

City of Arts & Innovation

Transportation Board

TO: TRANSPORTATION BOARD
FROM: PUBLIC WORKS DEPARTMENT
SUBJECT: RIVERSIDE PACT PLAN – UPDATE

DATE: JULY 7, 2021

WARDS: ALL

ISSUE:

Receive an update on the comprehensive Riverside PACT Plan.

RECOMMENDATION:

That the Transportation Board receive and file an update on the comprehensive Riverside PACT Plan.

BACKGROUND:

On November 18, 2016, the Public Works Department submitted a grant proposal to the Southern California Association of Governments (SCAG) to prepare a Citywide Active Transportation Plan. On July 24, 2018, the City Council authorized Public Works staff to submit a second grant proposal through the State Department of Transportation (Caltrans) to prepare a Pedestrian Target Safeguarding Plan.

In early 2019, SCAG informed Public Works that both requested projects could be combined into a single planning document and accommodated with an allocation of \$250,000 in SCAG funding plus a City match of \$125,000. On May 7, 2019 the City Council voted to approve the SCAG proposal and accept a grant award from SCAG in the amount of \$250,000 for the collaborative development of a combined Active Transportation and Pedestrian Target Safeguarding Plan. Following negotiations between SCAG and City staff, SCAG agreed to include a Complete Streets Ordinance as part of the City's planning efforts. On December 17, 2019 the City Council approved an appropriation of funds to further add the Trail Master Plan Update element as a fourth and final component of the strategic PACT Plan.

On August 13, 2020 an update on the progress of the Riverside PACT planning efforts was presented to the Mobility and Infrastructure Committee.

On November 16, 2020, the Parks and Recreation Commission received an update on the Trails Master Plan component of the Riverside PACT and provided input.

On May 13, 2021, the Mobility and Infrastructure Committee reviewed the draft Riverside PACT Plan and recommended that the City Council approve and adopt the final version of the Riverside PACT Plan.

On July 20, 2021, the City Council is scheduled to consider adoption of a resolution to approve the comprehensive PACT Plan and all four components and introduction and adoption of an ordinance to add Chapter 13.19 to the Riverside Municipal Code (RMC) to establish the Complete Streets Ordinance.

DISCUSSION:

What is the PACT?

The Riverside PACT is a first for the City of Riverside, in that it is an integrated active transportation & recreation planning effort combining streets, plazas, sidewalks, trails, and streetscape design. This comprehensive plan includes the four key components described below.

The Pedestrian Target Safeguarding Plan is oriented towards areas of high pedestrian traffic, with the objective of providing residents and visitors with safe pedestrian spaces for gatherings, events, civic engagement, and recreation. Specifically, this plan seeks to prevent both accidental and intentional vehicular collision in public spaces.

The Active Transportation Plan aims to improve biking and walking connections and will be used by the Public Works Department as a roadmap for prioritizing and funding improvements.

The Complete Streets Ordinance is a document to be integrated into the Riverside Municipal Code that will create design standards that are mindful of all roadway users, including pedestrians, cyclists, transit users, and motorists. These new design standards will change how roadways are constructed as part of both public and private improvements.

The Trail Master Plan Update, overseen by the Parks & Recreation Department, aims to create a connected urban and rural trail system to boost quality of life in Riverside. This plan envisions the expansion of our existing trails system, and investments that can be made to improve existing trails.

The set of four documents were prepared simultaneously to form the Riverside PACT (Pedestrian Target Safeguarding, Active Transportation Master Plan, Complete Streets Ordinance, and Trail Master Plan Update) Plan which represents the City of Riverside's combined commitment to comprehensive active transportation & recreation. Because the plans and documents are being prepared by a single consultant team, and as engagement for each component is shared, each document informs and supports the others. Residents engaging in the plan preparation can see how the on-street bicycle network connects to the trail system and we are able to make recommendations for both simultaneously.

