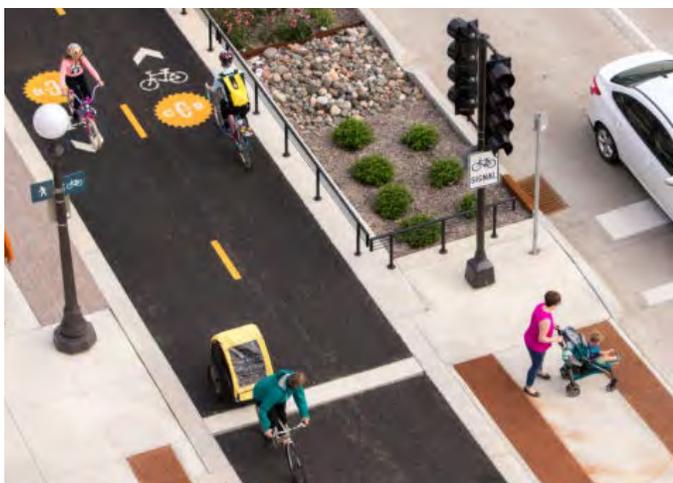
- a. **Secondary Access Zone Use.** This zone is intended for equestrian, bicycle, and multi-use trails. It shall be distinguished and/or protected from adjacent Zones as necessary for the safety and comfort of equestrians, pedestrians, cyclists, and all users of the street.
- b. **Secondary Access Zone Location(s).** The **Secondary Access Zone**, where required, may be located
- c. **Equestrian Trails.** Equestrian trails are to be provided within a **Secondary Access Zone** as required by **General Plan Figure 3-17 “Generalized Equestrian Trails Plan”** or any superseding **Equestrian Trail Route Master Plan**. Equestrian trails width, materials, and protective fencing shall be designed per prevailing City trail standards and guidelines.
- d. **Bike Facilities.** Off-Street bike facilities within a **Secondary Access Zone** shall be visually distinguished from the pedestrian way by distinctive paving and/or striping. They shall be protected from travel lanes per NACTO guidelines. See **Chapters 2 and 3** for more on incorporating bicycle facilities.



Enhanced Equestrian Crossing Facility with crosswalk pushbuttons at mounted and dismounted rider heights.

8. Bicycle Facilities

- a. **Required Bicycle Facilities.** Bicycle facilities are recommended on all Citywide Corridors, per the recommendations of Figure . Where inconsistencies exist, Table *E.1.B-1* shall prevail.
- b. **National Association of City Transportation Officials (NACTO).** Any proposed shared or dedicated bicycle facility designs—including details related to intersections and transitions between types—shall be consistent with the recommendations of the latest edition of NACTO’s *Urban Bikeway Design Guide*.
- c. **Location Standards.** In addition to NACTO requirements, the following standards apply:
 - i. Class I facilities may be provided within the *Secondary Access Zone* (see §E.1.B.6 - *Secondary Access Zone*) OR within the median of a *Side-Access Lane* (see also §E.1.B.9 - *Side Access Lanes*). Landscape buffers (4 foot minimum width) are required on both sides of bike facilities in a median.
 - ii. Class IV facilities (bike lanes physically buffered from vehicular lanes) may be provided along the outside edge of the *Travel Zone* OR *Curbside Access Zone* - also known as a “parking-protected” bike lane.
 - iii. Landscape buffers (4-6 foot min. width) are recommended on both sides of bike facilities in a median.
 - iv. Bike lanes at sidewalk level may not be located between the *Sidewalk & Access Zone* and *Private Frontage / Setback Zone*.



Class IV protected bikeways provide a level of cyclist safety and comfort along major thoroughfares that is similar to that of this separated Class I bike path.

9. Intersections and Crosswalks

- a. **Pedestrian/Bicycle Priority.** All new intersections and crosswalks shall be designed to prioritize pedestrian and bicycle efficiency and safety by incorporating signal timing consistent with the California Manual on Uniform Traffic Control Devices and design features consistent with this section.
- b. **Pedestrian Crossings.** Pedestrian Crosswalks shall be provided at all *Full Movement Intersections*. The following additional design standards apply:
 - i. Pedestrian Crosswalks (and sidewalk ramps) should be aligned with the clear pedestrian pathway of the intersecting streets of and should have a minimum width of 10 feet.
 - ii. Crosswalks shall be designed per prevailing City Standards, and should include safety enhancements such as high visibility markings, overhead lighting, and in-street signs, as well as bulb-out curbs and pedestrian refuges where feasible and appropriate.
- c. **Equestrian Crossings.** Along corridor-adjacent *Equestrian Routes* Equestrian Crossings shall be provided at all *Full Movement Intersections*. Equestrian Crossings shall be designed per prevailing City Standards, and should include safety enhancements such as equestrian-friendly ramps, high visibility markings, overhead lighting, in-street signs, and equestrian-height crossing call-buttons.
- d. **Maximum Intersection Spacing. Full-Movement Intersections** should be provided along Corridors at regular intervals, per the maximum Intersection Spacing recommendations of *Table E.1.B-3 - Recommended Intersection Spacing*.

TABLE E.1.B-3 | RECOMMENDED INTERSECTION SPACING

CORRIDOR SEGMENT TYPE	Intersection Spacing (max. dimensions ¹)	
	Primary / Secondary Corridors	Neighborhood Collector Corridors
<i>Town Center Corridors</i>	600 ft.	400 ft.
<i>Neighborhood Corridors</i>	900 ft.	600 ft.
<i>Crosstown Corridors</i>	1 mile	600 ft.

Notes:

- [1] See *Section 1.4 / Figure 1.4.1 for Corridor Segment Types*
- [2] Measured as maximum **Block Face Length dimension between the centerlines of any two Full-Movement Intersections.**

10. Requirements for Side-Access Lanes

Side-Access Lanes shall be provided along *Arterial Corridors* wherever the following conditions are true:

1. Corridor includes 3 or more travel lanes in either direction;
2. Curbside Parking is not present adjacent to (or allowed within as “*Off-Peak Parking*”) the outer-travel lane;
3. New development is required to / intended to front onto the Arterial as required by prevailing City Standards;
4. The **Block Face Length** of the Block containing the proposed development site, and all other contiguous Future Development Sites for which a **Frontage Lane** is required, is 250 lineal feet or more. (See **Standard E.1.B.10.d** for exceptions).

Where such conditions are true, the following additional standards shall apply:

- a. Required Public Access Easements.** All new *Side-Access Lanes* shall be provided within a **Public Access Easement** that shall be applied along the Arterial-fronting lot line(s) of the Proposed Development Site, (See **Figure 3.2.B-7**), per the following:
 - i. Easement Depth.** The depth of the easement shall be based the approved frontage lane design, per the design standards of **Table 3.3.B-1**;
 - ii. Modified Front Building Line.** The required **Front Building / Property Line** of the Corridor-Adjacent properties shall be modified to the back of the required public access easement.
- b. General Side-Access Lane Design and Configuration.** *Side-Access Lanes* shall be designed and constructed per the standards of **Chapter 3**, and the following:
 - i. Ingress / Egress Access Drives.** A minimum of one (1) Ingress Access Drive shall be provided per Block. Egress Drives shall be provided at a maximum dimension of every 800ft.
 - ii. Intersection Design of Ingress/Egress Drives shall be as required by the City Engineer, and shall be based on the design guidelines of the NACTO Urban Street Design Guide for Multiway Boulevards.**
 - iii. Intersections of Local Streets and Frontage Lanes.** Local streets may terminate into the **Frontage Lane**, are not required to intersect the Arterial Boulevard, as shown in **Figure 3.2.B-8**.
 - iv. Side-Access Lane Medians.** *Side-Access Lanes* are separated from the **Public Roadway** by landscaped medians, subject to the following standards:
 - v. Median Width.** Side-Access Lane median width shall be as required by **Table E.1.B-1**.
 - vi. Street Trees.** Side-Access Lane Medians shall contain trees spaced regularly per the requirements of **Table E.1.B-2**.
- vii. Secondary Access Zone.** In Side-Access Lane Medians may include Class I Bicycle facilities, Equestrian and/or Multi-use trails, per the (see **Section 3.3.B.6**) and/or street furnishings, such as street lights or parking meters as necessary.
- viii. Transit Stops.** Transit platforms may be located within a Side-Access Lane Median, per prevailing City Transit Stop standards. Transit Platforms should be located within 100 ft of a pedestrian crosswalk crossing the Side-Access Lane or Corridor Intersection.
- c. Frontage Lanes on Phased & Multi-Owner Developments.** For **Partial Blocks** bound on one or more side(s) by an Arterial Corridor where a **Side-Access Lane** is required), the **Side-Access Lane** shall be provided, as illustrated in **Figure 3.2.B-7**. The following additional standards apply:
 - i. Temporary Ingress/Egress Drives. Partial Side-Access Lanes** may provide (a) temporary ingress/egress drive(s). At the time of completion of the **Side-Access Lane** by future phases of development on the abutting **Future Development Site(s)**, permanent ingress/egress drives shall be provided at the ends of the Side-Access Lane, as required by **Standard E.1.B.10.a.ii**, above, and all temporary drives shall be removed and/or replaced with permanent Ingress/Egress Drives, or Side-Access Lane Medians.
 - ii. Minimum Frontage Lane Length Exception.** If the total length of the Arterial-fronting edge of the proposed development site is less than 120 feet, a temporary **Landscaped Buffer / Setback Area** may be provided in the **Public Access Easement** of the required **Side-Access Lane**, as an interim design, until future phases of development on the abutting **Future Development Site(s)** construct their portion of the Required Side-Access Lane, at which point the Side-Access Lane shall be constructed/ completed on the proposed development site.

FIGURE E.1.B-3 | PHASED FRONTAGE LANE BUILDOUT

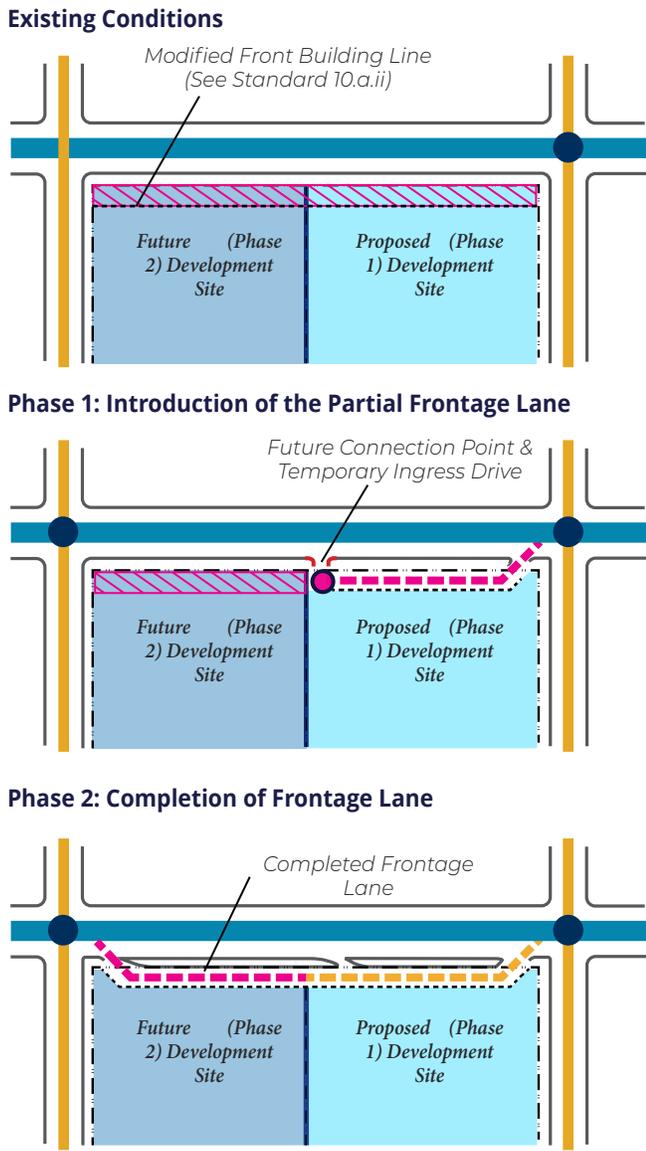
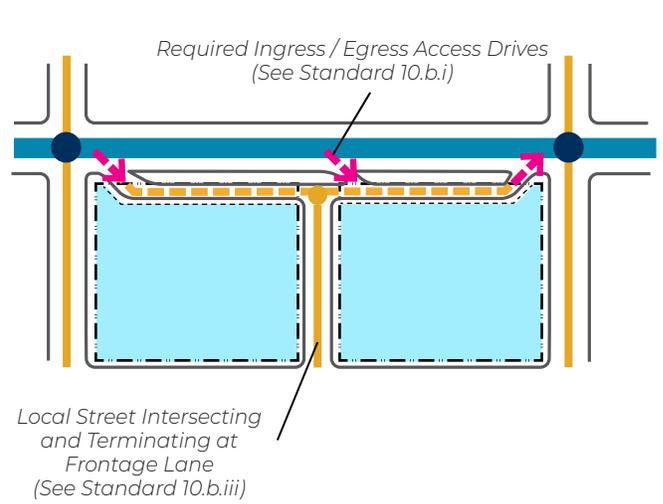


FIGURE E.1.B-4 | PHASED FRONTAGE LANE BUILDOUT



Legend (Figures E.1.B-3 & E.1.B-4)

- Curbs
- Existing Public R.O.W.
- Existing Arterial Corridor
- Existing Local / Collector Streets
- Existing Frontage Lanes
- New Frontage Lanes
- Ingress / Egress Access Drives
- Required Public Access Easement (See Standard 10.a)
- Modified Front Building Line (See Standard 10.a.ii)
- Required Intersections
- Intersection of Local Street & Side-Access Lane
- Required Future Connection Point (See Standard 10.a.ii)

d. Exception for Constrained Sites and Partial Blocks. *Side-Access Lanes* are not required for “*Constrained Sites and Partial Blocks*” where the minimum continuous Side-Access Lane length of 250 lineal feet cannot (neither at present, or in the future if combined with adjacent properties) be provided due to the physical constraints of the site(s).



