SHOPP Asset Management Pilot Request Form

SHOPPCPR: Ver 3 11/14

Submittal Date 08/14/2015

Caltrans

Division of Transportation Programming
State Highway Operation and Protection Program (SHOPP)

Project Manager: Cresencio Garcia
Phone: (909) 383-5921

Dist	County	Route	Prefix	PM	Prefix	PM	EA	PPNO	Project ID
08	Riverside	SR74		34.3		45.1	1C070		08-1200-0285

☐ Includes Multiple Locations (Complete Page 2 of this Form)

MPO: SCAG

Project Location/Description (Include the nearest city, town or landmark)

State Route 74 (SR-74) traverses through the City of Hemet and the project scope for this nomination is 10.8 miles from the SR-74/SR-79 intersection (PM 34.3) to Fairview Ave (PM 45.1).

Need for project and proposed improvements (Elaborate using PID language)

Need for Corridor Improvements that include pavement (CAPM) , TMS/ITS, and Corridor Enhancements.

Corridor Improvements on State Route 74 from post miles 34.3 to 45.1 is proposed to address multi-objective priorities including overall transportation needs, pavement rehabilitation, safety concerns, ITS, and active transportation. This 10.8-mile pilot project looks at three physical assets and one strategic objective to address four of Caltrans' goals, including Safety and Health, Stewardship and Efficiency, Sustainability, Livability, and Economy, and Organizational Excellence.

See Attached Proposal.

PA&ED / M200	04/01/2020	R/W Cert / M410	06/01/2021	CCA / M600	08/01/2023
PS&E / M380	04/01/2021	RTL / M460	08/01/2021	END Project / M800	08/01/2025

Capital ($1,000)
(Escalated to FY of Programming)

	FY	Cost
R/W	2020/21	$10
Construction	2021/22	$14,100
	Total Capital	$14,110

Support ($1,000)

	FY	Cost
PA & ED	2019/20	$764
PS & E	2020/21	$784
R/W	2020/21	$10
Construction	2021/22	$3,332
	Total Support	$4,890

Legislative District Numbers
(Separate multiple Districts with a comma)

State Assembly	A42, A67
State Senate	S23, S28
Congressional	C36, C42

☐ Approved ☐ Denied

CAPITAL CONSTRUCTION COST ESCALATION RATE: 0%

District SFP (Print)	Syed Raza	District SFP (Sign)	Syed R	Phone	(909) 388-7149
For District Director (Print)	John Bulinski	District Director (Sign)	[signature]	Phone	(909) 383-4055
SHOPP Exec. (Print)		SHOPP Exec. (Sign)		Phone	

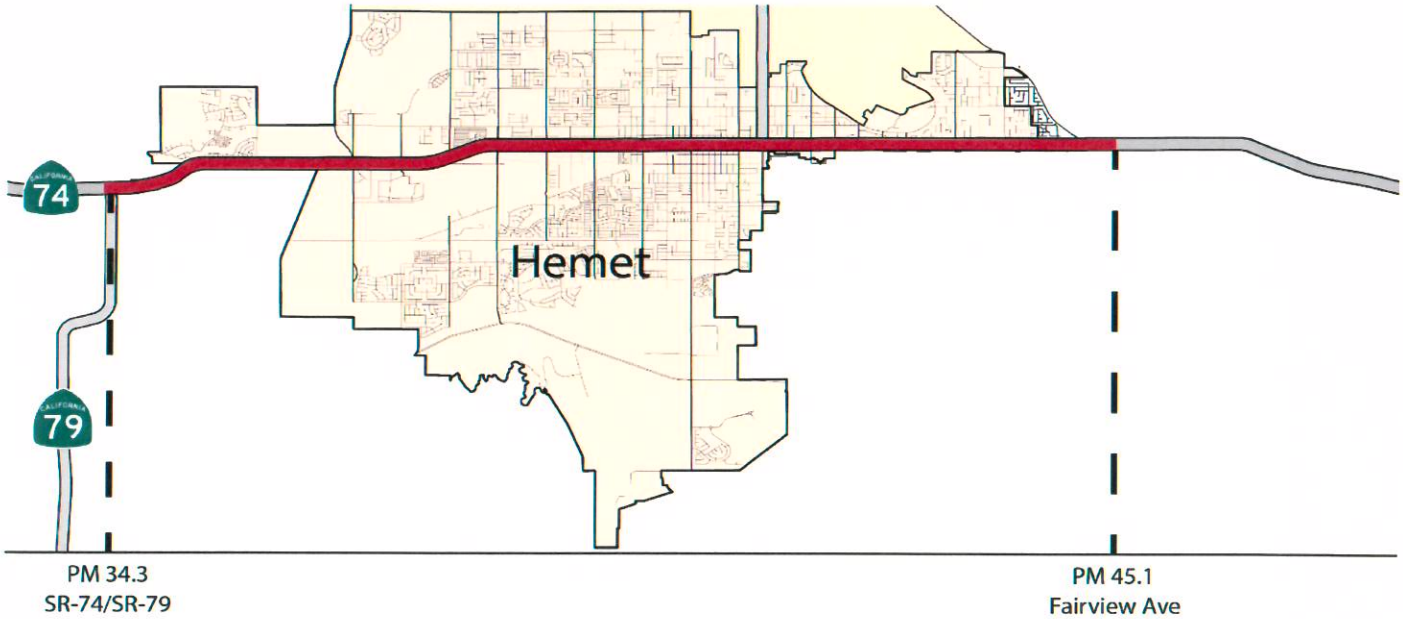
State Highway Operation and Protection Program

Asset Management Pilot Program Nomination

Caltrans District 8

SR-74

Post Miles: 34.3 – 45.1



Developed by the Division of Planning

Executive Summary:

As part of the State Highway Operation and Protection Program (SHOPP) Asset Management Program, District 8 proposes State Route 74 (SR-74) in Riverside County from post miles 34.3 to 45.1 to address multi-objective priorities, including overall transportation needs, pavement rehabilitation, safety concerns, Traffic Management Systems/Intelligent Transportation Systems (TMS/ITS), and active transportation. This 10.8-mile pilot project looks at three physical assets and one strategic objective to address four of Caltrans' goals, including Safety and Health, Stewardship and Efficiency, Sustainability, Livability, and Economy, and Organizational Excellence. The nomination includes physical asset projects, cost analyses, active transportation strategies, and project cost savings through delivering a multi-objective project solution compared to conventional single asset delivery. This project is part of a partnership between internal working groups at Caltrans District 8 and the residents and staff at the City of Hemet.

Existing Conditions:

State Route 74 traverses through the City of Hemet and the project scope for this nomination is 10.8 miles from the SR-74/SR-79 intersection (PM 34.3) to Fairview Ave (PM 45.1) [Appendix A]. As described in the City of Hemet's General Plan, land use along this project scope is part of the 'East Florida Corridor', as SR-74 is locally designated Florida Avenue. The City's land use plan involves the promotion of commercial and office uses in their Downtown area that is compatible with the existing commercial, residential, park and school designations. The City plans for infill development and adaptive reuse of its Historic buildings through the Downtown area to increase the City's economic vitality. Within a half-mile of SR-74, land use is primarily composed of mixed-use, commercial, business, and high density residential.

SR-74 in the project area is primarily designed as 4 mixed flow lanes with 2 lanes in each direction (eastbound and westbound). There is also a short segment with 3 lanes in each direction east of the 74/79 intersection. There are currently no future plans for capacity increase. Site photos of SR-74 are included in Appendix B which detail lane configuration and existing conditions. Average daily traffic (ADT) for 2012 is 25,457 and by 2035, ADT will be 47,279. The City of Hemet's Downtown Specific Plan details that SR-74 Level of Service (LOS) falls below the standard LOS D. Vehicle miles traveled (VMT) for 2012 is 274,936 and is estimated to experience a 46% increase to 510,613 VMT by 2035.

District 8 Planning staff conducted a site visit at SR-74 through Hemet to assess the pavement conditions, to observe pedestrian and cycling experience, and to collect preliminary multimodal count data. The multimodal count was performed on Tuesday, August 11, 2015 from 7:00 -9:00 AM at two locations for an hour at each location. The total number of each mode counted is detailed in Table 1 below.

Table 1: Multimodal Count Data

Mode	Count	Frequency
Transit Vehicles (including Dial-a-Ride, RTA Routes 27, 32, and 33)	12	6 buses/hour
Pedestrians	74	37/hour
Cyclists	16	8/hour
Skateboarders/Scooters	4	2/hour

From 7:00 – 8:00 AM, Planning staff was located at the corner of Florida Avenue (SR-74) and Thompson Street. At this location, 21 individuals utilizing an active transportation option and 4 buses were counted. From 8:00 – 9:00 AM, Planning staff was located at the corner of Florida Avenue (SR-74) and San Jacinto Street (SR-79), which proved to be a much more active location and time in which to conduct counts. During this hour, 73 individuals utilizing an active transportation option and 8 buses were counted. A total of 13 students/children were counted. There were 16 total cyclists counted over the 2-hour period. A majority of the cyclists observed were men, while a lower number of students/children and women were observed.

