

City of Arts & Innovation

Mobility & Infrastructure Committee

TO: MOBILITY & INFRASTRUCTURE COMMITTEE DATE: MAY 13, 2021
FROM: PUBLIC WORKS DEPARTMENT WARDS: ALL
SUBJECT: RECEIVE AND REVIEW THE DRAFT RIVERSIDE PACT PLAN

ISSUE:

The issue for consideration is to receive and review components of the draft Riverside PACT Plan.

RECOMMENDATION:

That the Mobility & Infrastructure Committee recommends that the City Council approve and adopt the final draft version of the presented components of the 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 in the amount of \$250,000 for the collaborative development of a combined Active Transportation Plan and Pedestrian Target Hardening 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 add the Trail Master Plan Update.

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) – which represents the City of Riverside’s combined commitment to comprehensive active transportation & recreation.

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

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.

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 collisions 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 the quality of life in Riverside. This plan will envision the expansion of our existing trails system and investments that can be made to improve existing trails.

Because the plans and documents are being prepared by a single consultant team, and because 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 were 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 stakeholder, 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. These online events were most successful 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 could 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 will be integrated into the final document.

Summary of Plan Recommendations

“P” The Pedestrian Target Safeguarding Plan:

Provides Recommendation design solutions to enhance public space security, including a specific examination of six high priority areas. The plan recommendations include various 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 crossing at 51 intersections and creating over 25 miles of new and enhanced sidewalks shown in Figure 1. Recommendations include enhancements to crossings, signals, transit stops, the general walking environment, sidewalks, and lighting improvements.

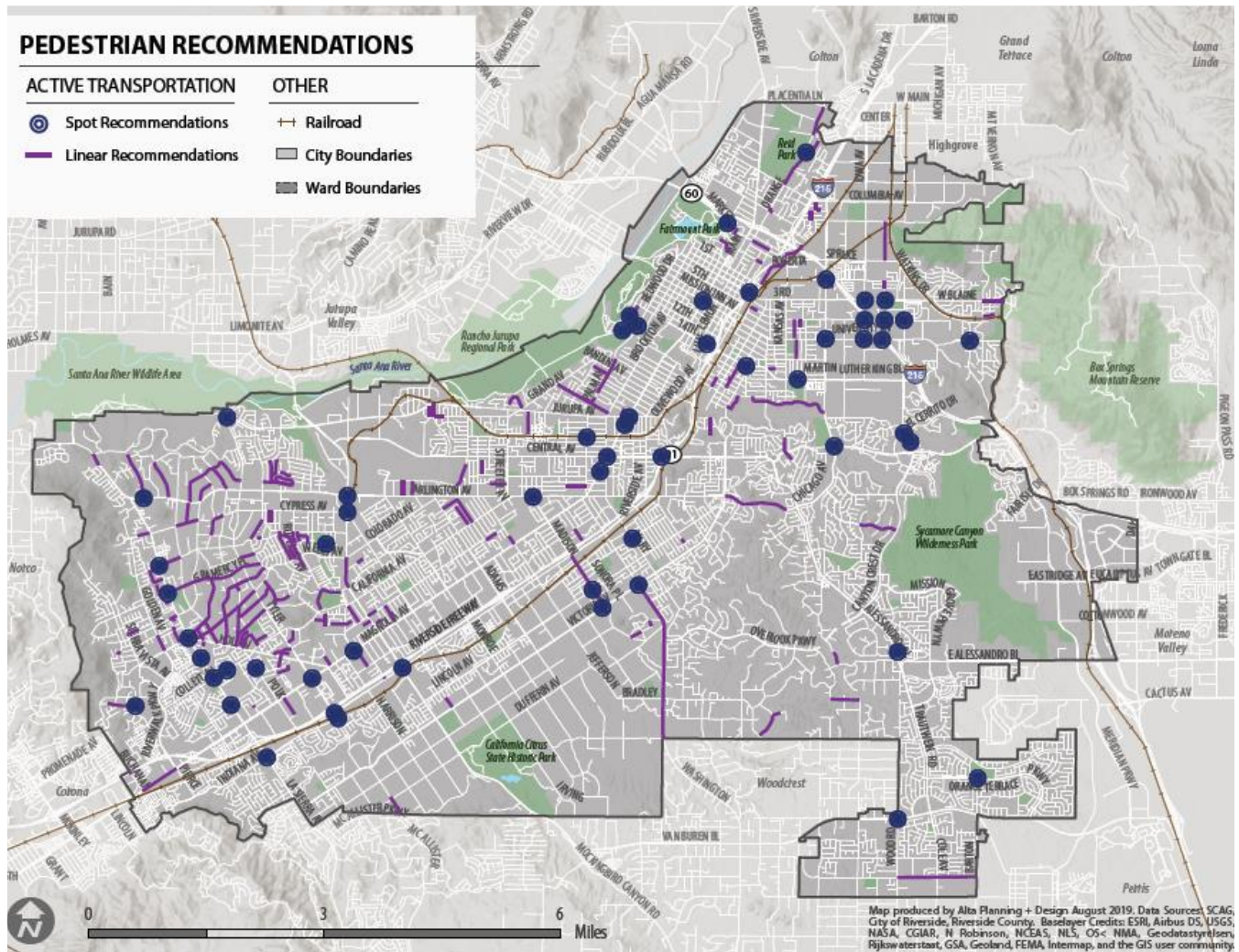


Figure 1- Recommended Pedestrian Projects

Based on the needs analysis and community outreach process assessments, the Active Transportation Plan recommends the installation of 111 miles of new bikeways updating the City’s entire bike network to 365 miles 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 IIIB), and 9.6 Miles of Separated Bikeways (Class IV).