Appendix F

RECOMMENDED CORRIDOR STREET TREE PALETTE



INTRODUCTION

This Appendix provides palettes of recommended corridor street trees according to their role and placement within the streetscape and by corridor segment types noted, tailored to Jurupa Valley’s climate zone, aridity, and consideration of increasing heat conditions documented in recent years. These expand on the City’s current Suggested Tree List (Municipal Code Section 13.40.070, Ordinance No. 2024-06).

IN THIS CHAPTER

F.1 Corridor Street Tree Guide	344
A. Introduction	344
F.2 Primary Tree Palette	346
A. Broad Canopy Trees	346
B. Retail-Compatible Canopy Trees	350
F.3 Secondary Tree Palette	352
A. Special Accent Trees & Plants	352
B. Below Power Lines	353
C. Screening and Backdrop	354

F.1 | Corridor Street Tree Guide

A. INTRODUCTION

1. Purpose of the Corridor Street Tree Guide (Appendix F)

An objective of the Citywide Corridors Plan (CCP) is to expand shade tree canopies along corridors to support equity, traffic calming and pedestrian safety, city identity and beautification, and support for livability and economic value of corridor properties and neighborhoods.

Accordingly, this Appendix provides palettes of recommended corridor street trees - expanding on the City's current *Suggested Tree List* (Municipal Code Section 13.40.070, Ordinance No. 2024-06) - according to their role and placement within the streetscape and organized by Corridor Segment Types (see **Section 1.4** for explanation of types). This organization provides a basic framework for the incremental restoration of Jurupa Valley's historic street-tree canopy over time, aligned with the overarching Goals of this CCP, as described in **Sections 1.1 & 1.3**.

2. Appendix F Organization

Purposeful / intentional tree species selection - establishing unique species (or groupings of species) by corridor and/or by corridor type for example - will help establish and reinforce unique and identifiable places within Jurupa Valley, strengthening the City's overall image, character, and identity.

Appendix F provides a series of "Recommended Tree Palettes" that are organized by Corridor Type and Application, as follows:

Section F.2 | Primary Tree Palette: The Primary Tree Palette identifies recommended corridor tree species appropriate for restoring aesthetic continuity of broad canopy trees along Jurupa Valley's Corridors as well as providing shade, wind protection, enclosure to these wide roadways. The Primary Tree Palette is organized into the following sub-categories:

- **Broad-Canopy Trees.** Canopy Trees providing strong shade and enclosure, intended for use along Crosstown and Neighborhood Corridors;
- **Retail-Compatible Canopy Trees.** Canopy Shade Trees with canopy and foliage attributes that maintain strong visibility of corridor-fronting storefronts and business signs while still providing shade and enclosure for pedestrians and parked cars. This Palette should be used to guide tree selection for use along Town Center Corridor Segments and limited retail-oriented portions of Crosstown and Neighborhood Corridors.

Section F.3 | Secondary Tree Palette: A "Secondary Tree Palette" identifies recommended corridor tree species appropriate for specialized conditions, as follows:

- **Special Accent Trees & Plants.** Tree and plant species with special characteristics (vertical height, vibrant color, etc.) suitable for providing special "accents" when intermixed with Primary Trees or used along select corridor segments to create a unique street character relative to other areas. Examples applications could include: the intermixing of tall Palm trees between canopy shade trees to provide vertical accents at nodes and gateways, or selection of trees with colorful seasonal blooms to add life and character to a (portion of) a Town Center corridor.
- **Below Power Lines.** Tree species with limited tree height appropriate for corridor segments where current roadway-adjacent overhead power lines make the application of recommended Primary Trees infeasible.
- **Screening and Backdrops.** Tree species with special characteristics (thick foliage, low canopy, etc.) suitable for providing screening / landscape backdrop along certain corridor segments (i.e. provide screening to large parking or storage areas).

3. Tree Palette Organization / Terminology

The Tree Palettes in **Sections F.2** and **F.3** to follow, include categories and technical terminology that are articulated in short-form. A summary of these categories and terminology is provided for reference below:

a. Botanical Name / Common Name: Lists both the scientific (Latin) and common names for each tree species to ensure accurate identification and reference:

b. Tree Type: Classifies each species by its general growth and leaf pattern:

- **Deciduous.** Trees that shed their leaves seasonally, typically in fall or winter - often including a change in foliage color;
- **Evergreen.** Trees that retain foliage year-round, maintaining consistent canopy coverage.
- **Palms.** Single-stemmed species with a crown of fronds, commonly used for vertical emphasis or accent planting.

c. Height: Indicates the typical mature height of the tree, measured from ground level to the top of the canopy, in feet.

d. Crown Spread: Indicates the average mature width of the tree's canopy (crown) at its widest point, in feet, and informs recommended spacing.

e. Spacing: Recommended trunk to trunk tree spacing to allow for healthy canopy development and root growth, while establishing a strong continuous corridor tree canopy over time.

f. Minimum Planter Size: Specifies the minimum soil area (in feet) required to support healthy root growth and long-term tree vitality.

g. Riverside WUCOLS Rating: Identifies the tree's water use classification based on the Riverside region Water Use Classification of Landscape Species (WUCOLS), where species are rated Low (10–30% of reference evapotranspiration) or Moderate (40–60%).

h. Notes: Provides additional information about notable tree attributes, conditions, or suitability considerations, including:

- **"Ranch".** Informal, irregular canopy form suited to rural or agricultural settings.
- **"Fruit".** indicates regular seasonal production of fruit, typically requiring additional sidewalk maintenance.
- **"Slow".** Characterized by slow growth and gradual canopy establishment.
- **"Thorns".** Species may contain thorns; not suitable for pedestrian-adjacent or high-contact areas.
- **"Thornless".** A cultivar or variety of a typically thorned species that lacks thorns.
- **"Fire Resistant / Native".** Indigenous species such as *Quercus agrifolia* (Coast Live Oak) with natural fire resistance and adaptability to local conditions; requires a large planting pit.
- **"Power Lines".** Compact or low-growing species suitable for planting beneath overhead utility lines.

F.2 | Primary Tree Palette

A. BROAD CANOPY TREES

Jurupa Valley Citywide Corridors Plan

PRIMARY Corridor Street Tree Types: **Canopy Shade Trees**



Corridor Segment Types: **Crosstown and Neighborhood;**



Limited Residential-only Town Center Frontage Segments

Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
1 <i>Acacia melanoxylon</i> / Black Acacia	Evergreen	40+	40+	35-40	6-8	10-30%	Ranch
2 <i>Acacia saligna</i> / Weeping Wattle	Evergreen	25	20	20	3-4	10-30%	Ranch
3 <i>Acacia stenophylla</i> / Shoestring Acacia	Evergreen	20-40	15-20	20	4-6	10-30%	Ranch
4 <i>Agonis flexuosa</i> / Peppermint Tree	Evergreen	20-40	20-40	30	4	10-30%	Ranch
5 <i>Albizia julibrissin</i> / Silk Tree	Deciduous	20-40	20-40	35-40	5	40-60%	Shade Potentially invasive
6 <i>Angophora costata</i> / Gum Myrtle	Evergreen	20-40	20-40	35-40	5-6	40-60%	Ranch
7 <i>Arbutus 'Marina'</i> / Madrone	Evergreen	40+	40+	35-40	4	40-60%	Ranch
8 <i>Brachychiton populneus</i> / Bottle Tree	Evergreen	30-50	25-30	30	5	10-30%	Ranch
9 <i>Chilopsis Linearis</i> / Desert Willow	Deciduous	20-30	15-25	25	4	10-30%	Power Lines Native
10 <i>Chitalpa Tashkentensis</i> / Chitalpa	Deciduous	20-40	20-40	25-30	4	10-30%	Ranch Flowering
11 <i>Corymbia ficifolia (Eucalyptus ficifolia)</i> / Red Flowering Gum	Evergreen	25-45	25-45	30	5	40-60%	Shade Ranch
12 <i>Dalbergia sissoo</i> / Indian Rosewood	Deciduous	40+	40+	35-40	8+	10-30%	Messy
13 <i>Gleditsia triacanthos 'Skycole'</i> / Honey Locust	Deciduous	40+	40+	25-30	5	10-30%	Ranch/Retail Shade
14 <i>Grevillea robusta</i> / Silky Oak Tree	Deciduous	50-70	30-40	30-35	8+	10-30%	Messy
15 <i>Havardia mexicana</i> / Mexican Ebony	Deciduous	20-30	20	20	5	10-30%	Ranch/Natural Thorns
16 <i>Koelreuteria paniculata</i> / Golden Rain Tree	Deciduous	25-40	20-35	30	5	10-30%	Shade Retail

Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
17 <i>Lyonothamnus floribundus asplenifolius</i> / Fernleaf Catalina Ironwood	Evergreen	25-40	15-20	20	4	10-30%	Ranch Native
18 <i>Melaleuca linariifolia</i> / Flax Leaf Paperbark	Evergreen	25-30	20-25	20	5	10-30%	Ranch
19 <i>Notholithocarpus densiflorus</i> / Tanbark Oak	Evergreen	50+	50+	30	8+	10-30%	Ranch
20 <i>Olea europaea</i> / Olive	Evergreen	25-30	20-25	20	5	10-30%	Fruit
21 <i>Olneya tesota</i> / Desert Ironwood	Deciduous	20-30	20	20	5	10-30%	Slow growth; Thorns
22 <i>Parkinsonia 'Desert Museum' (Cercidium)</i> / Desert Museum Palo Verde	Deciduous	20-30	20	20	5	10-30%	Ranch Native
23 <i>Pinus pinea</i> / Italian Stone Pine	Evergreen	40-80	30-50	30+	8+	10-30%	Shade
24 <i>Prosopis glandulosa</i> / Texas Honey Mesquite	Evergreen	25-30	25-30	30	5	10-30%	Ranch Thornless
25 <i>Quercus agrifolia</i> / Coast Live Oak	Evergreen	35-70	35-50	40	8+	10-30%	Fire Resistant/Native
26 <i>Quercus ilex</i> / Holly Oak	Evergreen	30-60	30-35	30	6-8	10-30%	Ranch
27 <i>Quercus suber</i> / Cork Oak	Evergreen	40-70	40-50	40	6-8	10-30%	Ranch
29 <i>Searsia lancea (Rhus lancea)</i> / African Sumac	Evergreen	20-25	20-25	20	4	10-30%	Ranch Power lines ⁶
30 <i>Ulmus parvifolia</i> / Chinese elm	Evergreen	40	30-40	30	6-8	10-30%	Retail Shade

Additional Notes / Terminology:

- 1 All dimensions are indicated in feet.
- 2 Canopy Shade trees shown are intended as primary street trees for Corridor Segments Types listed, having foliage density and crown structure providing significant shade to sidewalks and streets, with height, crown spread and spacing as secondary selection characteristics.
- 3 "Ranch" indicates an informal/irregular tree canopy form that is characteristic of rural/agricultural settings.
- 4 "Thorns" indicates thorns on bark/branches and not suitable for pedestrian-adjacent locations.
- 5 "Power lines" indicates shorter maximum height tree height suitable for location beneath power lines.