Many of the individuals counted were bus riders, workers, students and children walking with their parents, and elderly. Additionally, a number of pedestrians were observed making unprotected mid-block crossings within and outside of designated crosswalks. The traffic levels were fairly calm and managed at both of these locations. The pavement conditions were fair to poor in several section and will be detailed in a later section.

The cycling conditions were fair in many segments, including those sections with a shoulder and where parking was prohibited, specifically between San Jacinto Street and Buena Vista Street. Conditions were also fair in the Downtown Hemet segments with on-street parking, as traffic was naturally calmed due to the shops and narrowed roadway, specifically between Buena Vista Street and State Street. The cycling conditions were poorest in the segment east of Downtown Hemet, due to a series of driveways that reduce the width of the right-most travel lane and the shoulder. This causes cyclists to share a lane with passing automobile drivers. The striping of a bike lane in these sections may require purchasing additional right-of-way, although it appears that there is adequate space to accommodate this action. The road widens to 6 lanes heading west from Gilbert Avenue, permitting automobile drivers to increase speeds and providing no adequate space for cyclists traveling along the route.

Project Objectives:

SR-74 serves as a viable project for the SHOPP Asset Management Pilot Project Program because it includes existing programmed projects, such as a raised curb median, an Americans with Disability Act (ADA) component, and an Accessible Pedestrian Signals (APS) project, and identifies new opportunities to enhance the transportation network. This nomination addresses three physical assets: pavement rehabilitation, TMS/ITS elements such as traffic signalization, and bicycle, pedestrian, and transit enhancements. Through the identification of physical assets, a strategic objective was identified. SR-74 will also include an active transportation/multimodal corridor enhancement strategy that highlights bicycle, pedestrian, and transit facility deficiencies. As part of including active transportation as a strategy for the SHOPP asset management pilot, the aim is to focus on multimodal corridor planning and integrating complete streets, safety, accessibility, flexibility in design, and context sensitive solutions.

This nomination addresses four of the Department's goals: Safety and Health, Stewardship and Efficiency, Sustainability, Livability and Economy, and Organizational Excellence. Through the evaluation across the Department's goals, SR-74's combination of multiple physical assets and a strategic objective will lead to cost savings from a multi-objective standpoint and enhance transportation accessibility.

Department Project Goals:

Safety and Health

This project will improve multimodal transportation options along SR-74 through the City of Hemet, focusing on the safety and mobility of pedestrians, cyclists and transit users. The process for identifying the strategic objectives for this project included assessing local communal needs, consulting the City's plans for future growth, and the opportunities to reduce pedestrian and cyclist collisions and fatalities along the corridor. The multimodal corridor strategic plan establishes a goal of ensuring more residents utilize active transportation along the corridor, which will improve safety and health outcomes for all road users. The United States Department of Transportation (USDOT) and the Center for Disease Control and Prevention (CDC) both promote active transportation modes as strategies to improve wellness and reduce health care costs and the rates of chronic health conditions. Research also suggests that transit also benefits public health. By providing multimodal options along the corridor, Hemet residents will be empowered to lead more active lifestyles.

A deliverable of the planning process with the City of Hemet will be a multimodal corridor enhancements toolbox to provide examples of bicycle and pedestrian safety treatments highlighted in Caltrans' Main Street, California (November 2013) document and the National Association of Transportation Officials' Urban Bikeway Design Guide. As the segment of SR-74 presents several different cross-sections, a planning and design process will be undertaken in order to assess the appropriateness and feasibility of implementing certain design treatments in key corridors. The intention of the multimodal corridor enhancement plan is to reduce pedestrian and bicycle collisions throughout the corridor, placing key safety countermeasures in spaces where the collision history warrants enhancements. These enhancements may include a variety of strategies, which may include: pedestrian, cycling and traffic calming signage; road diets where appropriate; Class II bike lanes where feasible and cost-effective; Class III shared-lane markings; Class IV protected bike lane improvements; green paint at conflict areas; high visibility crosswalks; curb bulbouts; rapid rectangular flashing beacons (RRFBs); street furniture; bus stop enhancements; street trees; and native plants.

Within the limits, road speed ranges from 35-55mph. The post mile area between 36.9 and 42.1 represent the lowest speed zone in the study area and are located in the Downtown Hemet area with concentrations of active transportation, pedestrian facilities, and commercial/retail land use.

Table 2: Speed Zone throughout project nomination

Post Miles	Description	Speed (mph)
29.1 – 36.9	500' W of Palomar Rd to Warren Rd	50
36.9 – 37.7	Warren Rd to 465' W of Acacia St	45
37.7 – 42.1	465' W of Acacia St to 222' E of Columbia St	35
42.1 – 43.2	222' E of Columbia St to 800' E of Meridian St	40
43.2 – 43.7	800' E of Meridian St to Merle Street-LT	50
43.7 – 46.9	Merle Street-LT to 333' E of Marshall Avenue-RT	55

Referring to the multimodal count conducted by planning staff, a number of pedestrians were observed making unsafe street crossings. Implementing high-visibility crosswalks and bulbouts at intersections, and mid-block crossings with RRFB's at strategic locations throughout the corridor may normalize these behaviors and protect crossing pedestrians, leading to a reduced pedestrian collision rate. Considering the observed cyclist behaviors (Table 3 below), it was clear that a majority of the cyclists preferred to ride on the sidewalk, while a high proportion rode the wrong way in the street. These are both behaviors that could be reduced by implementing bicycle infrastructure and traffic calming countermeasures. Wrong way riding is a risky behavior, as it increases the severity of collisions that occur. Sidewalk riding also poses its own risks, as cyclists are meant to be to the left of right-turning automobiles; by riding on the sidewalk, conflict areas such as driveways and intersections become dangerous for cyclists, as they are not visible to automobile drivers. Having bicycle infrastructure, such as bike lanes with added safety features, would normalize these dangerous behaviors, reduce collision rates, and provide space for cyclists.

Table 3: Cyclist Characteristics

Cyclist Characteristics	Count	Percent of Total
Total	16	
Male	10	62.5%
Female	6	37.5%
Student/Child	2	12.5%
Wrong Way Riding	4	25%
Sidewalk Riding	10	62.5%

[redacted]

[redacted]

[redacted]

Stewardship and Efficiency

This nomination includes 3 physical assets within the project limits (34.3-45.1) including pavement, pedestrian infrastructure, and TMS/ITS elements. The table below describes project details and costs associated with each asset.

Table 6: Physical assets on SR-74

Item (Program)	Performance Measures	Description of Work/ PM	Cost (M)- Capital plus support	EA	ID	Programmed	Phase
Pavement (121) CAPM	54 lane-miles of distressed pavement	MILL AND OVERLAY PM 34.3 -45.1	$13.1	1C070 (newly added segment) not approved in SHOPP Tool	0812000285	No (PID to be done in 2018 SHOPP, segment has not been approved or added into project at this time)	Pre-K
Active Transportation / Complete Streets Output	12.6 lane miles	BIKE AND PEDESTRIAN INFRASTRUCTURE PM 38.5-44.8	$2.7	To be Coordinated with above pavement	See above	See above	See above
TMS/ITS	Locations based on components: 11 miles fiber optic, Video detection: 26 locations APS/Pedestrian Signal Head Countdown: 27 locations each, and 13 CCTV	ITS Elements and Traffic Synchronization PM 34.3-45.1	$3.2	To be Coordinated with above pavement	See above	See above	See above

Upon analysis of SR-74, the physical assets identified above are determined to enhance the existing infrastructure. The positive enhancements were analyzed by performing a pre-project and post-project

condition comparison. Details of that analysis are detailed in the tables below and information was taken from the 2013 Pavement Condition Survey Inventory.

Table 7: Distressed Pavement Pre/Post Project Condition

Asset: Distressed Pavement PM 34.3-45.1	Total Quantity	Pre-Project Condition			Post-Project Condition		
		Good	Fair	Poor	Good	Fair	Poor
PM 34.3-38.0	19 lane miles			X	X		
PM 38.0-40.0	10 lane miles		X		X		
PM 40.0-42.0	10 lane miles			X	X		
PM 42.0-43.0	5 lane miles		X		X		
PM 43.0-44.0	5 lane miles			X	X		
PM 44.0-45.1	5 lane miles	X			X		

Table 8: TMS/ITS Elements Pre/Post Project Condition

Asset: TMS-ITS Elements and Traffic Sychronization PM 34.3-45.1	Total Quantity	Pre-Project Condition				Post-Project Condition		
		Good	Fair	Poor	Non-Existent/ Adding new element	Good	Fair	Poor
ITS (fiber optic cable)	11 miles				X	X		
Video Detection	26 locations				X	X		
APS*	27 locations				X	X		
Pedestrian Signal Head Countdown	27 locations				X	X		
CCTV	13 CCTV Cameras				X	X		

*Locations for APS can be found in Appendix D

Bicycle elements were considered across a different strategy and were analyzed through four planning areas: West of Downtown, through Downtown, east of Downtown, and East Hemet.