Engagement Strategy:

The Riverside PACT was developed both before and during the COVID-19 Pandemic. While the initial set of stakeholders, technical advisory, and field audits had all occurred in-person,

the team had to quickly transition to an online engagement strategy to continue plan development. The most successful of these online events was broadcasted on Riverside TV, Youtube, Facebook Live, and Zoom. The event received hundreds of live views, and thousands of online engagements with the most popular platform of engagement being Facebook. Residents were able to vote on issues and contribute live to the meeting by calling in or texting a dedicated line. Updates regarding the project along with links to engagement opportunities were regularly posted at www.riversideca.gov/pact.



Comprehensive Community Engagement Strategy

The Draft PACT was circulated online for the public to review and feedback from the public comment period has been integrated into the final document.

Summary of Plan Recommendations:

“P” The Pedestrian Target Safeguarding Plan:

This plan provides recommendation design solutions to enhance public space security, including a specific examination of six high priority areas. The plan recommendations include an array of streetscape elements that incorporate security components, such as walls and fences, planters, bollards, and hardened street furniture (e.g. light posts and seating).

“A” The Active Transportation Plan:

The Active Transportation Plan recommends pedestrian improvements including the enhancement of pedestrian crossings at 51 intersections and the creation of over 25 miles of new and enhanced sidewalks as shown in Figure 1. Recommendations include enhancements to crossings, signals, transit stops, the general walking environment, sidewalks, and lighting improvements.