A. BROAD CANOPY TREES (CONTINUED)



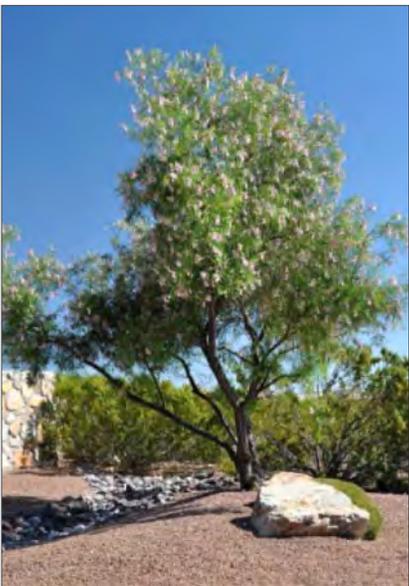
Acacia melanoxylon 'Black Acacia'



Platanus racemosa 'California Sycamore'



Ulmus parvifolia 'Chinese Elm'



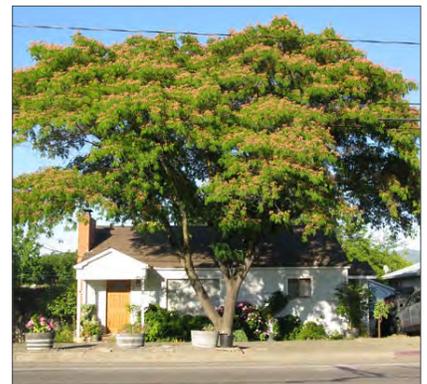
Chilopsis linearis 'Desert Willow'



Acacia stenophylla 'Shoestring Acacia'



Gleditsia triacanthos 'Skycole' 'Honey Locust'



Albizia julibrissin / 'Silk Tree'



Quercus agrifolia 'California Live Oak'



Grevillea robusta 'Silky Oak'



Koelreuteria paniculata 'Golden Rain Tree'



Havardia mexicana 'Mexican Ebony'



Angophora costata 'Gum Myrtle'



Dalbergia sissoo 'Indian Rosewood'



Olea europaea 'Olive'



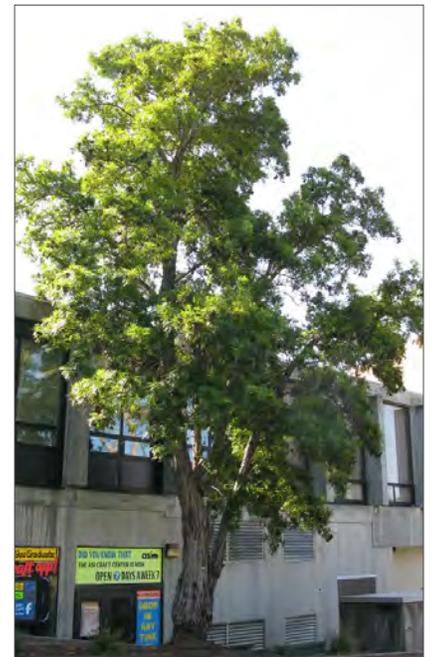
Prosopis glandulosa 'Texas Honey Mesquite'



Ulmus parvifolia 'Chinese Elm'



Pinus pinea 'Italian Stone Pine'



Lyonothamnus floriundus asplenifolius 'Fernleaf Catalina Ironwood'

B. RETAIL-COMPATIBLE CANOPY TREES

Jurupa Valley Citywide Corridors Plan

PRIMARY Corridor Street Tree Types: **Retail**



Corridor Segment Types: **Town Center;**

FONG HART SCHNEIDER PARTNERS

Limited Retail-oriented Crosstown or Neighborhood Frontage Segments

Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
Shade Retail*							
1 <i>Gleditsia triacanthos</i> 'Skycole' / Honey Locust	Deciduous	40+	40+	25-30	5	10-30%	Ranch / Retail Shade
2 <i>Koelreuteria paniculata</i> / Golden Rain Tree	Deciduous	25-40	20-35	30	5	10-30%	Shade, Flowering Retail
3 <i>Pistacia chinensis</i> / Chinese Pistache	Deciduous	40-50	40-50	30	5	40-60%	Shade Fall Color
4 <i>Platanus x acerfolia</i> cvrs / London Plane tree	Deciduous	40-50	40-50	30	6-8	40-60%	Shade Retail
5 <i>Ulmus americana</i> 'Princeton' / American Elm	Deciduous	40-50	40-50	30	6-8	40-60%	Retail Vase Form
6 <i>Quercus suber</i> / Cork Oak	Evergreen	40-70	40-50	40	6-8	10-30%	Ranch
7 <i>Ulmus parvifolia</i> / Chinese elm	Evergreen	40	30-40	30	6-8	10-30%	Retail Shade
8 <i>Zelkova serrata</i> cvrs / Sawleaf Zelkova	Deciduous	40-50	40-50	30	6-8	40-60%	Retail Vase Form
Accent Retail**							
1 <i>Brahea Edulis</i> / Guadalupe Palm	Palm	20-40	15	25-30	4	10-30%	Accent
2 <i>Calocedrus decurrens</i> / Incense Cedar	Evergreen	40+	20	20	5	10-30%	Ranch Native
3 <i>Cupressus sempervirens</i> / Italian Cypress	Evergreen	20-40	3-5	6-10	3	10-30%	Accent, Columnar
4 <i>Ginkgo biloba</i> 'Sky Tower' / Sky Tower Ginkgo Tree	Deciduous	20	10-12	10	4	40-60%	Accent, Fall Color Columnar
5 <i>Phoenix canariensis</i> / Canary Island Date Palm	Palm	40-60	20-40	30	6	10-30%	Vulnerable to Wilt ⁴ Fruit
6 <i>Phoenix dactylifera</i> 'Medjool' / Medjool Desert Date Palm	Palm	50-80	20-40	30	6	10-30%	Fruit
7 <i>Washingtonia filifera</i> / California Fan Palm	Palm	60	20	20	6-8	10-30%	Accent, Fruit Native

Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
----------------------------	-----------	--------	--------------	---------	----------------------	-------------------	------------------

Notes:

- * **Shade Retail Trees:** shown are intended as primary street trees for Corridor Segment Types listed. Alternative Shade Retail trees proposed should have an eventual canopy of 30+ feet and a vase/oval shape form.
 - ** **Accent Retail Trees:** Not recommended as primary street trees; intended to be utilized selectively located among Shade Retail Trees to create visual accents.
- 1 All dimensions are indicated in feet.
 - 2 Shade Retail trees shown have a more transparent foliage/crown structure and/or may be shaped for higher (7'-8'+) mature clearance below the crown, allowing visibility of ground floor signs and storefronts from the roadway - with height, crown spread and spacing as secondary selection characteristics.
 - 3 Additional characteristics listed in Notes indicate other aesthetic features, i.e. "fall color," "vase form," and "columnar."
 - 4 *Phoenix canariensis* /Canary Island Date Palm is one of the most visually distinctive palm trees but is vulnerable to Fusarium Wilt fungus, now endemic in Southern California; its use is not recommended unless high levels of installation care and maintenance are provided.

Shade Retail



Platanus acerfolia 'London Plane'



Pistacia chinensis 'Chinese Pistache'



Zelkova serrata cvrs 'Sawleaf Zelkova'

Accent Retail



Calocedrus decurrens 'Incense Cedar'



Phoenix dactylifera 'Medjool' 'Medjool Desert Date Palm'



Washingtonia filifera 'California Fan Palm'

F.3 | Secondary Tree Palette

A. SPECIAL ACCENT TREES & PLANTS

Jurupa Valley Citywide Corridors Plan

SECONDARY Corridor Street Tree Types: **Specialty Accent Trees/Plants**



Corridor Segment Types: **Crosstown, Neighborhood, and Town Center**



Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	JV WULCOLS	Additional Notes
1 <i>Acacia cognata</i> / River Wattle	Evergreen	20-30	10-20	30	4-6	40-60%	Accent, Flowering Form
2 <i>Acacia pendula</i> / Weeping Acacia	Evergreen	20-30	10-20	30	4-6	40-60%	Accent Form
3 <i>Aloe bainesii</i> / Tree Aloe	Evergreen	20-30	10-20	10-20		10-30%	Accent Median/Park
4 <i>Aloe 'Hercules'</i> / Tree Aloe	Evergreen	20-30	10-20	15-20		10-30%	Accent Median/Park
5 <i>Brahea armata</i> / Mexican Blue Palm	Palm	20-40	12-25	20		10-30%	Accent Median/Park
6 <i>Yucca rostrata</i> / Big Bend Yucca	Evergreen	6-15	4-10	4-6		10-30%	Accent Median/Park
7 <i>Yucca rostrata 'Sapphire Skies'</i> / Sapphire Skies Yucca	Evergreen	4	4	4-10		10-30%	Accent Median/Park

Notes:

- 1 All dimensions are indicated in feet.
- 2 Specialty Accent Trees/Plants shown are intended to supplement primary street trees of Corridor Segment Types and are listed as special accents for medians, parks and/or entry locations with their distinctive form.
- 4 "Form" indicates the tree canopy has distinctive form.
- 5 "Median/Park" indicates median islands or parks are appropriate locations.
- 6 Some plants may be susceptible to freeze in low cold-air drainage areas; verify local topography and climatic conditions before usage.



Form Accent: *Acacia pendula*
'Weeping Acacia'



Median/Park Accent: *Brahea Armata*
'Mexican Blue Palm'



Median/Park Accent: *Yucca rostrata*
'Sapphire Skies' 'Sapphire Skies Yucca'

B. BELOW POWER LINES

Jurupa Valley Citywide Corridors Plan

SECONDARY Corridor Street Tree Types: **Below Power Lines**



FONG HART SCHNEIDER PARTNERS

Corridor Segment Types: **Crosstown and Neighborhood**

	Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
1	<i>Acacia aneura</i> / Mulga	Evergreen	14-18	12-16	15	3-4	10-30%	Below Power Lines Flowering
2	<i>Calistemon citrinus</i> / Lemon Bottlebrush	Evergreen	15-25	15-20	20	3	10-30%	Below Power Lines Flowering
3	<i>Cercis Occidentalis</i> / Western Redbud	Deciduous	15-20	10-12	20	4	10-30%	Below Power Lines Native, Flowering
4	<i>Chilopsis Linearis</i> / Desert Willow	Deciduous	20-30	15-25	25	4	10-30%	Below Power Lines Native, Flowering
5	<i>Laurus nobilis 'Saratoga'</i> / Sweet Bay laurel	Evergreen	15-25	20-25	20	3	10-30%	Below Power Lines
6	<i>Pittosporum angustifolium (phillyraeoides)</i> / Willow Pittosporum	Evergreen	20-25	10-15	20	4	10-30%	Below Power Lines Ranch, Flowering

Additional Notes / Terminology:

- 1 All dimensions are indicated in feet.
- 2 Below Power Line trees shown are intended to substitute for primary street trees of Corridor Segment Types listed in limited instances where clearance beneath power lines is required.
- 4 "Slow" indicates slow growth.
- 5 "Ranch" indicates an informal/irregular tree canopy form that is characteristic of rural/agricultural settings.



Below Power Lines: *Acacia aneura* 'Mulga'



Beneath Power Lines: *Cercis Occidentalis* 'Western Redbud'



Beneath Power Lines: *Pittosporum angustifolium (phillyraeoides)*

C. SCREENING AND BACKDROP

Jurupa Valley Citywide Corridors Plan

SECONDARY Corridor Street Tree Types: **Screening and Backdrop**



Corridor Segment Types: **Crosstown and Neighborhood**

Botanical Name/Common Name	Tree Type	Height	Crown Spread	Spacing	Minimum Planter size	Riverside WULCOLS	Additional Notes
1 <i>Acacia baileyana</i> / Bailey Acacia	Evergreen	20-40	20-40	30-35	4-6	10-30%	Ranch
2 <i>Acacia melanoxylon</i> / Black Acacia	Evergreen	40+	40+	35-40	6-8	10-30%	Ranch
3 <i>Acacia saligna</i> / Weeping Wattle	Evergreen	25	20	20	3-4	10-30%	Ranch
4 <i>Acacia stenophylla</i> / Shoestring Acacia	Evergreen	20-40	15-20	20	4-6	10-30%	Ranch
5 <i>Angophora costata</i> / Gum Myrtle	Evergreen	20-40	20-40	35-40	5-6	40-60%	Ranch
6 <i>Casuarina cunninghamiana</i> / River She-oak	Evergreen	20-40	20-40	35-40	6	10-30%	Ranch
7 <i>Cedrus atlantica</i> / Atlas Cedar	Evergreen	40+	40+	35-40	8+	40-60%	Screen
8 <i>Cedrus deodara</i> / Deodar Cedar	Evergreen	40+	40+	35-40	8+	40-60%	Screen
9 <i>Cupressus sempervirens</i> / Italian Cypress	Evergreen	20-40	3-5	3-5	3	10-30%	Columnar
10 <i>Grevillea robusta</i> / Silk Oak Tree	Deciduous	50-70	30-40	30-35	8+	10-30%	Messy
11 <i>Pinus brutia ssPalm Eldarica</i> / Eldarica Pine	Evergreen	35-65	30	30	8+	10-30%	Ranch
12 <i>Pinus halepensis</i> / Allepo Pine	Evergreen	35-65	45	30+	8+	10-30%	Ranch
13 <i>Pinus pinea</i> / Italian Stone Pine	Evergreen	40-80	30-50	30+	8+	10-30%	Shade
14 <i>Pinus torreyana</i> / Torrey Pine	Evergreen	40-50	20-25	30+	8+	40-60%	Ranch Native

Additional Notes / Terminology:

- 1 All dimensions are indicated in feet.
- 2 Screening and backdrop trees shown are intended to supplement or substitute for primary street trees of Corridor Segments Types listed where denser foliage for significant visual screening is required, with height, crown spread, crown form and spacing as additional selection characteristics.
- 4 "Ranch" indicates an informal/irregular tree canopy form that is characteristic of rural/agricultural settings.
- 5 "Fire Resistant" - the native tree *Quercus agrifolia* /Coast Live Oak has evolved locally to resist fire and is a rare native trees also usable as a street tree, however it requires a an overly large planting pit in most cases.
- 6 Other crown and foliage characteristics are as listed under Notes.