Table 9: Bike/Ped Strategy Pre/Post Project Condition

Asset: Bike and Pedestrian Infrastructure PM 38.5-44.8	**Total Quantity**	**Pre-Project Condition**			**Post-Project Condition**		
		Good	Fair	Poor	Good	Fair	Poor
PM 38.5-40.3 (West of Downtown)	5.4 lane miles			X	X		
PM 40.3-40.8 (through Downtown)	1 linear miles		X		X		
40.8-42.1 (East of Downtown)	2.6 linear miles		X		X		
42.1-44.8 (East Hemet)	5.4 linear miles			X	X		

Sustainability, Livability, and Economy

The inclusion of multimodal corridor enhancements will be based upon innovative and current sustainable transportation strategies which seek to boost livability and economy for all road users. By utilizing sustainable transportation planning and programming, this project seeks to alter motorists' behavior; influence a modal shift amongst the local population away from automobiles; reduce transportation greenhouse gas emissions; stimulate healthy and active transportation; and create livable public spaces for the enjoyment of the City of Hemet residents and tourists alike.

Considering the context of SR-74 through the City of Hemet, the 2013 American Community Survey states that around 3.8% of Hemet commuters either walk, bike or utilize transit to commute to work. This is a level higher than that found in other surrounding cities, such as Lake Elsinore (2.4%); Menifee (1.75%); Murrieta (1.6%); San Jacinto (3%); Temecula (2.7%); and Wildomar (0.3%). The Riverside Transit Agency (RTA) currently runs 9 bus lines that utilize SR-74 as an integral transportation corridor, with a number of bus stops and stations situated along the highway [refer to attached RTA 2015 May System Map]. Consulting the Riverside Transit Agency's Forward 10-Year Transit Plan Market Assessment (April 2014)[1], several indicators suggest the current conditions and potential for greater transit use on Florida Ave (SR-74). The assessment highlights the "mix of higher-density uses in Hemet" which facilitate local trips and are "pivotal for more sustainable modes of travel" (pg. 29). The City of Hemet itself is stated as having a "transit-supportive grid" (pg. 32), while the Florida Avenue (SR-74) corridor in Hemet is a "transit supportive market" with high transit demand potential (pg. 34). These multimodal corridor enhancements would thus address current safety and mobility deficiencies, as well as provide first-mile/last-mile linkages for future transit riders.

These improvements will also aid the City in its future plans to stimulate economic vitality in its historic downtown. In a July 8, 2015 Community Workshop, the City presented the Downtown Hemet Specific Plan[2], which was funded through a Sustainability Planning Grant from the Southern California Association of Governments. A detailed map of the planning area is attached in Appendix E. In both the City's 2030 General Plan and the Specific Plan, the City of Hemet states its priority to attract a Metrolink Station within Downtown Hemet and to utilize transit-oriented development within a ½ mile radius from the station; this radius includes portions of Florida Avenue (SR-74). Their priorities for Florida Avenue (SR-74) include traffic calming; building bulbouts at intersections; and striping bike lanes through the Downtown area [Appendix F]. We therefore seek to include the City of Hemet within this planning process in order to enable the City to pursue its planned development towards more sustainable lifestyles and transportation options. This project will help make Florida Avenue (SR-74) in Hemet a livable public space for residents and a destination for tourists.

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[1] Forward 10-Year Transit Plan: Market Assessment. April 2014. Riverside Transit Agency <http://www.riversidetransit.com/images/stories/DOWNLOADS/PUBLICATIONS/COMPREHENSIVE_OPERATIONAL_ANALYSIS/Market%20Assessment%20-%20Apr%202014.pdf>

[2] Downtown Hemet Specific Plan Community Workshop. July 8, 2015. The Arroyo Group <http://hemet.arroyogroup.com/wp-content/uploads/2015/07/Hemet-Workshop1-Presentation.pdf>

Organizational Excellence

Hemet's Downtown Specific Plan details Florida Avenue (SR-74) as a major corridor for enhancement and active transportation integration. Their plan integrates traffic calming measures by narrowing the roadway and expanding wider sidewalks which facilitate safer roads and active transportation. This project nomination follows these various strategies and provides Caltrans a leadership opportunity to make highways more bicycle and pedestrian friendly. The City of Hemet hopes to work with Caltrans to relinquish SR-74 as currently the Downtown Hemet Specific Plan describes Caltrans' jurisdiction over SR-74 acts as a big constraint for local planning and as a future effort, may possibly explore relinquishment of the facility.

The corridor enhancements as outlined in this nomination aim to significantly enhance SR-74 by placing new pavement, providing safer roads, and integrating active transportation. These projects are also identified as unfunded projects in the City's Capital Improvement Plan (CIP) which is detailed in the next section.

Stakeholder engagement is also included in this nomination as the collaboration of all stakeholders serves as an important role in the success for SR-74. As part of this nomination, Planning staff collaborated with the City of Hemet and Acacia Middle School (Hemet Unified School District). During the field visit, Planning staff counted 13 bicycles, 4 skateboards, and one scooter in the designated parking space for active transportation vehicles at Acacia Middle School. The principal of Acacia Middle School had stated that as the year progresses, more students walk or bike to school. He therefore is in support of the project, as he witnesses many of the students utilizing Florida Avenue. As the Department makes strides to become modernized, SR-74 serves as a primary project to make this transition.

Funding Plan and Cost Effectiveness:

SR-74's SHOPP nomination includes a multi-objective project solution through which cost savings up to 45% of the project costs will be realized. Project savings are calculated to come from the following: reduced support costs, time related overhead, mobilization, State furnished materials and expenses, supplemental work, and indirect cost savings from better air quality (reduced respiratory illnesses), and better health outcomes.

Item/Asset	Total Need (Capital plus support)	Currently Un-programmed SHOPP Needs
Pavement*: 121 Program (CAPM)/ Active Transportation Complete Streets Component/ TMS-ITS Elements	$14.1M Capital plus 35% support=$19M	$19M

*See attachment: 2013 Pavement Condition Survey Inventory

Other cost-saving strategies as part of this nomination is the inclusion of the City of Hemet's Capital Improvement Plan (CIP). The city has identified unfunded projects of priority which are not included in the current CIP. The below projects overlap with the SHOPP nomination and address the criteria as described in the various physical assets and strategic objectives. These unfunded projects serve as a transportation opportunity to implement these projects through this SHOPP nomination.

Table 4: City of Hemet's unfunded projects detailed in CIP

Project Type	Description	Cost	SHOPP eligibility criteria
Streets & Highway	Medians in downtown area (SR-74); Downtown Streetscape Improvements; Demonstration Project	$120,000	Physical asset
Traffic Signals	Florida at Dartmouth (SR-74)	$400,000	Physical asset
Traffic Signals	Florida at Hemet (SR-74)	$400,000	Physical asset
Traffic Signals	Florida at Lake (SR-74)	$400,000	Physical asset
Master Plan	Citywide ADA Transition Plan	$155,000	Strategic objective
Sidewalk Improvement	Citywide ADA Ramps and Sidewalk Improvements	$1,370,000	Physical asset

There are additional societal cost savings related to the safety of bicycle integration on SR-74; the analysis utilizes the Benefit-Cost Tool provided in the Transportation Injury Mapping System (TIMS). Project cost for implementing bike lanes along the entire length of City of Hemet was assumed. Although some sections will likely only have sharrows, while others may include protected bike lane features, bike lanes provide an average level of safety between the two treatments in terms of perceived safety and likely in terms of the reduction of cycling collision rates. Table 5 details the project costs and benefits.

Table 5: Florida Avenue Bike Lane Safety Analysis

Project Detail	Estimate
Length in miles	6.345
Postmiles	38.5-44.8
Cost/Mile (including support)	$160,000
Cost	$1,015,200
Bicycle Collisions Reduced	12
Life Benefit Estimate	$15,677,900
Benefit-Cost Ratio	$15.44

The installation of bicycle infrastructure along the corridor is estimated to cost around $1,015,200. This is based on a $100,000/mile estimate with a projected 60% support cost for projects between $1 million and $5 million. The additional requested funds will go towards pedestrian crossing features, bus shelter enhancements and native plants and street trees. With a crash reduction factor of 35% applied to the 35 bicycle collisions which occurred along the corridor, this project is projected to reduce around 12 bicycle collisions over a future 5-year period. Since these features may also reduce bicycle and pedestrian fatalities, this project will likely aid Caltrans in meeting its Vision Zero goals of achieving a 15% reduction in cycling and pedestrian fatalities between 2015 and 2020. The benefits realized due to these collisions amount to $15,677,900 (as calculated by the TIMS Benefit/Cost Calculator). The benefit-cost ratio therefore provides $15.44 in safety benefits due to reduced collisions for every dollar invested in the project.

Project Outcomes:

When construction closes, SR-74 through Hemet will provide a safe, sustainable, integrated and efficient facility for all road users. The condition of pavement and the experience of pedestrians, cyclists and transit users will be improved. Signal coordination will reduce delay and travel time for motorists. By including these three physical priorities in one single project, millions of dollars in cost savings will be realized, freeing up funds for future projects in the District and across the state.