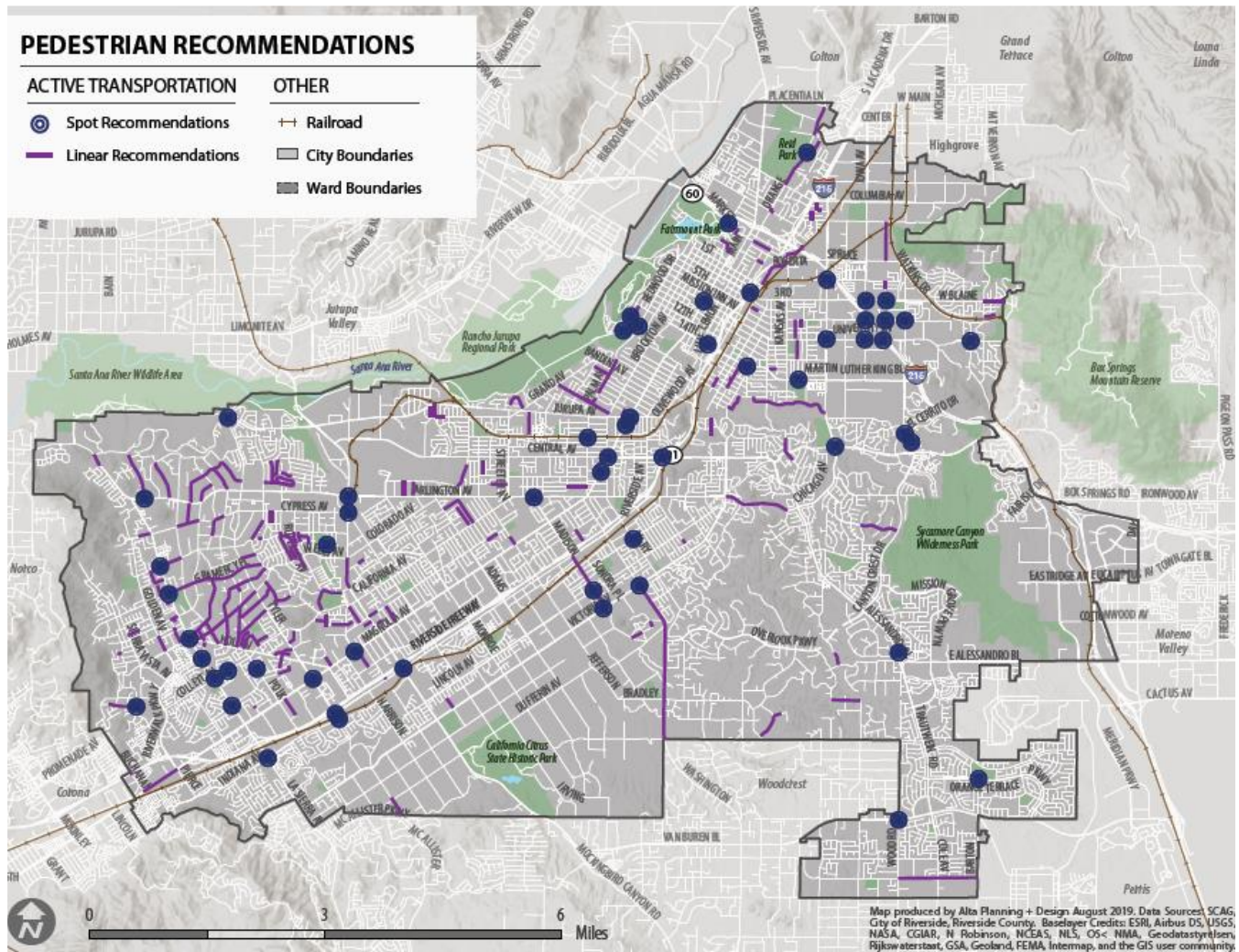


Figure 1- Recommended Pedestrian Projects

Based on needs analysis and community outreach process assessments, the Active Transportation Plan recommends installation of 111 miles of new bikeways updating the City's total bike network to 365 miles as shown in Figure 2. These recommendations include 1.5 miles of Shared Use Path (Class I), 40.5 miles of Bike Lane (Class II), 30.7 miles of Buffered Bike Lane (Class IIB), 1.4 miles of Bicycle Route (Class III), 27.7 miles of Bicycle Boulevard (Class IIB), and 9.6 Miles of Separated Bikeways (Class IV).

Plan recommendations additionally include consideration of the potential removal or limitation of parking where conflicts exist between bikeways and parking spaces. These conflict zones include 21.5 miles of total recommended bikeways. Additional community planning and assessment would occur prior to the removal of parking in service of an existing or planned bikeway.

The listed projects have been prioritized into three tiers based on their Connectivity Impact, Health and Equity Impact, Safety Impact, Community Identified Needs, and Regional Goals.

The Active Transportation Plan also includes programmatic recommendations, including Safe Route to School Recommendations, Safe Routes to Transit Recommendations, a Shared Mobility Study, an assessment of regional connections, discussions of a way finding program, and a discussion of Vehicle Miles Traveled (VMT) reduction.