Screening/Backdrop: *Acacia baileyana*
'Bailey Acacia'



Screening/Backdrop: *Acacia saligna*
'Weeping Wattle'



Screening/Backdrop: *Casuarina cunninghamiana*
'River She-oak'



Screening/Backdrop: *Cedrus atlantica*
'Atlas Cedar'



Screening/Backdrop: *Cedrus deodara*
'Deodar Cedar'



Screening/Backdrop: *Cupressus sempervirens*
'Italian Cypress'



Screening/Backdrop: *Pinus brutia*
*ss*Palm Eldarica 'Elderica Pine'



Screening/Backdrop: *Pinus halepensis*
'Aleppo Pine'



Screening/Backdrop: *Pinus torreyana*
'Torrey Pine'



Appendix G

CORRIDOR IMPROVEMENT IMPLEMENTATION MATRIX



INTRODUCTION

The *Corridor Improvement Implementation Matrix* (CIIM or “the Matrix”) is a tool / database for planning, prioritizing, funding, and tracking improvements to Jurupa Valley’s corridors in accordance with the goals and priorities of this Citywide Corridors Plan. While ultimately intended to be a GIS-based tool, the “beta” version of this tool is summarized in this appendix, and organized as follows:

- a. Matrix Overview (Section G.1).** A detailed overview and “user guide” of the Matrix; its contents and organization, its relationship to the goals and other chapters / appendices of this *Citywide Corridors Plan* (CCP), and typical use scenarios.
- b. Corridor Segment Map (Figure G.1-1).** Mapping of all current Corridor Segments (with labeled *Corridor Segment IDs*) reflected in the Matrix’s database.
- c. Sample Excerpt of Matrix Database.** A sample excerpt from the MS Excel spreadsheet database that organizes and centralizes all corridor improvement related data for each Corridor Segment. See Matrix Overview (**Section G.1**) for detailed overview of database.

Note: *The working electronic file (in MS Excel format) of the Matrix Database has been provided to the City as a separate attachment to this submittal.*

This Appendix is intended to serve as a framework for migrating the Corridor Improvement Implementation Matrix to a GIS-based platform that will be used and managed by Jurupa Valley’s Public Works Department, with regular input from the Planning & Economic Development Department, and potentially others.

IN THIS CHAPTER

G.1 Corridor Improvement Matrix	358
A. Matrix overview	358
B. Corridor Segments / IDs	364
C. Sample Excerpt from Matrix	366

G.1 | Corridor Improvement Matrix

A. MATRIX OVERVIEW

1. Purpose and Role of the Matrix

The *Corridor Improvement Implementation Matrix* (CIIM or “The Matrix”) is a citywide database that operationalizes the *Citywide Corridors Plan* (CCP) for Jurupa Valley. It is intended as a working tool primarily for Public Works, Planning, and related departments.

Given more than 100 miles of cross-town corridors and constrained annual capital and grant funding, the Matrix enables staff to:

- **Organize** each corridor into manageable segments and document key conditions;
- **Identify appropriate improvements** drawn from the CCP’s toolkit and design scenarios;
- **Estimate costs** of improvements
- **Identify potential funding sources** and strategies for corridor improvements;
- **Prioritize implementation** based on safety, economic, and equity considerations; and
- **Track progress** over time toward the CCP’s four overarching goals:
 1. *Improving multi-modal safety;*
 2. *Strengthening citywide image and identity;*
 3. *Supporting economic vitality; and*
 4. *Advancing equitable investment in historically underserved areas.*

The Matrix is designed to support and organize systematic, project-by-project implementation of the CCP’s goals, incrementally transforming Jurupa Valley’s corridors over time.

2. Relationship of the Matrix to the Citywide Corridors Plan (CCP)

While the CCP establishes the policy and design frameworks for future Corridor Improvements, the Matrix serves as the City’s Work Plan for planning, implementing, and tracking improvements. Key linkages include:

- **Chapters 1/2 – Background & Intent / Design Scenarios.** Chapter 1 define three Corridor Typologies (Town Center, Neighborhood, Cross-Town) and Chapter 2 provides associated design scenarios/strategies for the three typologies based on a range of unique existing conditions, opportunities and constraints.. The Matrix, in-turn, records each Corridor Segment’s typology and references applicable design recommendations and strategies.
- **Chapter 3 – Corridor Improvement Toolkit.** Chapter 3 describes individual improvement types (e.g., bicycle facilities, sidewalks, equestrian trails, lane narrowing, street trees, lighting, branding and wayfinding). The Matrix, in turn, identifies which toolkit elements are recommended per Corridor Segment and can link to typical cross-sections and design standards.
- **Appendix B – Town Center Corridor Segments (20% Concept Plans).** The “Case Study” design concepts in Appendix B demonstrate integrated applications of the Toolkit in the three Town Centers (Rubidoux, Pedley, and Glen Avon) and provides preliminary 20% level design details of the recommended improvements that inform the Cost Estimating in Appendix C. The Matrix, in turn, organizes and centralizes all information related to these concepts both for implementation purposes as well as to serve as templates for other future improvements..
- **Appendix C – Cost Estimates.** Appendix C provides unit costs and preliminary cost estimates derived from the 20% Town Center case study concepts. The Matrix, in turn, links this cost information to the relevant Corridor Segments, to prepare order-of-magnitude cost estimates for recommended improvements, and to support rough cost-estimating (based on unit costs) of similar improvements elsewhere.

3. Matrix Structure and Content

As illustrated in “*Sample Excerpt Matrix*” in of **Section G.1.C** to follow, the Matrix spreadsheet / database is organized into a series of Rows and Columns. Each row in the Matrix represents a discrete Corridor Segment (mapped on **Figure G.1-1** in **Section G.1.B** to follow). Each column cell stores information about that segment’s existing conditions, recommended improvements, costs, funding, priorities, and relationship to CCP goals.

A. Corridor Segments and IDs. A Corridor Segment is a defined portion of a corridor whose endpoints are typically established where:

- **Physical conditions change.** (i.e., number or width of travel lanes, presence/absence of median, changes in right-of-way width or parking);
- **Corridor Typology change.** (i.e., Town Center to Neighborhood Corridor); or
- **Recommended improvement strategy change.** Even within the same Corridor Typology.

Each segment is assigned a unique “Segment ID” tied to the respective corridor. For example, Limonite Boulevard is divided into segments LI-1 through LI-13, representing distinct conditions and/or improvement strategies along the corridor.

B. Database Categories. Database columns are organized into major topics/categories to support incremental data entry and refinement over time. While these categories may be expanded/adapted over time, they currently include:

- **Existing Conditions Summary.** Identifies and records baseline conditions of Corridor Segments, including:
 - ◇ Corridor name and Segment ID.
 - ◇ Corridor Typology (Town Center, Neighborhood, Cross-Town).
 - ◇ Right-of-way width and basic cross-section characteristics (number and width of travel lanes, median, turn lanes).
 - ◇ Existing bicycle, pedestrian, and equestrian facilities.
 - ◇ Presence of on-street parking, street trees, and lighting.
 - ◇ Adjacent zoning/land use and relevant General Plan or Town Center designations.
- **Recommended Corridor Improvements.** Records relevant planned / recommended corridor improvements, including:
 - ◇ Identification of applicable toolkit elements (i.e., buffered or protected bike lanes, multi-use paths, equestrian trails, sidewalks, lane narrowing, on-street parking, street trees, pedestrian-scale lighting, branding and wayfinding signage)
 - ◇ Reference to relevant design scenarios/strategies from Chapter 2
 - ◇ Hyperlinks to relevant cross sections, concept plans, 20% design drawings, and other technical documents
- **Improvement Cost Estimates.** Records cost estimate data associated with applicable corridor improvements:
 - ◇ Order-of-magnitude costs for full implementation of the recommended improvements, based on Appendix C unit costs and/or project-specific estimates
 - ◇ Includes the ability to break out phased or partial improvements (e.g., bicycle improvements only; landscape and streetscape only)

A. MATRIX OVERVIEW (CONTINUED)

B. Database Categories (continued from previous page)

- **Funding Sources.** Identifies and records information related to potential funding source(s) of improvements, including:
 - ◇ Existing or potential funding sources, such as General Fund, impact fees, Active Transportation Program, Safe Routes to School, state and regional programs, etc.
 - ◇ Tracking of whether funding is secured, applied for, or yet to be identified.
- **Timeframe and Priority Level.** Identifies level of priority and planned/potential timeframe of improvements, including:
 - ◇ Suggested implementation timeframe (e.g., 0–1 year, 1–3 years, 3–5 years, 5+ years);
 - ◇ Priority level informed by:
 - Multi-modal safety needs,
 - Economic development potential (especially in Town Centers),
 - Equity (benefits to underserved areas), and
 - Opportunities for coordination with other projects.
- **Relationship to CCP Goals.** A simple checklist or scoring system indicating the degree to which the recommended improvements advance each of the CCP's four goals:
 - ◇ Improved multi-modal safety.
 - ◇ City Image and Identity.
 - ◇ Economic Vitality.
 - ◇ Equity.

Corridor Segments with more complete and detailed information across these categories can be considered more “project ready” for capital programming or grant funding.

4. Typical Matrix Use Cases

Public Works and Planning & Economic Development staff should consult and update the Matrix whenever a corridor-related project, study, or funding opportunity arises. Common use cases include:

A. City-Led Capital Improvement Projects (CIP). Pavement rehabilitation, streetscape upgrades, signal / intersection improvements, or safety projects along a corridor. The Matrix should be used to:

- Confirm the Corridor Segment(s) involved and their typology;
- Identify the recommended improvements and design scenarios;
- Provide preliminary cost ranges and funding strategies; and
- Demonstrate consistency with the CCP's four goals.

B. Private Development Projects on Corridor-Fronting Properties. Any subdivision, commercial, residential or mixed-use development along a corridor. The Matrix should be used to:

- Identify intended frontage and public realm improvements (i.e. sidewalks, parkways, bike / equestrian facilities, side-access lanes, trees, lighting etc.);
- Define conditions of approval and public improvement requirements; and
- Establish cost-sharing/fee structures related to corridor improvements.

C. Annual CIP Programming and Plan Monitoring. The Matrix should be utilized to assist in integrating complete streets and public realm enhancements into partner-led projects when they occur within or adjacent to City corridors:

- Provide a snapshot of “project-ready” Corridor Segments,
- Evaluate geographic and demographic equity of investments, and
- Track implemented improvements and remaining needs of each Corridor.

C. Grant Applications and Program Funding. Whenever applying for grant funding (i.e. Active Transportation, safety-focused infrastructure improvement grants, etc), the Matrix should be used to:

- Track and plan for the organized and best/most impactful use of available corridor improvement funding / sources;
- Identify Corridor segments with improvements aligned with the focus of specific grants;
- Assemble corridor or Town Center improvement project packages with strong, measurable outcomes for use in grant applications.

D. Coordination with Partner Agency Projects. The Matrix can additionally be used to guide the integration of relevant streetscape and public realm enhancements into partner-led projects when they occur within or adjacent to City corridors. Agencies such as:

- CalTrans
- Union Pacific Railroad (UPRR)
- Riverside County Transportation Commission (RCTC)
- Riverside County Transportation Department
- Riverside Transit Agency (RTA)
- Jurupa Area Recreation and Park District (JARPD)
- Local Utilities Providers, e.g. Rubidoux Community Services District (RCSD)
- Local School Districts, e.g. Jurupa Unified School District (JUSD)

A. MATRIX OVERVIEW (CONTINUED)

5. How To Use the Matrix (A Step-by-Step guide)

Staff can follow the sequence below when applying the Matrix to a project or opportunity::

Step 1: Identify Applicable Corridor Segement(s):

- Locate the project area on the corridor segment map and note the Segment ID(s) and Corridor Typology.