Through the strategic multimodal enhancement planning process, the relationship between Caltrans and the City of Hemet will be strengthened. Together, Caltrans and the City of Hemet will help each other achieve our individual goals of enhancing the economy and livability of the City of Hemet residents and other travelers. This process may lead to other significant achievements, including the striping of the first protected bike lane in District 8; the revitalization of Downtown Hemet; and ultimately, the relinquishment of SR-74 to the City of Hemet. Downtown Hemet will one day be a vibrant public realm with a number of cultural, civic, historical and entertainment amenities; and this project will be one catalyst in a series of decisions which led to the creation of a destination and a community worth visiting.

Contact Information:

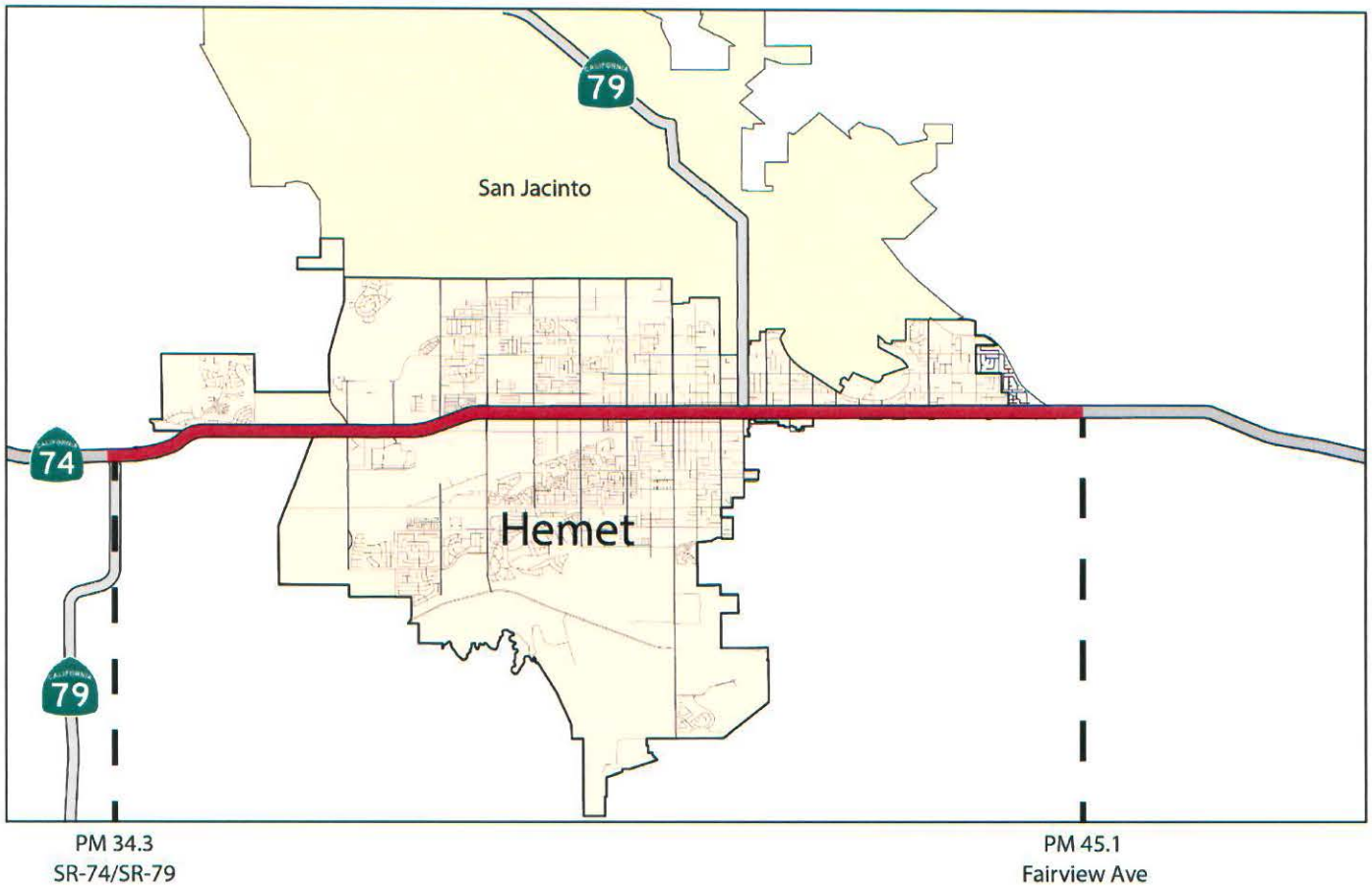
Dustin Foster
Planning Division
909-806-3955
Dustin.Foster@dot.ca.gov

Diane Morales
PID Program
909-383-4625
Diane.Morales@dot.ca.gov

Joseph Fehrenkamp
SHOPP Manager
(909) 383-6938
Joe.Ferhenkamp@dot.ca.gov

Prepared by Division of Planning, Offices of Forecasting (Todd Nguyen), Local Development & Intergovernmental Review (Dustin Foster), and Pre-Programming & Engineering Studies, with input from the Divisions of Operations (Tony Sarmiento) and Maintenance (Mike Ristic).

Appendix A: SR-74 Project Limits



Project Limits

SR-74
Project Limits

Appendix B: Existing conditions of SR-74

Near the intersection of Florida Avenue and Juanita Street (PM 40.767)

Parked vehicles are a constraint on striping a bike lane at this location

Intersection of Florida Avenue and San Jacinto Street (PM 41.348)

This location was an intersection with a great deal of activity from 8-9 AM during the multimodal count. Wide shoulders provide fair conditions for cyclists

Intersection of Florida Avenue and Harvard Street (PM 40.653)

This intersection provides an example of the historical and cultural resources that the City of Hemet plans to enhance Downtown

Intersection of Florida Avenue and Elk St (PM 39.835)

Poor pavement conditions and obscured striping at this location create a hazardous situation for all road users.

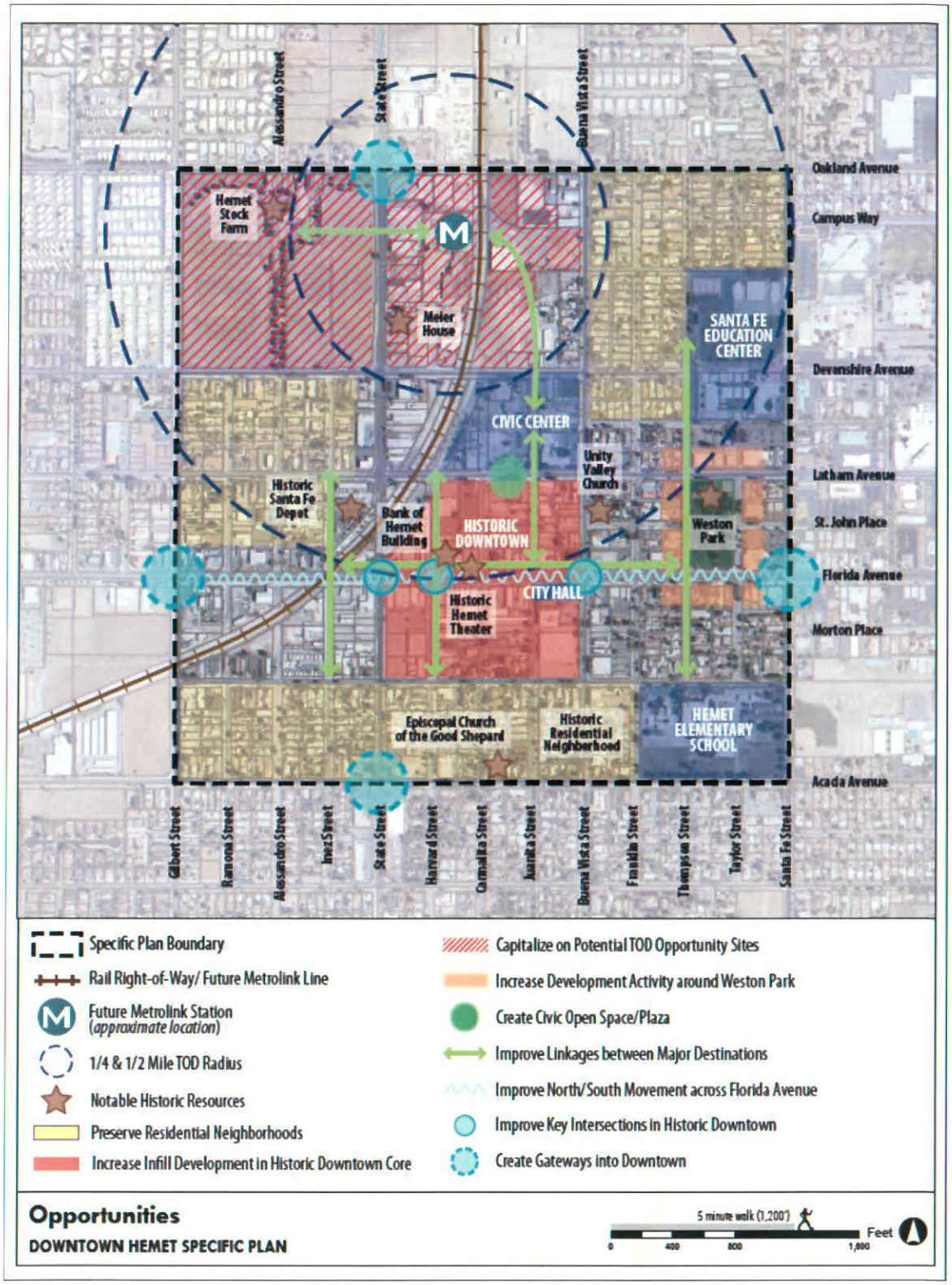
Near the Intersection of Florida Avenue and Alessandro Street (PM 40.472)

This picture details one of several constraints for bicycle infrastructure- the curb not being uniformly developed along the road. It also shows a common observed behavior- cyclists' sidewalk riding.