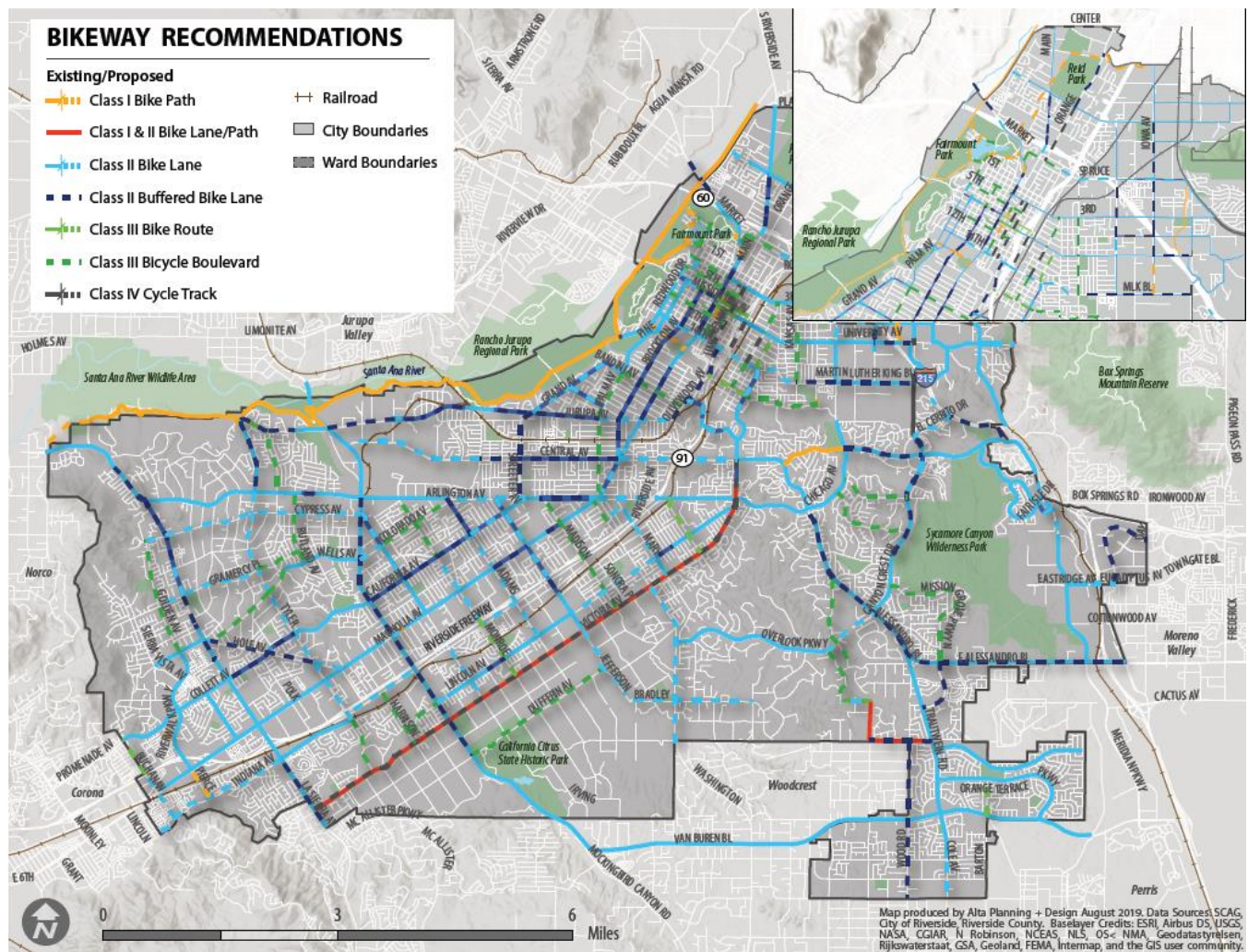


Figure 2- Recommended Bikeway Projects

“C” The Complete Streets Ordinance:

This ordinance references the Pedestrian Safeguarding Recommendations, Active Transportation Plan, and Trails Master Plan for specific project location recommendations. As new development and City projects are brought forward, they will be evaluated against Complete Streets Ordinance criteria to determine appropriate design features. The City engaged with the business community to refine the recommendations within the Complete Streets Ordinance and clarify the extent to which private developers are responsible for improvements within the public right-of-way.