Step 2: Review Existing Conditions Data:

- Confirm right-of-way constraints, cross-section characteristics, and existing bicycle, pedestrian, equestrian, and parking conditions.
- Note land use and zoning context of all corridor adjacent properties. This is of particular importance for Town Center Corridor Segments.

Step 3: Identify/Confirm Recommended Improvements and Design Scenario:

- Review the Recommended Improvements columns and linked design scenarios from *Chapter 2*.
- Identify relevant Toolkit elements from *Chapter 3* and open any linked typical sections or 20% drawings.

Step 4: Define the Project Scope:

- Determine whether the project will Implement the full recommended scenario, or deliver a specific “layer of improvement” (e.g., bicycle facilities, crossings and lighting, streetscape and trees, etc.).
- Document or refine the project scope within the Matrix.

Step 5: Prepare Cost Estimates and Funding Strategy:

- Use *Appendix C* and prior project data to populate or update cost estimates for the identified scope.
- Identify existing or potential funding sources, and note funding status (secured, pending, potential).

Step 6: Assign Timeframe and Priority:

- Based on safety, economic, equity, and coordination factors, assign a timeframe and priority level.
- This supports comparative evaluation during CIP programming and grant selection.

Step 7: Evaluate Alignment with CCP Goals:

- Update the goal alignment checklist or scoring to document how the proposed improvements serve the four goals.
- This provides a clear narrative for funding justification and internal decision-making.

Step 8: Update Status and Track Implementation:

As projects advance through planning, design, and construction, track and update:

- Design status (e.g., concept, 30%, 60%, 90%, final);
- Construction status and completion date; and
- Any adjustments to remaining needs if only partial improvements are completed.,

6. Future GIS Integration and Ongoing Maintenance:

While the Matrix currently exists as a spreadsheet-based database, it is intended to be migrated into the City's GIS platform, enabling:

- Map-based selection of Corridor Segments with direct access to all Matrix fields;
- Integration with other City datasets (e.g., collision data, pavement condition, socio-economic indicators); and
- Enhanced visualization of implementation status and equity outcomes across the city

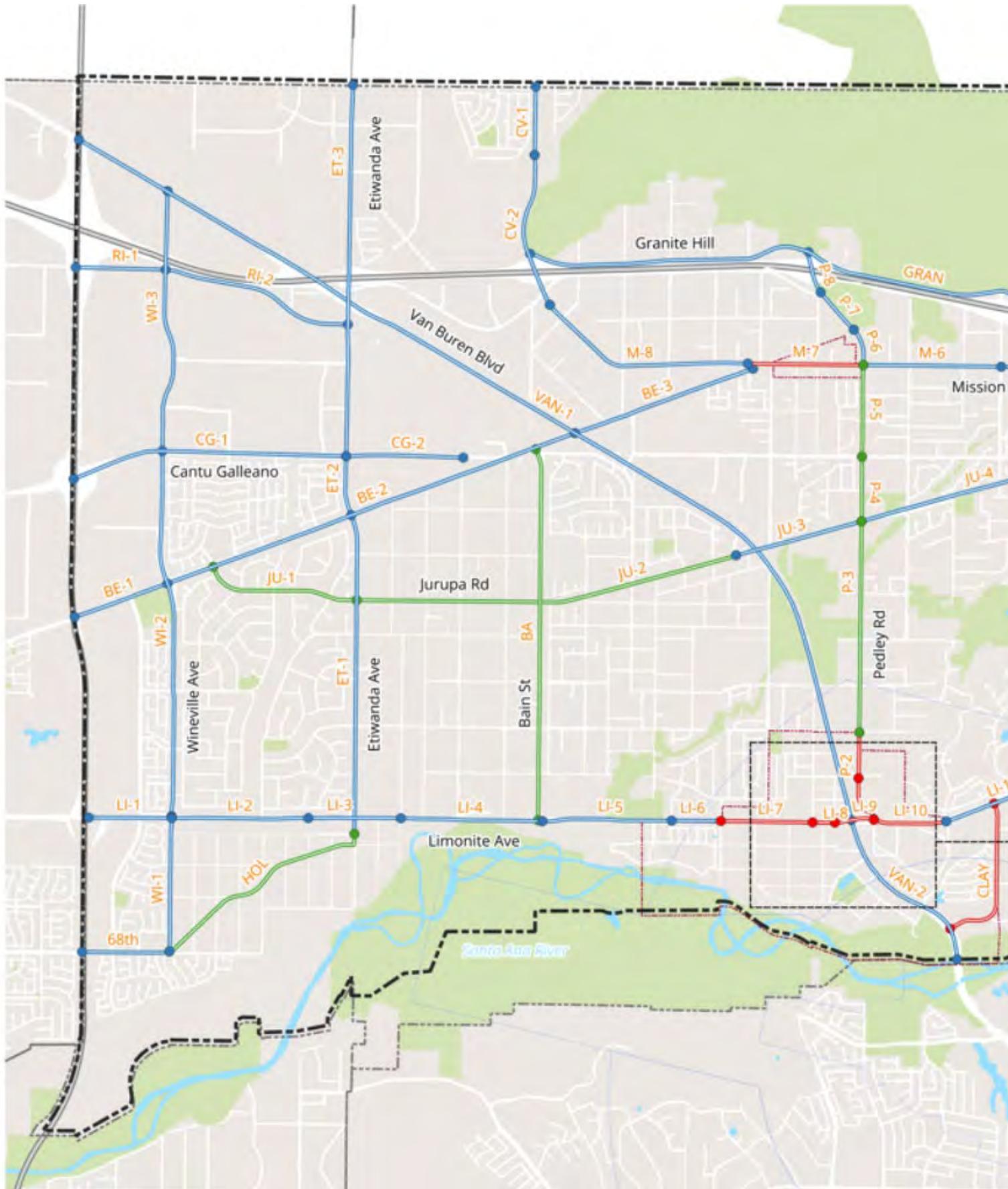
To remain effective, the Matrix should be treated as a living implementation tool that should be:

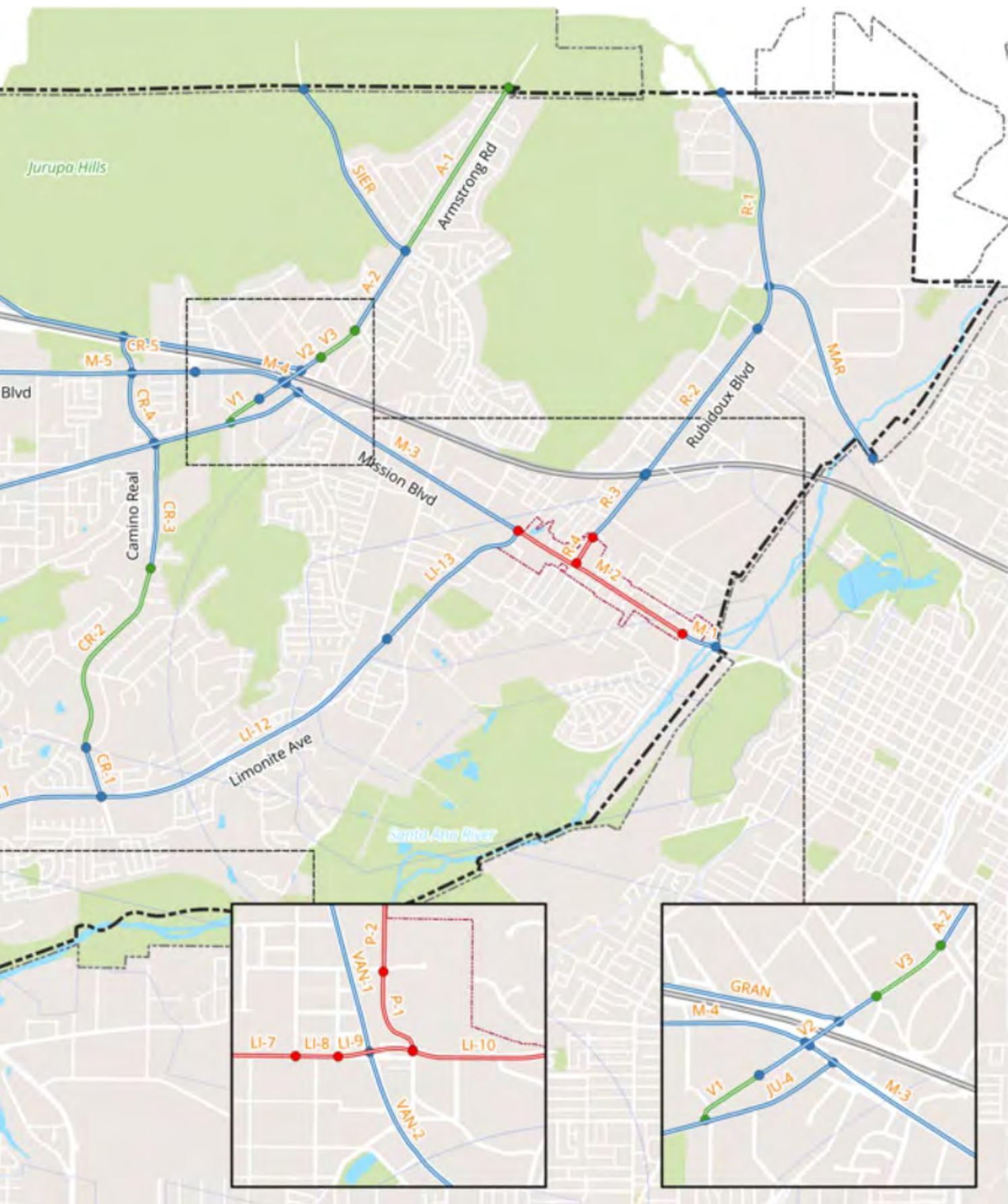
- Updated regularly as new corridor projects are scoped, designed, constructed, or completed;
- Refined as more detailed cost information and funding sources become available; and
- Reviewed periodically in conjunction with CCP monitoring and General Plan implementation reporting

Consistent use and maintenance of the Matrix will help ensure that each investment in Jurupa Valley's corridors is coordinated, strategic, and aligned with the long-term vision of the Citywide Corridors Plan.

B. CORRIDOR SEGMENTS / IDS

FIGURE G.1-1: CORRIDOR SEGMENTS / IDS





C. SAMPLE EXCERPT FROM MATRIX

CORRIDOR	LENGTHS, WIDTHS, LANES							TYPE	GENERAL PLAN POLICY			GENERAL PLAN OVERLAYS				SPECIFIC PLANS	P
	Length (miles) All Types	Cross-Town Corridor	Neighborhood Corridor	Town Center Corridor	Current curb-to-curb	ROW	# Lanes		Segment Type: C-Crosstown N-Neighborhood TC-Town Center	GP Mobility Classifications (ROW + easements for compl. streets)	GP Change Area (see GP Fig.2-6 Areas of Change)	2024-2029 CIP PROJECTS	Town Center Overlay	Commercial Dev. Overlay (excludes corner parcels)	Business Park Overlay		

REGIONAL HIGHWAY

Van Buren Blvd/Mission Blvd - Expressway Segment - I-15 to Limonite	5.9	5.9			73-86		4 lanes & turn lanes (up to 3)	C	Express Corridor 220'	5 - Pedley/Jurupa Road Infill Area	17-B.5 Jurupa Rd and Van Buren Blvd Grade Separation		West of San Sevaine Channel	West side, Bellegrave to Limonite; East side, Jurupa to 58th St		X - E border Juan Ba Anza T ro
Van Buren Blvd Gateway Segment - Limonite to N edge of bridge <i>CIP Project #17-B.1 for widening from Limonite to the Santa Ana River Bridge to 6 lanes, in current PA/ED, PS&E and ROW phases</i>	1	1			142		4 lanes & turn lanes (up to 4)	C	Express Corridor 220'	6 - Limonite Corridor and Pedley Town Center	17-B.1 Van Buren Blvd Widening, Santa Ana River to Limonite	PEDLEY		Limonite to "Pedley Creek"		XXXX - Blvd Bri entry to Bautista Trail au
Van Buren Blvd Bridge Segment - N edge of bridge to city border	0.2	0.2			117		4	C	Express Corridor 220'	6 - Limonite Corridor and Pedley Town Center	17-B.1 Van Buren Blvd Widening, Santa Ana River to Limonite	PEDLEY				XXXX - (River Juan Ba Anza T ro