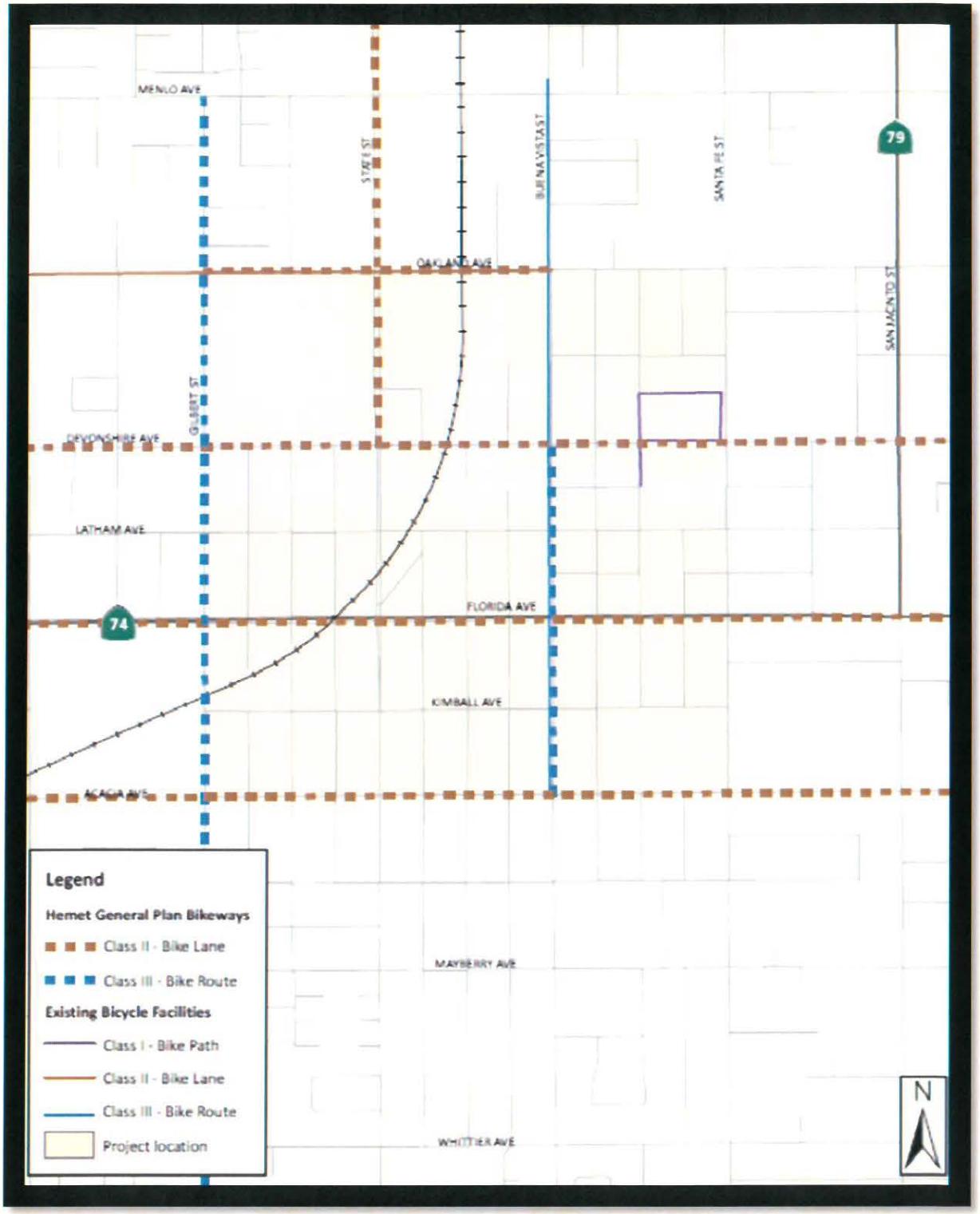
Appendix D: APS Pushbutton Locations

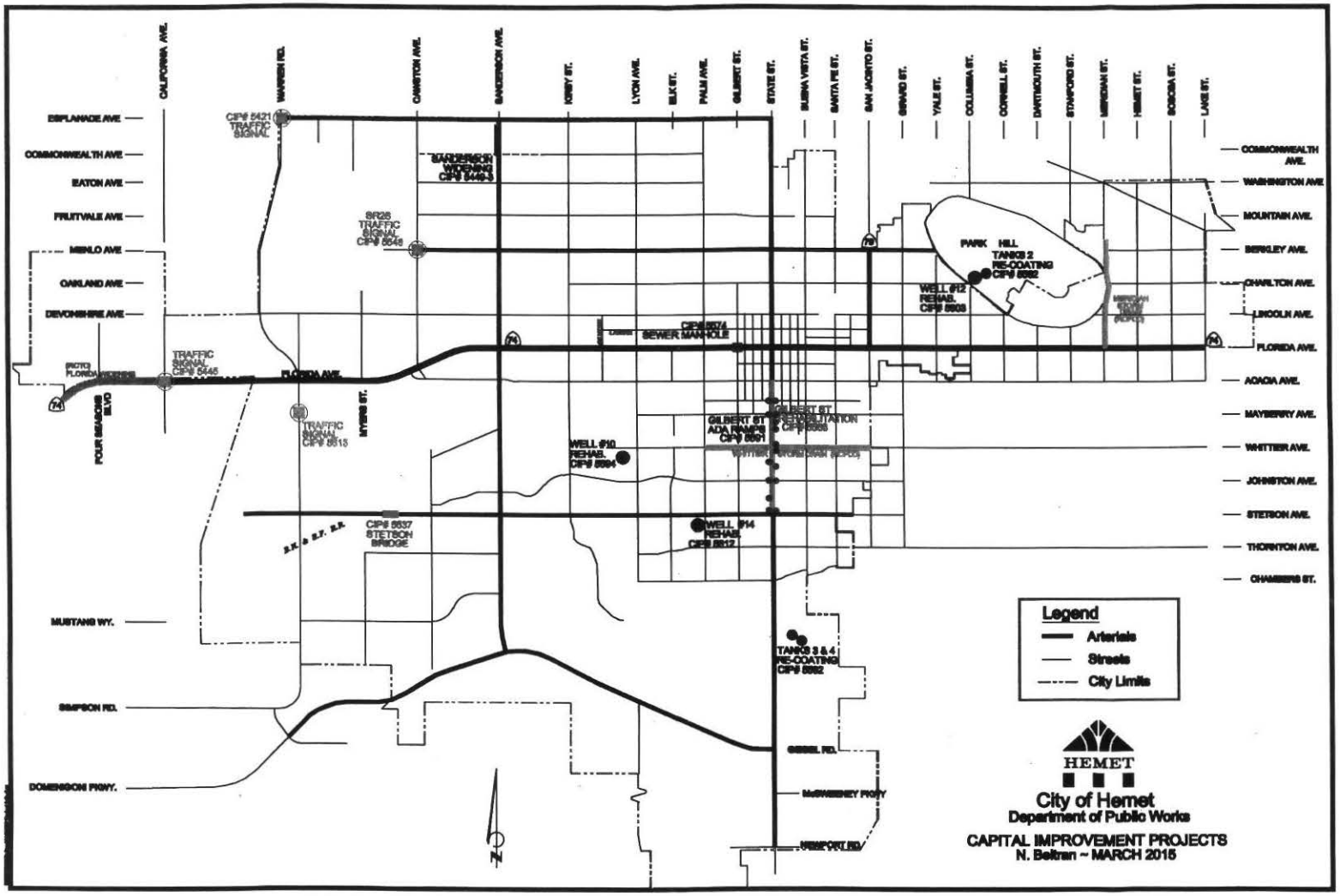
County	Route	Post Mile	Description
RIV	74	35.16	Four Seasons Blvd
RIV	74	38.10	Golden Village St
RIV	74	38.48	Sanderson Ave
RIV	74	39.24	Gilmore St
RIV	74	39.59	Lyon Ave
RIV	74	40.59	State Ave
RIV	74	40.77	Buena Vista St
RIV	74	41.09	Santa Fe St
RIV	74	41.99	Columbia St
RIV	74	42.34	Stanford St
RIV	74	44.86	Fairview Ave