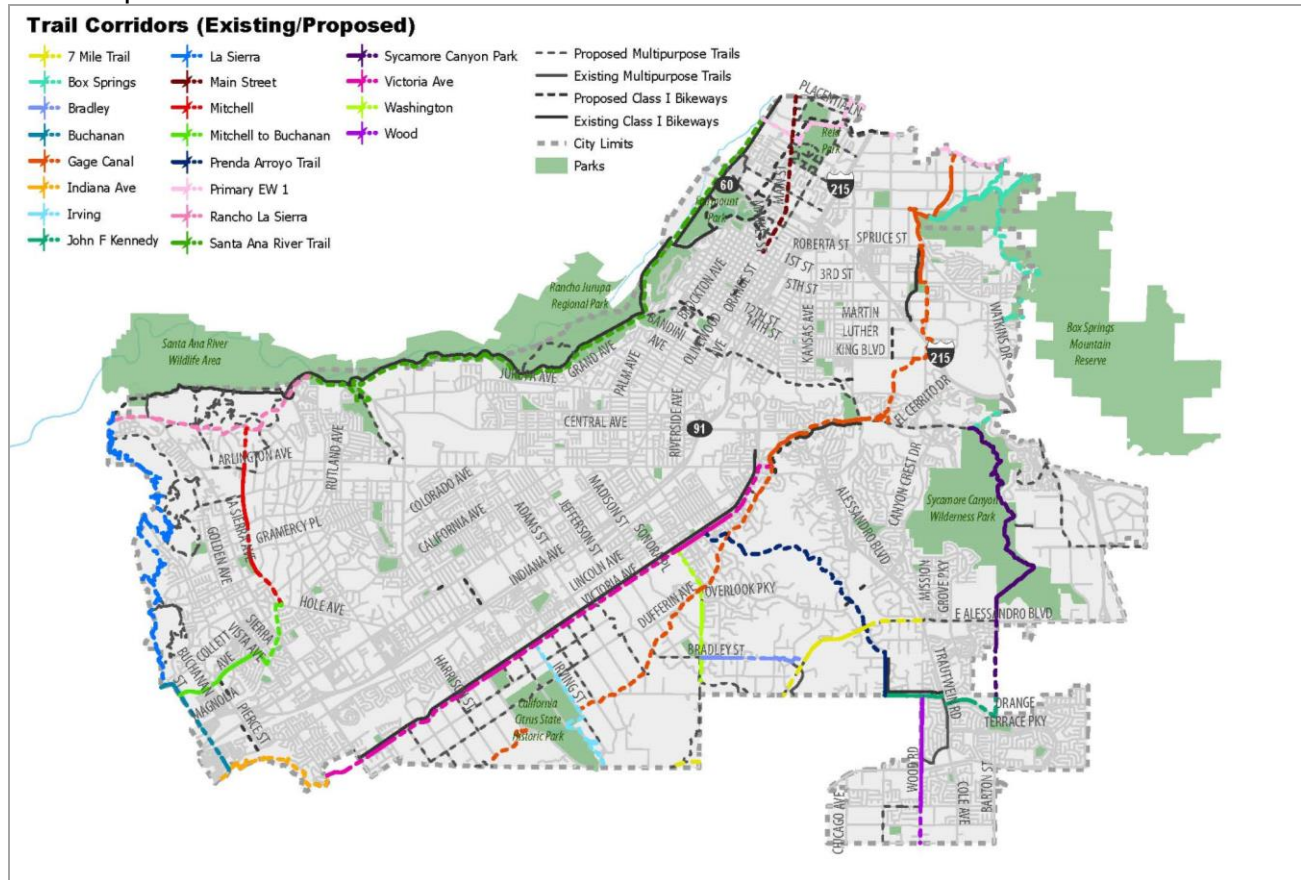
Key components of the Complete Streets Ordinance include consideration of traffic calming along new and impacted roadways, assessment of nearby transit amenities, street trees, pedestrian connections during construction activity, bicycle facilities, and more.

“T” The Trail Master Plan Update:

The PACT includes an update to the City’s Trailer Master Plan (“TMP”). The TMP was originally adopted by the City Council in 1996 and is overseen by the Parks, Recreation and Community Services Department. The updated TMP envisions an interconnected urban and rural trail system to boost the quality of life in Riverside. Major updates to the TMP are the addition of trails from the Northside Specific Plan and the addition of trails in the greenbelt

area. The updated plan also prioritizes investments that can be made to improve existing trails and expand the trail network to better serve the community's needs. Prioritization is based on connectivity, health and equity, community identified need, and regional goals. The Trails Master Plan update was reviewed by the Parks and Recreation Commission on November 16, 2020.

Trail Map:



FISCAL IMPACT:

There is no fiscal impact associated with this report.

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Attachments:

1. Riverside PACT Document
2. PowerPoint Presentation