EAST-WEST CORRIDORS

Country Village Rd - Philadelphia to San Sevaine Channel/Fontana Lateral (as an extension of Mission Blvd)	0.4	0.4			51		3 typ., 4 @ Philadelphia & turn lanes (up to 2)	C	Primary Corridor 153'							
Country Village Rd - San Sevaine Channel/Fontana Lateral to S edge of Arco @ S Sevaine Way (as an extension of Mission Blvd)	0.9	0.9			76' to 93'		3 @ San Sevaine Channel; 4 typ. & 1 turn lane	C	Primary Corridor 153'			South of SR-60 - Mission Blvd Community Development Overlay				
Granite Hill Drive - Country Village Rd to Valley Way	4.4	4.4			26 + shoulders		2 & up to 2 turn lanes	C/N Segments	Secondary or Crosstown Corridor 100'					Conning St to Fleming St		
Mission Blvd - S edge of Arco @ S Sevaine Way to Bellegrave	1.3		1.3		64		4 & up to 1 turn lane	N (MIXED)	Secondary or Crosstown Corridor 104 0'	1 - Mission Blvd Comm. Dev. Corr. and Glen Avon Town Ctr.	21110 Mission Blvd Pavement Rehab Ph 3, Ben Nevis to Bellegrave		Mission Blvd Community Development Overlay (to Felspar St)	Conning St to Bellegrave		X SR60
Mission Blvd - Bellegrave to Pedley GLEN AVON TOWN CENTER	0.6			0.6	64		4 & 2-way turn lane	TC	Primary Corridor 153'	1 - Mission Blvd Comm. Devel. Corridor and Glen Avon Town Ctr.		GLEN AVON		Bellegrave to Avon		XXX - G Pedle Ra
Mission Blvd - Pedley to Pyrite	0.7	0.7			62-68-75		4 & 2-way turn lane	C (MIXED)	Secondary or Crosstown Corridor 100'	1 - Mission Blvd Comm. Devel. Corridor and Glen Avon Town Ctr.	FUT. G Mission/Agate Traffic Signal (2028+)		Mission Blvd Community Development Overlay	(Pedley to Pyrite, south side only)		XX - P Pyrite Ra
Mission Blvd - Pyrite to Byrne <i>CIP Project #21113 street improvements from Pyrite to roughly 1,300 ft east, in conjunction with The Shops at Jurupa Valley shopping center</i>	1.1	1.1			63 (varies)		4 lanes & up to 2 turn lanes; extra N frontage lane Kathy Ave to Formosa St	C (MIXED)	Primary Corridor 153'	1 - Mission Blvd Comm. Devel. Corridor and Glen Avon Town Ctr.	21113 Shops @ JV Mission Blvd Imprvts		Mission Blvd Community Development Overlay			XX - P Byrne Ra
Mission Blvd - Byrne to Valley Way	0.5	0.5			77-47-98		4 lanes & up to 3 turn lanes	C (MIXED)	Secondary or Crosstown Corridor 100'	1 - Mission Blvd Comm. Devel. Corridor and Glen Avon Town Ctr.			Mission Blvd Community Development Overlay	Byrne to curve, both sides; South side to Valley Way		XX - E Valley V Ra
Mission Blvd - Valley Way to Riverview Dr	1.5	1.5			97, 113		4 lanes & median & up to 2 turn lanes	C (MIXED)	Primary Corridor 153'	2 - Rubidoux Commercial Corridor and Town Center				South side, Valley Way to Sedona Dr		XXXX - SR 60
Mission Blvd - Riverview Dr. to Crestmore Rd RUBIDOUX TOWN CENTER	1			1	97, 113		4 lanes & median & up to 2 turn lanes	TC	Primary Corridor 153'	2 - Rubidoux Commercial Corridor and Town Center	TBD Mission Blvd & Rubidoux Blvd intersection imprvts (unfunded); 13-H.2 Bridge replacement w/multi-use path	RUBIDOUX				XXXX - River C
Mission Blvd - Crestmore Rd to Santa Ana River Bridge	0.1	0.1			58, 96		4 lanes & median & 1 turn lane	C	Primary Corridor 153'							

PLACE TYPE POTENTIALS			MOBILITY/ACCESS ISSUES/POTENTIALS						PROPOSED IMPROVEMENTS					
Way Role	Existing Retail & Retail Potential	Corridor Housing Infill Potential	Transit Corridor	Bike Path/Route	Sidewalk Infill	Equestrian Trail	Street Lighting	SR25 Proximity/ Role	Roadway Lanes	Public Frontage (Sidewalks, paths, planter strips)	Intersections/ Crosswalks	Trees	Lighting	Gateways Signage

San Buren	Existing accessed from cross-streets only, or future frontage lanes?	None			Demand for walk from Bellegrave to Rutile along Van Buren?		New under-crossing at Jurupa; proposed overcrossing at Limonite per Pedley Town Center Plan							Gateway or replacement City entry sign at I-15 border location
San Buren	Existing fast food. In-N-Out, closed Sizzler.	None		Missing Link from Clay Street to Bridge Bike Paths; Santa Ana River Trail access					Ensure CIP widening includes off-street or protected bike path connections to river bridge.	Need connection to river paths				Gateway or replacement City entry sign north of Santa Ana River bridge
Santa Ana		None								Need improved sidewalk connections to bridge walkways				

			XXX	X	XX				1. Roadway streetlights needed both sides; E side may wait until devlpmt. 2. Canopy street trees infill in strip behind sidewalk on W side; short trees on E side due to overhead wires (E side may wait until development)					11' planter strip + 6.5' sidewalk + 2 lanes SB 14' + 12' & 11' ptd. Median + One 12' NB lane + 2' pvmt edge; + 16.5' NB gravel shoulder. (85' wall to fence)
			XXX	X	XX				1. 76' C/C min. exist can support 2 1-way protected bike lanes but D St intersection modification needed. 2. Multi-use trail possible on E side from Vesada Apt homes on N to Grant Hill on S.					
				XXX	XXX	XXX								
XX Ramps	XX	XXX	XXX	XX	XXXX			XX						
San Avon + SR60	XX	XXX	XXX	XXXX	XXXX									
Redley + SR60	XX	XXX	XXX	XXXX	XXXX									
Pyrite + SR60	XX	X	XXX	XXXX	XXXX									
Pyrite + SR60	XX	X	XXX	XXXX	XXXX									
Rubidoux Ramps		XXX	XXX	XXXX				XX						
Rubidoux Gateway	XXXX - Rubidoux TC - Wallace to Avalon	XXX	XXX	XXXX				XX						

EXHIBIT B OF ATTACHMENT 1

**Addendum to the City of Jurupa Valley General Plan Certified
Environmental Impact Report (SCH No. 2016021025)**

February 18, 2026 | General Plan EIR Addendum

ADDENDUM TO THE CITY OF JURUPA VALLEY 2017 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

SCH No. 2016021025

For The
Citywide Corridors Plan
City of Jurupa Valley

Prepared for:

City of Jurupa Valley

Joe Perez, Assistant City Manager/Community
Development Director
Jurupa Valley City Hall, 8930 Limonite Avenue
Jurupa Valley, CA 92509

Prepared by:

PlaceWorks

Mark Teague, AICP
3 MacArthur Place Ste 1100
Santa Ana, CA 92707

Table of Contents

Section	Page
1. ADDENDUM TO THE ADOPTED GENERAL PLAN EIR.....	1
1.1 BACKGROUND AND OVERVIEW.....	1
1.2 PROPOSED PROJECT.....	2
1.3 GENERAL PLAN EIR.....	10
1.4 PURPOSE OF AN EIR ADDENDUM.....	11
2. CEQA ANALYSIS.....	14
2.1 ENVIRONMENTAL ANALYSIS.....	14
2.2 FINDINGS.....	14
2.3 CONCLUSION.....	17

Appendices	Page
-------------------	-------------

A. Mitigation Monitoring and Reporting Program

A copy of this addendum, and all supporting documentation, may be reviewed or obtained at the City of Jurupa Valley Community Development Department, 8930 Limonite Avenue, Jurupa Valley, CA 92509, during business hours of 8:00 am through 5:00 pm Monday to Friday. <https://www.jurupavalley.org/>

Table of Contents

This page intentionally left blank.

1. Addendum to the Adopted General Plan EIR

1.1 BACKGROUND AND OVERVIEW

The City of Jurupa Valley (City) has prepared this Addendum to the 2017 Jurupa Valley General Plan Environmental Impact Report (GPEIR) (State Clearinghouse No. 2016021025) to address the potential environmental impacts associated with adopting the Citywide Corridors Plan (CCP, proposed project). This Addendum is prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) (Cal. Public Resources Code Section 21000, et. seq., as amended) and its implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.) (CEQA Guidelines) and, specifically, consistent with CEQA Guidelines Section 15162 and Section 15164.

In 2017, the City adopted its first General Plan and prepared the GPEIR to analyze potential citywide impacts, broad policy alternatives, and programmatic mitigation measures associated with the 2017 General Plan. The 2017 General Plan consists of 11 elements that cover major planning topics. In addition to the eight State mandated elements (Land Use, Circulation (Mobility), Conservation, Open Space, Housing, Safety, Noise, and Environmental Justice), the 2017 General Plan includes 4 optional elements: Air Quality, Community Safety, Services, and Facilities (combined with the required Safety Element), Healthy Communities, and Economic Sustainability. Each of the elements contains goals, policies and programs that outline how the City wants to grow and develop over the course of 10-20 years. The 2017 General Plan included Policies such as ME 2.1 that requires complete streets (design of roads for pedestrians and cars), and Policy 2.1.5 that requires preparation of a Master Plan of Streets and Trails, that resulted in this CCP that refines the public realm portions of the public roads in the City.

The GPEIR is a Program EIR as defined by CEQA Guidelines Section 15161 and was prepared in compliance with CEQA Guidelines Section 15168. The Final GPEIR was certified and the findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) were adopted by the City Council on September 7, 2017 (Resolution No. 2017-14). Following the adoption of the 2017 General Plan and certification of the GPEIR, the City in 2024 adopted technical amendments to the 2017 General Plan to make clarification and correct inaccuracies. Per the GPEIR, future discretionary review may rely on analysis provided in the GPEIR for the purpose of tiering and/or streamlining. The purpose of tiering is to use the analysis of general matters contained in a broader EIR (such as the GPEIR) with later CEQA documents on narrower or more site-specific projects (CEQA Guidelines Section 15152). Tiering serves to reduce repetitive analysis and provide subsequent site-specific analysis at a time when it is meaningful.

This Addendum demonstrates that the analysis in the GPEIR adequately addresses the potential physical impacts associated with implementation of the proposed project and that the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 calling for further environmental review.

1. Addendum to the Adopted General Plan EIR

1.2 PROPOSED PROJECT

1.2.1 Project Background

Since adopting the 2017 General Plan, the City has advanced corridor planning efforts through key initiatives focused on safety and access. Plans such as the Circulation Plan for Bicyclists and Pedestrians (2018), SafeTREC's advisory Complete Streets Safety Assessment (2021), and the adopted Local Roadway Safety Plan (2022) have identified priority areas for multimodal corridor improvements. The City has implemented several projects, including a recently completed “road diet” and buffered bike lanes on Crestmore Road and 46th Street south of Mission Boulevard, new buffered bike lanes on Sierra Avenue south of 20th Street, and multiple equestrian pushbuttons along Limonite Ave, Etiwanda Ave and Bellegrave Ave intersection crossings.

The proposed project is an extension of these prior efforts, intended to provide a comprehensive framework for integrating safety, identity, and economic development objectives along critical transportation routes in the City. It also provides a framework that integrates corridor improvements into broader planning initiatives, including the 2017 General Plan and the City's Capital Improvement Program (CIP) to ensure meaningful and context-sensitive enhancements. The plan builds on previous efforts, including the City's 2022 SB-2 funding grant, which focused on increasing housing opportunities. With many of the remaining housing development sites located along corridors, there is an opportunity to enhance these areas to support housing, job growth, and essential services for residents. By coordinating public and private improvements, the CCP aims to make these spaces safer, more attractive, and better aligned with the needs of the community.

The Citywide Corridors Plan integrates key policy perspectives from the General Plan, including Land Use, Mobility, and Environmental Justice. It aligns “complete streets,” placemaking, economic development, and equity approaches with the CCP four primary goals: safety, city identity, economic vitality, and equity. The Plan introduces toolkits for street design, demonstration examples, and 20% design case studies for selected segments to guide potential “tactical” or “quick-build” improvements, as well as future capital improvement projects, area plans, and General Plan updates. While the CCP itself does not introduce regulatory changes, its policies and design elements will inform future updates to corridor-related public and private design standards, in keeping with Jurupa Valley's semi-rural character.

1.2.2 How Public Roads are Built

Most roads within the City, and all the roads subject to the proposed project, are publicly owned land and used for cars and trucks, and for utilities such as water, sewer, powerlines, and drainage. The ultimate width of a roadway is set by the Mobility Element (See Mobility Element Figure 3-4: Conventional Roadway Cross Sections) and varies by the designation of the road (e.g. local through expressway).