Appendix E: Downtown Hemet Specific Plan



Appendix F: Hemet General Plan Bikeways (Downtown Focus)





CALIFORNIA AVE.
WARREN RD.
CAWSTON AVE.
SANDERSON AVE.
KIRBY ST.
LYON AVE.
ELK ST.
PALM AVE.
GILBERT ST.
STATE ST.
BUENA VISTA ST.
SANTA FE ST.
SAN JACINTO ST.
GIRARD ST.
YALE ST.
COLUMBIA ST.
CORNELL ST.
DARTMOUTH ST.
STANFORD ST.
MERIDIAN ST.
HEMET ST.
SOSOBA ST.
LAKE ST.
ESPLANADE AVE
COMMONWEALTH AVE
EATON AVE
FRUITVALE AVE
MENLO AVE
OAKLAND AVE
DEVONSHIRE AVE
CIP# 5421 TRAFFIC SIGNAL
SANDERSON WIDENING CIP# 5449-3
SR26 TRAFFIC SIGNAL CIP# 5548
PARK HILL
TANK# 2 RE-COATING CIP# 5582
WELL #12 REHAB. CIP# 5603
CIP# 5574 SEWER MANHOLE
TRAFFIC SIGNAL CIP# 5445
FLORIDA AVE.
TRAFFIC SIGNAL CIP# 5513
MYERS ST.
FOUR SEASONS BLVD
GILBERT ST ADA RAMPS CIP# 5591
GILBERT ST REHABILITATION CIP# 5588
WELL #10 REHAB. CIP# 5594
CIP# 5537 STETSON BRIDGE
WELL #14 REHAB. CIP# 5612
TANK# 3 & 4 RE-COATING CIP# 5592
MUSTANG WY.
SIMPSON RD.
DOMENIGONI PKWY.
GIESEL RD.
McSWEENEY PKWY
NEWPORT RD.
COMMONWEALTH AVE.
WASHINGTON AVE
MOUNTAIN AVE.
BERKLEY AVE.
CHARLTON AVE.
LINCOLN AVE.
FLORIDA AVE.
ACACIA AVE.
MAYBERRY AVE.
WHITTIER AVE.
JOHNSTON AVE.
STETSON AVE.
THORNTON AVE.
CHAMBERS ST.
Legend
Arterials
Streets
City Limits
HEMET
City of Hemet
Department of Public Works
CAPITAL IMPROVEMENT PROJECTS
N. Beltran ~ MARCH 2015

City of Hemet

RECEIVED
AUG 2015
Department of Transportation
IGR - Local Development

August 10, 2015

Caltrans
SHOPP Program
Attention: Diane Morales and Joe Fehrenkamp
Senior Transportation Planners
464 W. 4th Street, MS 721
San Bernardino, CA 92401

Dear Mrs. Morales and Mr. Fehrenkamp:

This letter is being written in support of Caltrans/District 8's SHOPP Application for the 2018 SHOPP Cycle. We highly support efforts being made by Caltrans to improve efficiency of multi modal travel in this key transportation corridor.

When this highly worthy application is awarded SHOPP funding, we look forward to working with Caltrans staff to implement much needed improvements to this corridor. Although the specific improvements that would be made are not determined at this time, it is anticipated that they could include things like bicycle and pedestrian facilities, operational improvements (traffic calming or other strategies), signage and/or upgrades to transit facilities.

Although we know that other SHOPP projects are planned for SR-74, the idea of implementing a comprehensive approach to address issues with multi-modal travel on this route is a positive step for current and future residents of the City of Hemet.

If you have any questions concerning this information please feel free to contact either Steven Latino, City Engineer at (951)765-2360 or myself at (951)765-2301.

Sincerely,

Gary Thornhill

Gary Thornhill
Interim City Manager

Caltrans Maintenance Program
2013 Pavement Condition Survey Inventory
District, County, Route, Drive Order

District 8

District	8
County	RIV
Route	074
Begin PM	32.000

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A %	B %	C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	3rd %	Corner %	Faulting	Patching Area %	Poor Cond.?	Ride, IRI	Priority	Skid	Defect
32.000 - 33.000			**1.000**		**4.000**	**MLD**	**29**	**2**							
L1	F -DG	0	0									12 116	33		MISC. UNSEALED CRACKS
L2	F -DG	16	60									27 173	2		HIGH ABC, RIDE
R1	F -DG	0	2									8 100	32		NO ALL. A, LOW ALL. B
R2	F -DG	0	0									17 132	33		MISC. UNSEALED CRACKS
33.000 - 33.892			**0.892**		**3.568**	**MLD**	**29**	**2**							
L1	F -DG	34	0									8 100	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	30	48									13 118	8		HIGH ABC
R1	F -DG	0	0									5 79	33		MISC. UNSEALED CRACKS
R2	F -DG	0	0									13 117	33		MISC. UNSEALED CRACKS
33.892 - 33.900			**0.008**		**0.032**	**MLD**	**29**	**2**							
L1	B											N/A	0		N/A - Bridge
L2	B											N/A	0		N/A - Bridge
R1	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
33.900 - 34.000			**0.100**		**0.400**	**MLD**	**29**	**2**							
L1	F -DG	34	0									9 104	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	30	48									35 203	2		HIGH ABC, RIDE
R1	F -DG	0	0									5 79	33		MISC. UNSEALED CRACKS
R2	F -DG	0	0									9 104	33		MISC. UNSEALED CRACKS
34.000 - 34.203			**0.203**		**0.812**	**MLD**	**29**	**2**							
L1	F -DG	5	0									9 104	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	16	84									33 195	2		HIGH ABC, RIDE
R1	F -DG	0	0									9 104	33		MISC. UNSEALED CRACKS
R2	F -DG	0	0									20 146	33		MISC. UNSEALED CRACKS
34.203 - 35.077			**0.874**		**3.496**	**MLD**	**33**	**2**							
L1	F -DG	5	0									25 165	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	16	84									25 165	8		HIGH ABC
R1	F -DG	5	0									31 188	6		RIDE
R2	F -DG	8	10									39 222	6		RIDE

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2013 Pavement Condition Survey Inventory
District, County, Route, Drive Order

District 8

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
35.077 - 35.225		0.148	0.592	MLU	33	2
35.225 - 35.978		0.753	3.012	MLD	33	2
35.978 - 36.000		0.022	0.088	MLD	33	2
36.000 - 37.000		1.000	4.000	MLD	33	2
37.000 - 37.472		0.472	1.888	MLD	28	2
37.472 - 38.000		0.528	2.112	MLD	28	2

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L1	F -DG	24	14									24 162	10		MOD ABC
L2	F -DG	0	30									24 161	8		HIGH ABC
R1	F -DG	5	0									29 183	6		RIDE
R2	F -DG	8	10									46 247	6		RIDE
L1	F -DG	24	14									21 148	10		MOD ABC
L2	F -DG	0	30									27 173	2		HIGH ABC, RIDE
R1	F -DG	13	0									25 167	32		ALL. A, NO B, OPEN CRKS
R2	F -DG	7	10									35 203	6		RIDE
L1	F -DG	24	14									N/A	10		MOD ABC
L2	F -DG	0	30									N/A	8		HIGH ABC
R1	F -DG	30	2									N/A	32		LOW A & B, OPEN CRKS
R2	F -DG	13	58									N/A	8		HIGH ABC
L1	F -DG	0	0									23 156	33		MISC. UNSEALED CRACKS
L2	F -DG	10	56									18 136	8		HIGH ABC
R1	F -DG	30	2									30 186	6		RIDE
R2	F -DG	13	58									32 194	2		HIGH ABC, RIDE
L1	F -DG	8	0									24 161	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	22	36									15 125	8		HIGH ABC
R1	F -DG	30	2									26 168	32		LOW A & B, OPEN CRKS
R2	F -DG	13	58									25 164	8		HIGH ABC
L1	F -DG	8	0									21 149	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	22	36									18 137	8		HIGH ABC
R1	F -DG	0	5									28 176	6		RIDE
R2	F -DG	13	4									32 191	6		RIDE

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Caltrans Maintenance Program
2013 Pavement Condition Survey Inventory
District, County, Route, Drive Order

District 8

District	8
County	RIV
Route	074
Begin PM	38.000

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
38.000 - 39.000		1.000	4.000	MLD	28	2
39.000 - 39.487		0.487	1.948	MLD	28	2
39.588 - 40.000		0.412	1.648	MLD	30	2
40.000 - 40.140		0.140	0.560	MLD	30	2
40.140 - 41.000		0.860	3.440	MLD	30	2
41.000 - 41.159		0.159	0.636	MLD	29	2

