



City of Arts & Innovation

Transportation Committee Memorandum

TO: TRANSPORTATION COMMITTEE MEMBERS DATE: FEBRUARY 11, 2016

FROM: COMMUNITY & ECONOMIC DEVELOPMENT WARDS: 1 AND 2
DEPARTMENT

**SUBJECT: IMPLEMENTATION OF THE DOWNTOWN TRANSIT OPERATING PLAN AND
FUTURE DEVELOPMENT OF THE NEW MULTI-MODAL TRANSIT CENTER ON
VINE STREET**

ISSUE:

The issue before the Transportation Committee is a status update on the implementation of the Downtown Transit Operating Plan and future development of the new Multi-Modal Transit Center on Vine Street.

RECOMMENDATION:

That the Transportation Committee receive a status update on the implementation of the Downtown Transit Operating Plan and future development of the new Multi-Modal Transit Center on Vine Street.

BACKGROUND:

On January 6, 2015, the City Council adopted a resolution to support the Riverside Transit Agency's Downtown Transit Operating Plan, which includes the retention of approximately twenty-four existing bus stop locations (of which ten bus stop locations will be expanded) and addition of approximately eleven new bus stop locations for a total of thirty-five bus stop locations within downtown, and directed staff to coordinate with the Riverside Transit Agency on the implementation of the Downtown Transit Operation Plan and collaborate with the Riverside Transit Agency, Riverside County Transportation Commission, Western Riverside Council of Governments, Caltrans, Greyhound and other interests to facilitate development of a state-of-the-art Multi-Modal Transit Center.

In August 2015, RTA along with their project consultant, Psomas, submitted conceptual plans for the Downtown Transit Operating Plan to the City for review. The Riverside Transit Agency, Psomas, and various City staff have has several meetings. City staff have made some suggested revisions to the bus stop locations in the Downtown Transit Operating Plan to ensure safe bus movements, enhance traffic patterns, improve site location, and reduce impacts to parking in the Downtown area.

For the benefit of the City, the Riverside Transit Agency and bus riders, City staff have agreed to the bus stop locations as shown on the attached site map (Attachment 1). The Downtown Transit Operating Plan now consists of the following:

1. Retaining twenty-three existing bus stop locations, depicted as “blue” icons on the map:
 - a. Nine bus stop locations, including #10, #11, #12, #13, #14, #19, #25, #32 and #33, will be expanded to accommodate additional buses in order to meet the newly optimized operations as well as to accommodate high frequency buses.
 - b. Five bus stop locations, including #10, #14, #17, #30 and #31, will be revised to accommodate new development in downtown, ensure safe bus movements, enhance traffic patterns and reduce impacts to parking, depicted as “purple” icons on the map.
2. Adding ten new bus stop locations, including #4, #5, #16, #17, #21, #22, #26, #27, #34 and #35, depicted as “red” icons on the map.
3. Eliminating the existing bus stop location #23 in front of City Hall and proposed new bus stop location #15 since these stops are no longer needed by the Riverside Transit Agency.
4. Installing new bus shelters, benches and trash receptacles at all thirty-three bus stop locations within the Downtown area (Attachment 2).

The Downtown Transit Operating Plan will involve streamlining bus routes to operate through Downtown Riverside. To successfully implement the Downtown Transit Operating Plan, a total of forty-four parking spaces will be removed within the Downtown area. Additionally, approximately twenty-seven parking spaces will be temporarily removed along Vine Street to provide for an Interim Layover Facility for Riverside Transit Agency buses.

Implementation of the Downtown Transit Operating Plan will result in the following advantages:

1. Provide optimal routing alignments and bus stop locations;
2. Improve traffic circulation and service by having routes intersect with major thoroughfares;
3. Provide better service to Downtown Riverside;
4. Develop a larger facility to provide sufficient layover capacity at the Multi-Modal;
5. Facilitate connectivity options between routes for RTA, Omnitrans, SunLine, Greyhound, Amtrak, Metrolink and other third-party transit service providers;
6. Ensure appropriate bus capacity at all bus stop locations; and
7. Reduce bus layovers in the Downtown core area.

The Riverside Transit Authority anticipates construction to commence in May 2016 and start of service to begin in January 2017.

The City will undertake the conveyance of the property located at 4015 and 4085 Vine Street, also known as Assessor's Parcel Numbers 215-152-012 and 019 totaling approximately 2.4 acres, to the RTA for future development of a Multi-Modal facility. With conveyance of the property, the Federal grant interest will be transferred from the current Downtown Terminal to the future Multi-Modal site, which is subject to the Federal Transit Administration approval. Upon obtaining approval for the transfer from the Federal Transit Administration, the Downtown Terminal site will be free of its current restriction for transportation use.

The City has been in discussion with Greyhound to execute a market rate lease at the downtown

terminal site and improve their standard of operations. After more than a year of this effort, the City has not reached assent with Greyhound on acceptable terms and the Greyhound operation continues to impact the community.

The City is a place of increased employment opportunities with attractive locations for the growth of existing and emerging businesses and government uses. A state-of-the-art transit system with enhanced amenities is essential to fully capture the unique business opportunities that come from the large college student population and Millennial, GenX and empty-nester Baby Boomer urban dweller markets that want to live, work and be entertained in this urban setting. A great deal of progress has been made in realizing much of the vision adopted in 1991 for the Marketplace Specific Plan. However, over the last twenty years the vision for the Marketplace Specific Plan has evolved and changed to reflect current development demands, trends in development near transit facilities and trends toward more compact, walkable and mixed-uses. The future development of the Multi-Modal on Vine Street provides an opportunity for a quality development of transit use in conjunction with other service-oriented uses, which would contribute to the economic development of the Marketplace Specific Plan area and the City as a whole.

The City in collaboration with the Riverside Transit Agency, Riverside County Transportation Commission, Western Riverside Council of Governments, Caltrans, Greyhound, other agencies and interests will undertake a study – in conjunction with the community – to define an overall future vision for the Marketplace Specific Plan area and provide clear guidance of development along Vine Street, which would include a design for a new state-of-the-art Multi-Modal that would optimize the operations of the RTA, Greyhound and other third-party (private) transit operators and enhance the aesthetics, connectivity, safety and economic prosperity of the area by including urban design and infrastructure improvements as well as potential retail and other uses.

The Western Riverside Council of Governments has allocated \$169,740 in grant funds to the City of Riverside for the purposes of implementing the Economic Development and Sustainability Framework. The City of Riverside has submitted a BEYOND Framework Fund Program grant application (Attachment 3) to obtain these funds. The grant application is to create a Transit Oriented Development and a Single Point of Transit “framework plan” for properties adjacent to and within proximity to the Downtown Metrolink station. The framework plan will create a vision for how development of these properties can coordinates and incorporates transit agency needs, vehicle and pedestrian circulation, and land development opportunities.

FISCAL IMPACT

There is no fiscal impact to the General Fund associated with this action.

Submitted by: Emilio Ramirez, Community & Economic Development Deputy Director
Certified as to
availability of funds: Brent A. Mason, Finance Director/Treasurer
Approved by: Al Zelinka, FAICP, Assistant City Manager
Approved as to form: Gary G. Geuss, City Attorney

Attachments:

1. Bus Stop Location Map
2. Downtown Amenities
3. Beyond Framework Fund Grant Application
4. Presentation