It is common for a roadway to only be partially constructed or exist in a physical condition that is less than the ultimate width indicated in the Mobility Element. As roadways get developed over time and as resources allow, it is often only the center travel lanes that are built, with curb, parking, sidewalks, bicycle lanes, and other amenities called ‘frontage improvements’ waiting for adjacent development. When development occurs next to a partially constructed roadway, the frontage improvements are made a condition of project approval, built by the applicant, and dedicated to the City after the City Engineer confirms that the improvements are consistent with City standards. Other than grant funded projects, or Capital Improvement Projects funded through impact

1. Addendum to the Adopted General Plan EIR

fees that pay for the development of entire roadway segments, frontage improvements are the responsibility of the property owner or developer adjacent to the roadway.

New roadways, or frontage improvements that must later be dedicated to the City, are regulated by City of Jurupa Valley Municipal Code Title 7, Section 7.10.020 General Street Design. If the City already owns the entire right of way, the frontage improvements are still the responsibility of the developer and are regulated through City of Jurupa Valley Municipal Code Title 13, Section 13.10.020 Encroachments. In every case the City Engineer must approve the design of improvements and ensure that they are consistent with the General Plan, and City Standards. The City uses the 2023 County of Riverside County Road Standards and County Standard Specifications and other adopted plans of the City to establish conditions of approval for development projects.

1.2.3 Project Location

The proposed project provides guidance for implementing improvements across 71 miles of corridors in the City, as shown in Figure 1, *Jurupa Valley Corridors*. The term “corridors” in the CCP generally refers to multi-modal streets that provide cross-city travel between neighborhoods, schools, shopping centers, community facilities and Town Centers, consistent with the 2017 General Plan’s definition of Mobility Corridors. The jurisdiction of the CCP is limited to segments of these corridors within the City’s limits and the scope of the CCP is limited to improvements within the public/private right-of-way of these corridors.

1.2.4 Project Description

The CCP is organized around three chapters: Chapter 1, which provides an introduction to the plan, its goals and purpose, in addition to identifying challenges and opportunities for implementing the goals; Chapter 2, which presents design scenarios for streetscape improvements based on the identified goals; and Chapter 3, which summarizes elements and strategies for implementing the streetscapes shown in Chapter 2 based on “Complete Street” and “Safe Street” design principles. Appendices A through G of the CCP provide additional context and planning materials for implementing the CCP. The goals guiding all improvements proposed in the CCP are as follows:

- Improve Corridor Safety and Traffic Calming
- Strengthen City Image & Identity
- Enhance Economic Vitality Through Placemaking
- Ensure Equitable Application of Resources for Improvement and Investment.

1. Addendum to the Adopted General Plan EIR

Insert Figure 1.

1. Addendum to the Adopted General Plan EIR

The CCP categorizes the design improvements by three corridor types that are based on public right-of-way edge conditions, adjacent land uses, and place character.

- **Crosstown Corridors.** These corridors represent the majority of corridors in the City (75 percent of all corridors) and function as significant across-town connectors, prioritizing vehicle through-traffic on wide arterial roads (5+ lanes). Since these corridors typically lack complete pedestrian and bicycle facilities, traffic calming and multi-modal safety goals on these corridors are based around slowing traffic speeds where feasible; providing safer bike and pedestrian crossings; and infilling missing sidewalks, curbs, and lighting. The CCP also recognizes that these corridors act as gateways to the community and could be improved with signage and tree plantings to strengthen identity along these corridors.
- **Neighborhood Corridor Segments.** These corridors are typically 2–3 lanes wide (with some 4–5 lane exceptions) and serve as residential and mixed-use streets with fronting homes and frequent driveways. They also typically have unpaved shoulders that while not ADA-compliant, provide flexibility for walking, horse riding, street parking, and utilities. Improvements along these corridors are guided by the priority to maintain a semi-rural character and would involve implementing safer intersections and bike lanes or paths where feasible.
- **Town Center/ Activity Node Corridor Segments.** These corridors represent the main streets and central boulevards of the Pedley, Glen Avon and Rubidoux Town Centers. The proximity of retail, office, civic, gathering, and residential uses in the Town Centers have the potential to generate greater pedestrian, bicycle, and transit activity than other districts in the city, as well as greater value per acre. Therefore, improvements along these corridors provide significant opportunities for improving accessibility and community identity.

The CCP itself does not introduce regulatory or right of way changes but its policies and guidance would be used to inform future updates to the identified corridors. Improvements to corridors in the public right-of-way would continue to be identified within the City’s CIP and are the improvements primarily targeted by the standards provided in the CCP. Private development of properties fronting corridors would also be required to comply with design standards outlined in the CCP. Design elements not regulated under the plan, such as design details related to pavement, curbs, gutters, cross gutters, sidewalks, medians, curb radii, and other applicable roadway components will be designed in accordance with the City Engineering Department’s existing Street Standards Drawings.

1.2.5 Relationship to the 2017 General Plan

The 2017 General Plan includes the City’s existing Land Use Element and Mobility Element which guide the overall physical development of the City. The 2017 General Plan provides goals and policies for corridors but notes that the more detailed development and design standards for these areas should be identified and implemented through a Master Plan (**Program ME 1.1.1**). The proposed project establishes the tools needed to implement the General Plan through the identification of development and design standards for the City’s corridors. Relevant General Plan policies and programs guiding corridor improvements are as follows. As noted, the proposed project is intended to implement these policies and programs:

- **ME 1.1 Mobility Corridors.** Require that the City’s mobility corridors:

1. Addendum to the Adopted General Plan EIR

1. Accommodate public transit, motor vehicles, bicyclists, equestrians and pedestrians within the public right of way wherever feasible, using multimodal, “complete streets” design strategies.
 2. Maintain at least a Level of Service (LOS) D or better at all intersections, except where flexibility is warranted based on a multi-modal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multi-modal facilities.
 3. Be designed to meet the needs of the existing population and business activities, as designated by the Land Use Element and in accordance with the Mobility Corridor concept and to maintain consistency with the Master Plan of Streets and Trails (to be developed).
 4. Be designed so that new roadways, ramps, traffic control devices, bridges or similar facilities, and significant changes to such facilities, are designed to accommodate multi-modal facilities in an attractive and safe manner.
 5. Be maintained in accordance with best practices and the City’s Street Improvement Program.
- **ME 1.2 Corridor Design.** When existing mobility corridors require modification or new corridors are established, their design shall be consistent with the following standards:
 1. Roadway designs shall maintain no more than two through travel lanes wherever possible and shall not exceed four through travel lanes except within Express Mobility Corridors, or where a transition is required for roadways that connect to roads in other jurisdictions at the City boundaries.
 2. Existing improvements and rights of way within mobility corridors may establish the general design criteria for the relevant segment in order to avoid replacing existing street improvements or right of way acquisitions for street widening.
 3. Where sidewalks are appropriate, they should be detached and separated from the roadway by landscaped parkways. Where sidewalks are adjacent to curb on an existing roadway within a mobility corridor, sidewalks on either side of the relevant segment may be continued to a reasonable transition point.
 4. Where two-lane roadways exist within a mobility corridor in low density, semi-rural areas, widening the existing through lanes for safety may be determined appropriate by the City Council on a case-by-case basis. Adding lanes to accommodate additional vehicular traffic shall require a finding by the City Council that the need for additional capacity takes precedence over preserving the existing corridor character.
 5. Provisions for bus turnouts, bus shelters and connectivity to the Pedley Metrolink Station shall be included.
 6. Houses along Secondary, Neighborhood Collector and Local Corridors shall have street access.
 - **ME 1.3 Preserving Community Character in Mobility Corridors.** Mobility corridors shall be designed to consider the land use and aesthetic contexts of their surroundings and shall include the following features unless determined infeasible or inconsistent with General Plan goals and policies:
 1. Mobility corridors shall include parkways, street trees and where appropriate, medians that include substantial landscape treatments and that separate pedestrians and equestrians from vehicle traffic and provide a pleasant and inviting traveling experience for non-vehicular travel.

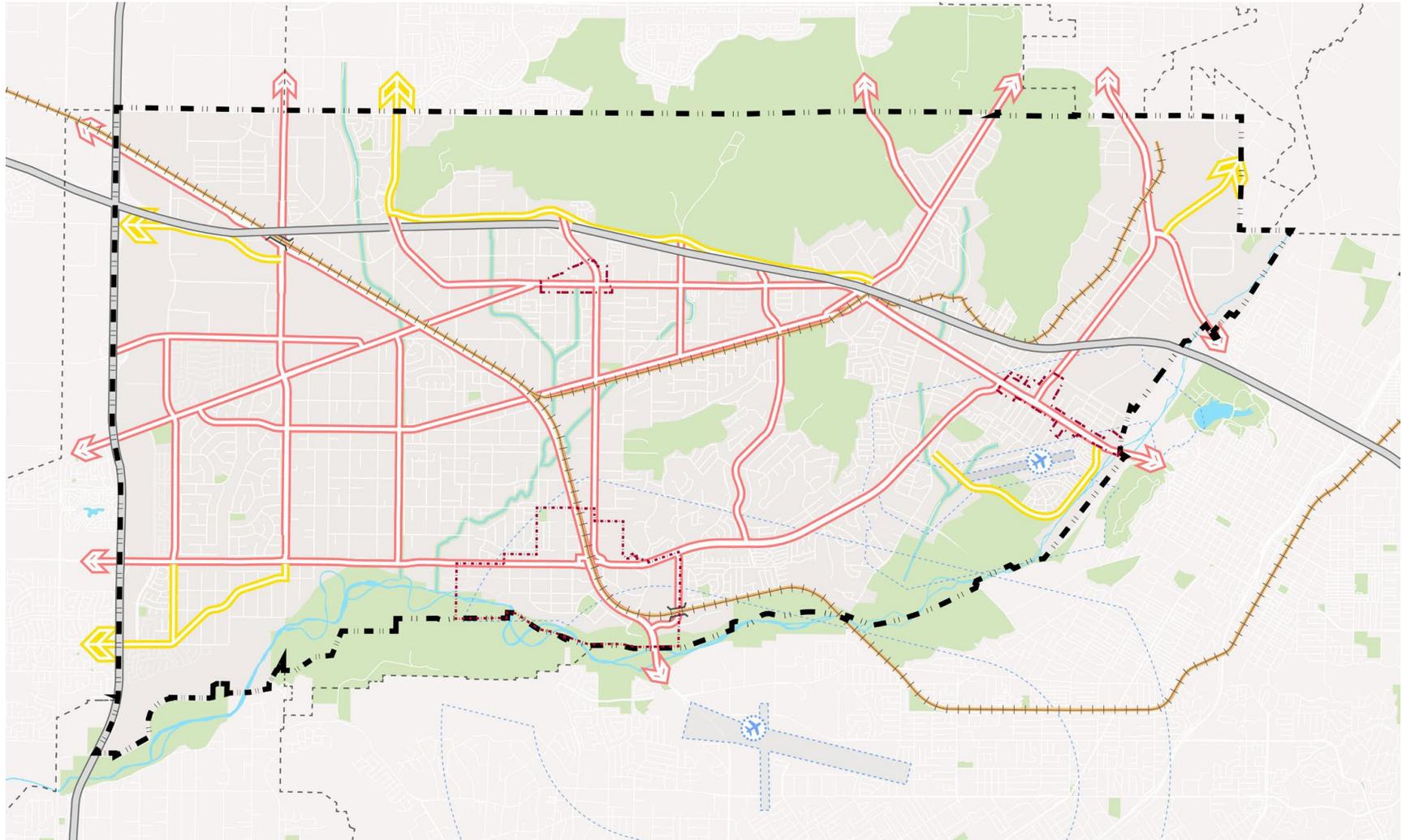
1. Addendum to the Adopted General Plan EIR

2. Express and Primary Mobility Corridors shall include a landscaped raised median wherever possible and shall include substantial setbacks and landscape buffers to protect adjacent noise-sensitive uses.
 3. Mobility corridors shall be designed to produce an attractive, safe and high-quality environment of treelined streets within a semi-rural, small town community.
- **ME 1.1.1 Mobility Corridor Master Plan.** Consider establishing a Mobility Corridor Master Plan and Design Guidelines to provide more detailed guidance on the design, operational and maintenance of mobility corridors.

The proposed project does not propose changes to existing land uses or zoning in the City's General Plan and Zoning Code. While the CCP provides additional guidance for implementing corridor improvements, all improvements would be subject to the City's existing Municipal Code standards that are designed to minimize impacts from development.