Begin PM	Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
38.000	L1	F -DG	0	0									8	99	99		NO DISTRESS OBSERVED
	L2	F -DG	0	0									23	156	99		NO DISTRESS OBSERVED
	R1	F -DG	0	0									15	124	33		MISC. UNSEALED CRACKS
	R2	F -DG	0	0									21	150	33		MISC. UNSEALED CRACKS
39.000	L1	F -DG	0	0									19	143	99		NO DISTRESS OBSERVED
	L2	F -DG	8	0									32	193	6		RIDE
	R1	F -DG	0	0									21	151	99		NO DISTRESS OBSERVED
	R2	F -DG	0	0									30	186	6		RIDE
39.588	L1	F -DG	0	0									23	157	99		NO DISTRESS OBSERVED
	L2	F -DG	8	0									37	213	6		RIDE
	R1	F -DG	0	0									20	147	99		NO DISTRESS OBSERVED
	R2	F -DG	0	0									29	182	6		RIDE
40.000	L1	F -DG	60	7									22	154	31		ALL. A & B, OPEN CRKS
	L2	F -DG	89	10									40	225	6		RIDE
	R1	F -DG	0	0									19	141	99		NO DISTRESS OBSERVED
	R2	F -DG	0	0									24	162	99		NO DISTRESS OBSERVED
40.140	L1	F -DG	60	7									22	153	31		ALL. A & B, OPEN CRKS
	L2	F -DG	89	10									30	186	6		RIDE
	R1	F -DG	72	3									28	179	6		RIDE
	R2	F -DG	49	2									40	223	6		RIDE
41.000	L1	F -DG	10	0									27	172	6		RIDE
	L2	F -DG	42	0									31	190	6		RIDE
	R1	F -DG	72	3									34	202	6		RIDE
	R2	F -DG	49	2									56	289	6		RIDE

*Surface type of 'EB' is Enhanced Binder.

Caltrans Maintenance Program
2013 Pavement Condition Survey Inventory
District, County, Route, Drive Order

District 8

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
41.159 - 42.000		0.841	3.364	MLD	29	2
42.000 - 43.000		1.000	4.000	MLD	25	2
43.000 - 44.000		1.000	4.000	MLD	25	2
44.000 - 44.765		0.765	3.060	MLD	19	2
44.765 - 44.786		0.021	0.084	MLD	15	2
44.786 - 45.000		0.214	0.856	MLD	15	2

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI		Priority	Skid	Defect
L1	F -DG	10	0									31	190	6		RIDE
L2	F -DG	42	0									29	181	6		RIDE
R1	F -DG	11	42									28	179	2		HIGH ABC, RIDE
R2	F -DG	13	38									31	189	2		HIGH ABC, RIDE
L1	F -DG	19	5									26	168	32		LOW ALL. A, LOW ALL. B
L2	F -DG	14	0									26	168	32		ALL. A, NO ALL. B
R1	F -DG	6	0									24	160	32		ALL. A, NO ALL. B
R2	F -DG	8	13									31	188	4		MOD ABC, LOW PAT, RIDE
L1	F -DG	11	63									16	128	8		HIGH ABC
L2	F -DG	22	18									16	131	10		MOD ABC
R1	F -DG	29	0									14	121	32		ALL. A, NO B, OPEN CRKS
R2	F -DG	0	0									12	116	99		NO DISTRESS OBSERVED
L1	F -DG	0	0									13	118	99		NO DISTRESS OBSERVED
L2	F -DG	0	0									12	115	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									14	120	99		NO DISTRESS OBSERVED
R2	F -DG	0	55									9	104	8		HIGH ABC
L1	B											15	147	0		N/A - Bridge
L2	B												N/A	0		N/A - Bridge
R1	B											9	132	0		N/A - Bridge
R2	B											5	119	0		N/A - Bridge
L1	F -DG	0	0									10	105	99		NO DISTRESS OBSERVED
L2	F -DG	0	0										N/A	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									7	96	99		NO DISTRESS OBSERVED
R2	F -DG	0	55									16	129	8		HIGH ABC

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Caltrans Maintenance Program
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District, County, Route, Drive Order

District 8

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL								
Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
45.000	**- 46.000**		**1.000**		**4.000**	**MLD**	**15**	**2**							
L1	F -DG	74	0									5 84	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	0	28									N/A	10		MOD ABC
R1	F -DG	0	72									10 106	8		HIGH ABC
R2	F -DG	0	0									12 115	99		NO DISTRESS OBSERVED
46.000	**- 46.974**		**0.974**		**3.896**	**MLD**	**12**	**2**							
L1	F -DG	0	19									6 91	10		MOD ABC
L2	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									13 117	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									13 119	99		NO DISTRESS OBSERVED
R 46.974	**- R 47.000**		**0.026**		**0.052**	**2LNU**	**8**	**2**							
L1	F -DG	0	19									N/A	10		MOD ABC
L2	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									N/A	99		NO DISTRESS OBSERVED
R 47.000	**- R 47.233**		**0.233**		**0.466**	**2LNU**	**8**	**2**							
L1	F -DG	0	0									10 106	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									20 145	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									16 130	99		NO DISTRESS OBSERVED
R 47.233	**- R 47.433**		**0.200**		**0.400**	**2LNU**	**8**	**2**							
L1	F -DG	0	0									9 102	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									10 105	99		NO DISTRESS OBSERVED
47.470	**- 48.028**		**0.558**		**1.116**	**2LND**	**7**	**2**							
L1	F -DG	0	0									12 113	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									12 114	99		NO DISTRESS OBSERVED
48.028	**- 48.604**		**0.576**		**1.152**	**2LNU**	**6**	**2**							
L1	F -DG	0	0									15 124	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									5 76	99		NO DISTRESS OBSERVED

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Caltrans Maintenance Program
2013 Pavement Condition Survey Inventory
District, County, Route, Drive Order

District 8

District 8 County RIV Route 074

Begin PM - End PM		Length	LaneMi. (Est.)	Type	AADT (,000)	MSL
27.513 - 27.530		0.017	0.051	MLU	21	2
27.540 - 28.000		0.460	1.840	MLD	25	2
28.000 - 29.000		1.000	4.000	MLD	24	2
29.000 - 30.000		1.000	4.000	MLD	30	2
30.000 - 31.000		1.000	4.000	MLU	29	2
31.000 - 32.000		1.000	4.000	MLD	29	2

Lane	Surface Type	Alligator Cracking A %	Alligator Cracking B %	Alligator Cracking C (Y/N)?	Rutting, Bleeding	Slab Cracking 1st %	Slab Cracking 3rd %	Slab Cracking Corner %	Faulting	Patching Area %	Patching Poor Cond.?	Ride, IRI	Priority	Skid	Defect
L1	B											N/A	0		N/A - Bridge
L2	B											N/A	0		N/A - Bridge
R1	B											N/A	0		N/A - Bridge
R2	B											N/A	0		N/A - Bridge
L1	F -DG	0	0									22 152	99		NO DISTRESS OBSERVED
R1	F -DG	0	0									9 104	99		NO DISTRESS OBSERVED
R2	F -DG	0	0									24 163	99		NO DISTRESS OBSERVED
L1	F -DG	13	0									19 142	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	0	0									28 176	6		RIDE
R1	F -DG	17	0									13 117	32		ALL. A, NO B, OPEN CRKS
R2	F -DG	0	0									23 158	33		MISC. UNSEALED CRACKS
L1	F -DG	11	0									19 141	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	13	0									22 153	32		ALL. A, NO B, OPEN CRKS
R1	F -DG	40	0									16 131	32		ALL. A, NO ALL. B
R2	F -DG	0	0									22 154	33		MISC. UNSEALED CRACKS
L1	F -DG	0	0									13 119	33		MISC. UNSEALED CRACKS
L2	F -DG	7	46									17 132	8		HIGH ABC
R1	F -DG	0	0									9 101	33		MISC. UNSEALED CRACKS
R2	F -DG	7	0									10 108	32		ALL. A, NO ALL. B
L1	F -DG	31	4									10 106	32		ALL. A, NO B, OPEN CRKS
L2	F -DG	0	0									29 183	6		RIDE
R1	F -DG	11	0									12 115	32		ALL. A, NO B, OPEN CRKS
R2	F -DG	0	0									25 165	33		MISC. UNSEALED CRACKS

*Surface type of 'EB' is Enhanced Binder.