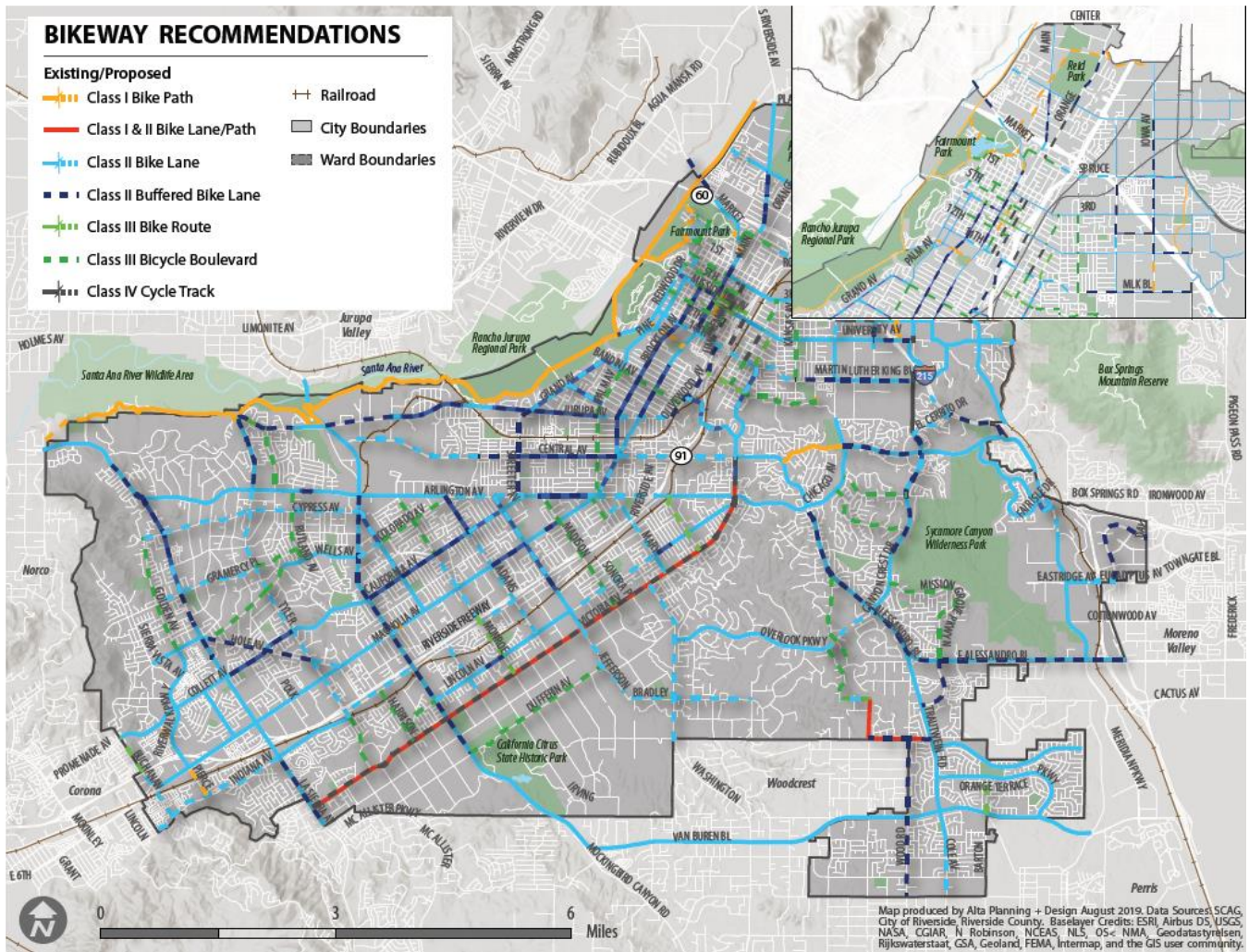


Figure 2- Recommended Bikeway Projects

Plan recommendations also include considering 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 removing 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 wayfinding program, and a discussion of Vehicle Miles Traveled reduction.

“C” The Complete Streets Ordinance:

The Complete Streets 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 & impacted roadways, consideration of pedestrian crossing amenities, consideration of nearby transit amenities, street trees, pedestrian connections during construction, bicycle amenities, and more.

“T” The Trail Master Plan Update:

The PACT includes an update to the City’s Trails Master Plan (“TMP”), which envisions an interconnected urban and rural trail system to boost the quality of life in Riverside. The TMP is overseen by the Parks, Recreation and Community Services Department. The updated plan prioritizes investments that can be made to improve existing trails and expand the trail network to better serve the community’s needs. The Trails Master Plan update was reviewed by the Park and Recreation Commission on November 16, 2020, and will be reunited with the main document at the same Council meeting tentatively set for June 2021.

FISCAL IMPACT:

There is no fiscal impact associated with this report.

Prepared by: Kris Martinez, Public Works Director
Certified as to availability of funds: Edward Enriquez, Chief Financial Officer/City Treasurer
Approved by: Rafael Guzman, Assistant City Manager
Approved as to form: Kristi J. Smith, Interim City Attorney

Attachments

1. Draft Riverside PACT Plan
2. Draft Trails Master Plan