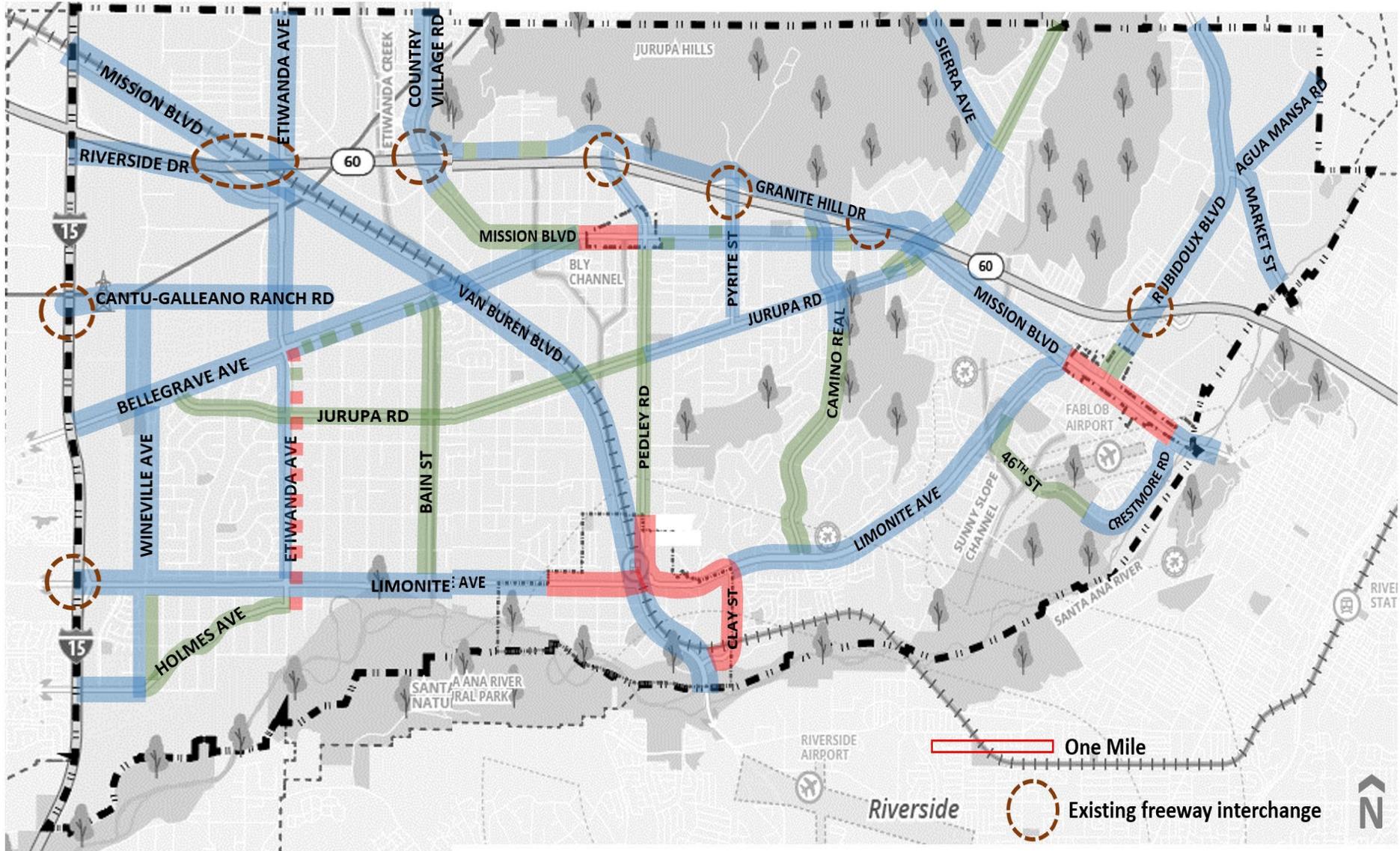
1. Addendum to the Adopted General Plan EIR

Figure 1 Jurupa Valley Corridors



1. Addendum to the Adopted General Plan EIR

Figure 2 Corridor Segment Types



1. Addendum to the Adopted General Plan EIR

1.3 GENERAL PLAN EIR

The following summarizes the significant environmental impacts identified in the GPEIR that could not be reduced to less than significant.

Agricultural and Forestry Resources

- **4.2.5.4 Farmland Conversion:** The City is underlain by approximately 2,000 acres of Class I-III soils which can support agricultural or farmland activities according to the federal Natural Resources Conservation Service (NRCS). Future development will eventually cover over these soils with rural and suburban development. The goals and policies of the 2017 General Plan establish a process for the eventual transition of land from agriculture to development based on market conditions, and impacts of this conversion process will be less than significant.
- **4.2.5.5 Loss of Prime Farmland:** The State Department of Conservation (SDOC) designates 612 acres of land in the City as prime farmlands and their loss is considered a significant impact because the SDOC believes these soils are a significant regional or state-wide resource. Future development will also remove 2,077 acres of land classified as farmland of local importance (i.e., not prime farmland) which is not considered a significant impact of General Plan implementation.
- **4.2.6 Cumulative Agricultural and Forestry Resources:** Implementation of the 2017 General Plan will smooth the transitional loss of agriculture in the region, but development in the City will eventually cover over 612 acres of prime agricultural soils of statewide significance, contributing to the regional loss.

Air Quality

- **4.3.5.1 Violate Air Quality Standards:** Future development will emit air pollutants in amounts far in excess of South Coast Air Quality Management District (SCAQMD) regional thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Implementation of the 2017 General Plan will help reduce future emissions to the greatest extent feasible at a programmatic level but will not be able to reduce them below SCAQMD thresholds for criterial pollutants.

Noise

- **4.12.5.1 Long-Term Noise Impacts:** Future development within the City may result in noise levels along major roadways that result in significant noise impacts in the future as growth occurs. The goals, policies, and programs of the General Plan are intended to reduce these impacts to the greatest degree practical, but it may not reduce them to less than significant levels due to physical limitations of roadways, intersections, or adjacent properties.
- **4.12.6 Cumulative Noise Impacts:** Future noise impacts from local traffic as growth occurs may contribute to regional incremental noise impacts in combination with growth and traffic increases in other nearby communities.

1. Addendum to the Adopted General Plan EIR

Transportation

- **4.16.5.2 Level of Service Impacts:** Future development in the City will eventually result in a number of local road segments and intersections exceeding the City's LOS standards. Due to physical limitations, this impact will be significant even after mitigation.
- **4.16.6 Cumulative Traffic Impacts:** Potential short-term and long-term cumulative traffic-related impacts cannot be reduced to less than significant levels because of physical limitations and the City does not have authority or control over all the affected transportation facilities. Specifically, the City does not have control over freeway ramps or mainline improvements.

The GPEIR contains mitigation measures designed to reduce other environmental impacts to a less than significant level. The mitigation monitoring and reporting program (MMRP) for the proposed project, provided as **Attachment A** to this Addendum, incorporates the mitigation measures from the GPEIR.

1.4 PURPOSE OF AN EIR ADDENDUM

According to CEQA Guidelines Section 15164(a), an addendum shall be prepared if some changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)–(3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations):

Section 15162

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (c) Mitigation Programs or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation Program or alternative; or

1. Addendum to the Adopted General Plan EIR

- (d) Mitigation Programs or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation Program or alternative.

Section 15164

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

1. Addendum to the Adopted General Plan EIR

This page intentionally left blank.

2. CEQA Analysis

2.1 ENVIRONMENTAL ANALYSIS

Under CEQA Guideline Section 15164, a lead agency shall prepare an addendum to a previous EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. The following discussion explains why none of the scenarios under CEQA Guidelines Section 15162 are present and this Addendum is appropriate.

2.2 FINDINGS

The discussion in this Addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA.

Impacts analyzed under the GPEIR adequately address the potential physical impacts associated with the implementation of the proposed project. The proposed project does not propose any specific development projects or improvements nor does it involve adopting amendments to the 2017 General Plan or the City Zoning Code. The CCP outlines goals, designs, and standards for future improvements along the City's existing corridors. Improvements in the public right-of-way would be identified in the City's CIP while improvements in the private right-of-way would generally occur as part of private development and redevelopment projects when proposed. As future improvements are proposed, additional review will be needed to determine potential impacts of these improvements.

The GPEIR adequately evaluated the adoption of the proposed project as a guide for developing streetscape improvements along corridors, consistent with the policy direction of the 2017 General Plan. The following identifies the standards set forth in Section 15162 of the CEQA Guidelines as they relate to the proposed project.

- 1. No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

The CCP provides design guidance and development standards for implementing improvements in the right-of-way of major streets in the City, consistent with direction from the 2017 General Plan. The GPEIR evaluated the impacts of all foreseeable development within the horizon of the 2017 General Plan, which includes roadway improvements pursuant to the goals and policies of the Mobility Element. The Mobility Element specifically directs the City to develop a master plan for corridors under Program ME 1.1.1 and this program is implemented through the proposed project. The proposed project does not change the development projections under the GPEIR and would therefore result in similar impacts related to

2. CEQA Analysis

population growth. One of the primary goals of the CCP is to provide increased multi-modal access on corridors which could result in decreased vehicle trips, thereby decreasing impacts related to air quality and greenhouse gas emissions as well. Physical/footprint-based impacts would remain similar to those evaluated in the GPEIR since all improvements would occur on existing disturbed right-of-way. Overall, the proposed project supports implementation of the 2017 General Plan and does not involve actions that would increase the impacts evaluated in the GPEIR.

- 2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.**

Roadway improvements in the City currently adhere to the City's Engineering Standards and Municipal Code requirements. Major improvements are identified and funded through in the City's CIP and are regularly implemented on the City's corridors. The purpose of the General Plan is to provide high level policy direction for development in the City while City standards and other planning documents provide specific guidance for implementing the General Plan's vision. While physical changes regularly occur to the corridors, mostly to maintain and improve existing infrastructure, these changes do not represent a change in the circumstances that would result in new or increased environmental impacts. All improvements on the corridors conform with the direction of the General Plan and City standards. Likewise, the proposed project would help to implement the City's General Plan and build on the City's existing roadway standards. Therefore, the CCP would not increase the severity of any previously identified significant effects that were assessed in the GPEIR.

- 3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows:**
 - a. The project will have one or more significant effects not discussed in the previous EIR.**

All improvements that would occur pursuant to the CCP at this stage would also be consistent with the adopted 2017 General Plan. The designs and standards included in the CCP are limited to work within existing right-of-way which is generally already heavily disturbed and lacking in resources of concern under CEQA (i.e., aesthetic, agricultural, biological, cultural, geologic, mineral, and tribal cultural resources). Since the proposed project would have no impact on the development projections contemplated under the GPEIR and would not change any land uses under the 2017 General Plan, no new impacts would occur to impact areas involving population growth or land use changes (i.e., air quality, land use and planning, noise, public services, recreation, population and housing, transportation, utilities and service systems). While the proposed project provides new standards and guidance for implementing streetscape improvements on the corridors, it would not change existing Municipal Code standards or other local, regional, and state requirements that aim to protect new and existing development from hazards and ensure that new development does not negatively impact other natural resources (i.e., geologic and soil hazards, hazardous materials, hydrology/flooding hazards, water quality, noise and other nuisances, and wildfire). Additionally, a primary goal of the proposed

2. CEQA Analysis

project is to increase multi-modal access and safety on corridors through the proposed improvements which could result in less vehicle use than was contemplated in the GPEIR, thereby resulting in fewer impacts associated with vehicle use including air quality, greenhouse gas emissions, energy, vehicle miles traveled, and noise. Overall, there would be no new environmental impacts or an increase in the severity of any previously identified environmental impacts.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

As discussed above, the proposed project does not involve any changes that would increase the intensity of any impacts evaluated in the GPEIR. As listed in Section 1.3, development under the 2017 General Plan would result in significant and unavoidable impacts to agricultural resources, air quality, noise, and transportation. The proposed project would not increase the development potential allowed under the 2017 General Plan nor would it allow new development in areas not analyzed under the GPEIR. The designs and standards outlined in the CCP generally focus on improvements that would decrease impacts to the topical areas that were identified to be significant and unavoidable in the GPEIR. There is no new information that would demonstrate that significant effects examined would be substantially more severe than shown in the certified GPEIR.

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

The proposed project does not create new impacts or the need for new mitigation measures. All mitigation measures included in the mitigation and monitoring program adopted for the GPEIR would continue to apply to develop within the City and to the kinds of projects contemplated under the CCP, as applicable. No development would occur based on the CCP itself but future projects may require site-specific environmental review and mitigation appropriate for reducing impacts specific to such projects. Even if no additional CEQA review is necessary through a by-right or ministerial act determination, the provisions of the City's Municipal Code and other state, regional, local, and federal laws would still apply. The proposed project does not create new impacts or the need for additional mitigation measures.

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As the proposed project has the same impacts as the existing project, there are no new mitigation measures that would apply.

2. CEQA Analysis

2.3 CONCLUSION

For the reasons explained in this Addendum, the proposed project would not cause any new significant environmental impacts or substantially increase the severity of significant environmental impacts disclosed in the GPEIR. Thus, the proposed project does not trigger any of the conditions in CEQA Guidelines Section 15162 allowing the preparation of a subsequent EIR, and the appropriate environmental document as authorized by CEQA Guidelines Section 15164(b) is this Addendum.

2. CEQA Analysis

This page intentionally left blank.