SHOPP Nomination Sustainability Contacts:

Gina Moran (916) 651-8164
Amy Bailey (916) 651-8166
Mary Beth Herritt (916) 653-4166
Melissa Thompson *(out July 29-Aug 11)* (916) 653-7569

Complete 20 question below: Sections in Green

Please answer these 20 question to help develop sustainability components (highlighted in Green) for your SHOPP Pilot project. This will be used for the project sustainability score as it relates to the Department's Strategic Goals for Sustainability, Livability and Economy (See Tab on Sustainability Goal for reference). For further background you can see the Envision Guidance tab

	Sustainability Goal measures	Project Title:	Yes/No	Description (of Yes responses)
Quality of Life				
		Stimulate Sustainable Growth and Development *(Envision QL 1.2)*		
		Intent: Support and stimulate sustainable growth and development, including improvements in job growth, capacity building, productivity, business attractiveness and livability.		
1	Prosperity	Will the project enhance the community's quality of life and economic prosperity?	Yes	This project seeks to increase multi-modal accessibility. The project and the Hemet Downtown Specific Plan have complimentary goals of promoting sustainability, providing accessibility, and stimulating the revitalization of Downtown.
		Improve Community Mobility and Access *(Envision QL 1.2)*		
		Intent: Locate, design and construct the project in a way that eases traffic congestion, improves mobility and access, does not promote urban sprawl, and otherwise improves community livability.		
2	Access	Will the project provide good, safe access to adjacent facilities, amenities and transportation hubs, including appropriate wayfinding signage?	Yes	Signal coordination would ease congestion along the corridor, while multi modal corridor enhancements such as bicycle/pedestrian and public transportation improvements will improve safety, mobility, access, and livability benefits.
3	Non-Auto Mode Share	Will the project encourage the use of transit and/or non-motorized transportation?	Yes	Due to proposed improvements such as transit stop enhancements and bicycle and pedestrian facilities, the project enhances first mile, last mile connectivity for people walking and biking to utilize transit.
4	Non-Auto Mode Share	Has the project team coordinated the design with other infrastructure assets to improve walkability and livability?	Yes	We have proposed various corridor enhancements (Pavement, ITS, TMS, bike/ped improvements) that contribute to corridor walkability. High visibility crosswalks and bulbouts would specifically improve walkability and calm traffic, improving livability. We also coordinated with public transportation/mass transit assets to assess the need for bus stop enhancements.
		Preserve Historic and Cultural Resources *(Envision QL 3.1)*		
		Intent: Preserve or restore significant historical and cultural sites and related resources to preserve and enhance community cultural resources.		
5	Env	Will the project minimize impacts on historic and cultural resources? (Consulted the tribal, historic and cultural resource staff in Environmental (PQS)?	Yes	Improvements will preserve and be sensitive to any historic (including those found in the Downtown historic district), cultural, or tribal resources. Pre-consultation is under way.
		Enhance Public Space *(Envision QL 3.3)*		
		Intent: Improve existing public space including parks, plazas, recreational facilities, or wildlife refuges to enhance community livability.		
6	Livability	Will the proposed project make meaningful enhancements to public space or address Section 4(f) properties, (examples include parks, plazas, recreational facilities, or wildlife refuges) to enhance community, livability, and quality of life?	Yes	Transit, bike, ped improvements will provide connectivity to several public spaces along this section of SR-74- specifically the Downtown historic district, Gibbel Park, Weston Park, Hemet Museum, and numerous shopping plazas. This provides safer options for residents and visitors and imrpoves community livability and quality of life.
Leadership				
		Foster Collaboration and Teamwork *(Envision LD 1.3)*		
		Intent: Eliminate conflicting design elements, and optimize system by using integrated design and delivery methodologies and collaborative processes.		
7	Sustainable Corridor Master Plan (SCMP)	Are the project owner and the project team intending to take a Context Sensitive Solutions view of the project?	Yes	The local agencies along the corridor are supportive (see letter of support from the Hemet City Manager) and data analyzed along the corridor provide strong justification for multi-modal enhancements as provided in the proposal. Thus our proposal is sensitive to the needs of the community and is supportive in meeting those needs.
		Improve Infrastructure Integration *(Envision LD 2.2)*		
		Intent: Design the project to take into account the operational relationships among other elements of community infrastructure which results in an overall improvement in infrastructure efficiency and effectiveness.		
8	Livability	Will the project team seek input from local stakeholders regarding how the project impacts or enhances the community infrastructure?	Yes	The local agencies along the corridor are supportive (see letter of support from the Hemet City Manager), and the local school principal provided information and support of the project. The project will make the routes students use to get to school safer and also aid the City in enhancing community, commercial and Downtown historic resources.
9	Freight	Will the project address the needs on the priority freight network included in the Freight Mobility Plan?	Yes	This corridor connects to I-215 which is part of the USDOT Primary Freight Network.
Resource Allocation				
		Use Recycled Materials *(Envision RA 1.3)*		
		Intent: Minimize transportation costs and impacts and retain regional benefits through specifying local sources.		

	Sustainability Goal measures	Project Title:	Yes/No	Description (of Yes responses)
10	Resource Consumption	Will the project team consider reuse of existing materials or recycled materials or use of materials from within 100 miles of the project site?	Yes	Existing pavement mix practices address recycled material use and the project will consider the use of materials in the surrounding area.
		Reduce Energy Consumption *(Envision RA 2.1)*		
		Intent: Conserve energy by reducing overall operation and maintenance energy consumption throughout the project life cycle.		
11	Energy	Can the project incorporate reducing energy consumption or generating energy supply during the construction phase or after as a purpose for the project?	Yes	Project team will consider any technological advancements that reduce energy consumption.
Natural World				
		Preserve Prime Habitat and Species *(Envision NW 1.1)*		
		Intent: Avoid placing the project – and the site compound/temporary works – on land that has been identified as of high ecological value or as having species of high value.		
12	Env	Does the project concept incorporate solutions to preserve, improve or connect important natural resources (habitat, species needs, or fish and wildlife movement corridors)?	Yes	The PEAR and Environmental Document will address solutions to preserve, improve, and connect important natural resources. The Hemet Vernal Pool Areas are ajdacent to the project area and project team will be sensitive to the Riverside County Conserved Lands regulations.
		Protect Wetlands and Surface Water *(Envision NW 1.2)*		
		Intent: Protect, buffer, enhance and restore areas designated as wetlands, shorelines, and waterbodies by providing natural buffer zones, vegetation and soil protection zones.		
13	Water	Does the project concept address or enhance adjacent wetlands, hydraulic connection and waters functions, values, or existing deficiencies?	Yes	The PEAR and Environmental Document will address solutions to preserve, improve, and connect important natural resources. This project is in the San Jacinto Washershed area. The Storm Water Report will provide guidance. Disturbed soil areas will be restored.
		Preserve Prime Farmland *(Envision NW 1.3)*		
		Intent: Identify and protect soils designated as prime farmland, unique farmland, or farmland of statewide importance.		
14	Env	Does the project concept improve or enhance the existing farming conditions or associated interface with the transportation facility (water conveyance, quality, habitat preservation, weed management, farming operation, etc.)?	Yes	The project will preserve adjacent land uses.
		Preserve Floodplain Functions *(Envision NW 1.5)*		
		Intent: Preserve floodplain functions by limiting development and development impacts to maintain water management capacities and capabilities.		
15	Water	Does the project concept allow for natural floodplain functions restored or rectified related to existing infrastructure impingements?	Yes	The project will preserve existing functions and will rectify conditions if necessary.
		Manage Stormwater *(Envision NW 2.1)*		
		Intent: Minimize the impact of infrastructure on stormwater runoff quantity and quality.		
16	Water Quality	Can the project be designed to treat more than minimum stormwater treatment requirements, for example post construction or TMDL compliance units?	Yes	The project will utilize BMPs to preserve or improve stormwater. Specifically, the intersection of SR-74 and Bautista Creek provides an opportunity to address this issue. No new impervious material is proposed at this time, shoulder improvements will treat more than minimum required.
		Roadside Vegetation Environment *(Envision NW 3.4)*		
		Intent: Use appropriate non-invasive species and control or eliminate existing invasive species.		
17	Env	Does the project concept incorporate improvements to roadside vegetation through restorative actions to native/appropriate vegetation to reduce/eliminate need for future management (maintenance, water use, pesticides, invasive species, etc.)?	Yes	The nomination document includes native plants as a streetscaping enhancement technique. The Project Env. Document will also require preserving native vegetation and restorative actions for native/appropriate vegetation.
Climate & Risk				
		Reduce Greenhouse Gas Emissions *(Envision CR 1.1)*		
		Intent: Conduct a comprehensive life-cycle carbon analysis and use this assessment to reduce the anticipated amount of net greenhouse gas emissions during the life cycle of the project, reducing project contribution to climate change.		
18	GHG	Based on a life-cycle carbon assessment, will the project be designed in a way that substantially reduces carbon emissions?	Yes	Future assessment is expected to show reductions in carbon emissions immediately with increases in transit, walking, and biking uses along with signal coordination, which reduces delay and greenhouse gas emissions.
		Assess Climate Threat *(Envision CR 2.1)*		
		Intent: Develop a comprehensive Climate Vulnerability Assessment and Adaptation Plan.		
19	Resiliency	Will the project address potential risks or vulnerability deficiencies identified in state, regional, local or site specific plans?	Yes	Addresses state, regional (AQMD) and local climate greenhouse gas reduction goals. Proposed improvement will facilitate increased density in population and land uses in conjunction with Hemet Downtown Specific Plan goals, which will lead to reductions in greenhouse gas emissions.
		Manage Heat Island Effects *(Envision CR 2.5)*		
		Intent: Minimize surfaces with a high solar reflectance index (SRI) to reduce localized heat accumulation and manage microclimates.		
20	Green Infrastructure	Will the project be designed to include green infrastructure such as reducing heat island effects by reducing the percentage of low solar reflectance index (SRI) surfaces?	Yes	Any future technology improvements will be integrated into the project where feasible and appropriate. The use of native plants and street trees will also provide shading to reduce the heat island effect along SR-74.