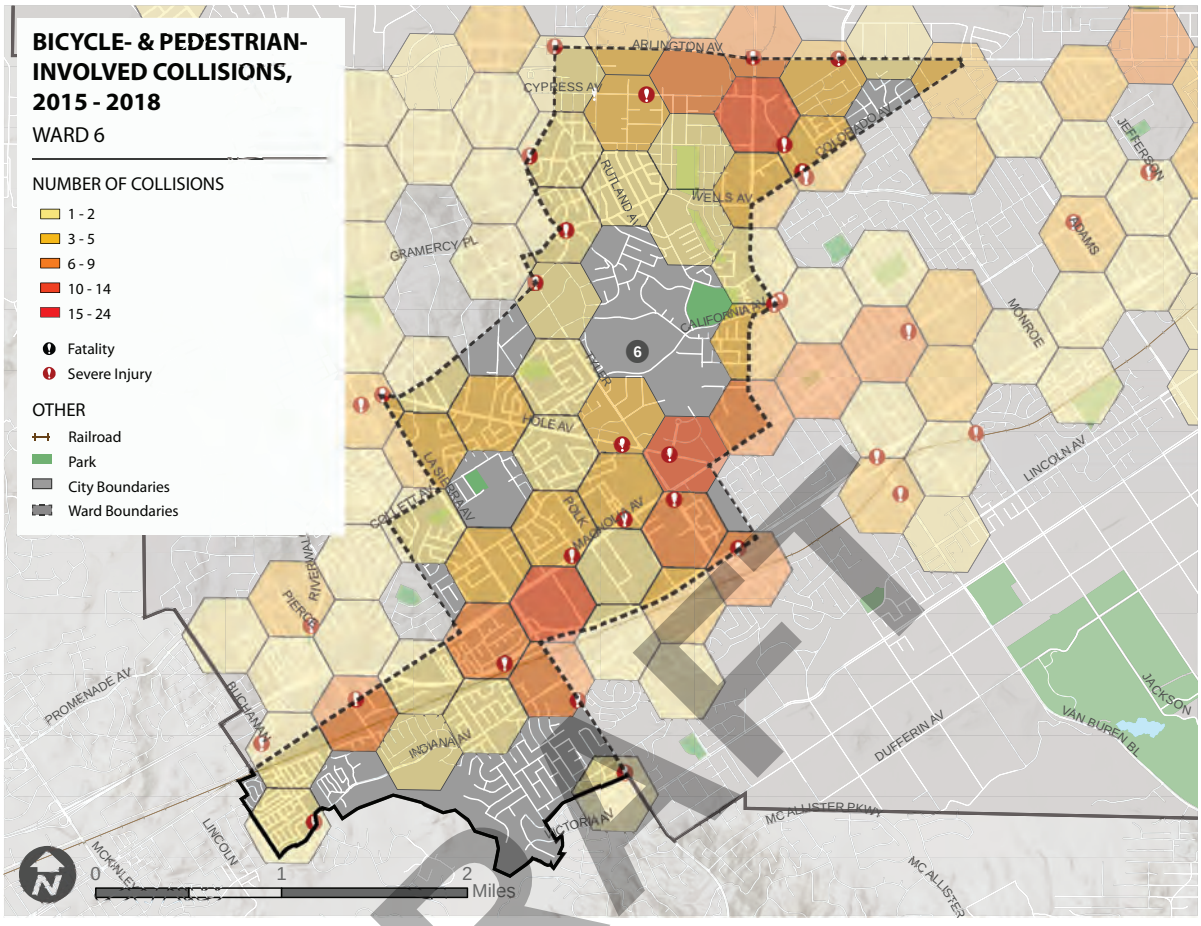


FIGURE 2-25 WARD 6 BICYCLE- AND PEDESTRIAN-INVOLVED COLLISIONS (2015 - 2018) MAP

Ward 7 Characteristics

Ward 7 is located on the western border of the City where it encompasses some of La Sierra Hills and is adjacent to the City of Norco. It is 10.6 square miles in size.

DEMOGRAPHICS

Ward 7 within the City of Riverside is home to approximately 67,365 people and is 66% of Hispanic or Latino origin and 34% of residents not of Hispanic or Latino origin. Ward 7 consists largely of working age individuals and young families, 27% of individuals being within the age range of 30-39 with approximately 90% of the Ward 7 population is 49 years of age and under. The education level in Ward 7 is made up mostly of High School graduates at 29% as well as "Some College" at 23%, while roughly 34% of the Ward 7 population has less than a High School education. The income distribution of Ward 7 is representative of middle-class working salaries with approximately 48% of households reportedly having an income of between $25,000-$75,000.

ORIGINS AND DESTINATIONS

Ward 7 is comprised almost entirely of single-family residential neighborhoods with some office and industrial uses adjacent to SR-91.

The residential development in this ward is irregular with varying lot sizes, coverages, and setbacks. Ward 7 contains several schools and institutions, including La Sierra University located on Riverwalk Parkway. Commercial amenities and employment zones are concentrated at Arlington Avenue and Tyler Street in the northern portion of the ward and along Riverwalk Parkway and Magnolia Avenue in the south.

ACTIVE TRANSPORTATION NETWORK

Class II bike lanes on La Sierra Avenue provide north-south connectivity through Ward 7. Bike lanes on Riverwalk Parkway and Wells Avenue connect La Sierra Avenue to the destinations in the southern portion of the ward. Bike lanes on Arlington Avenue provide some east-west connectivity in the north, but terminate at Tyler Street. Several planned bike lanes and bike routes will enhance the active transportation in the ward.

Figure 2-26 is a map of Ward 7's existing conditions, including origins and destinations and the active transportation network.

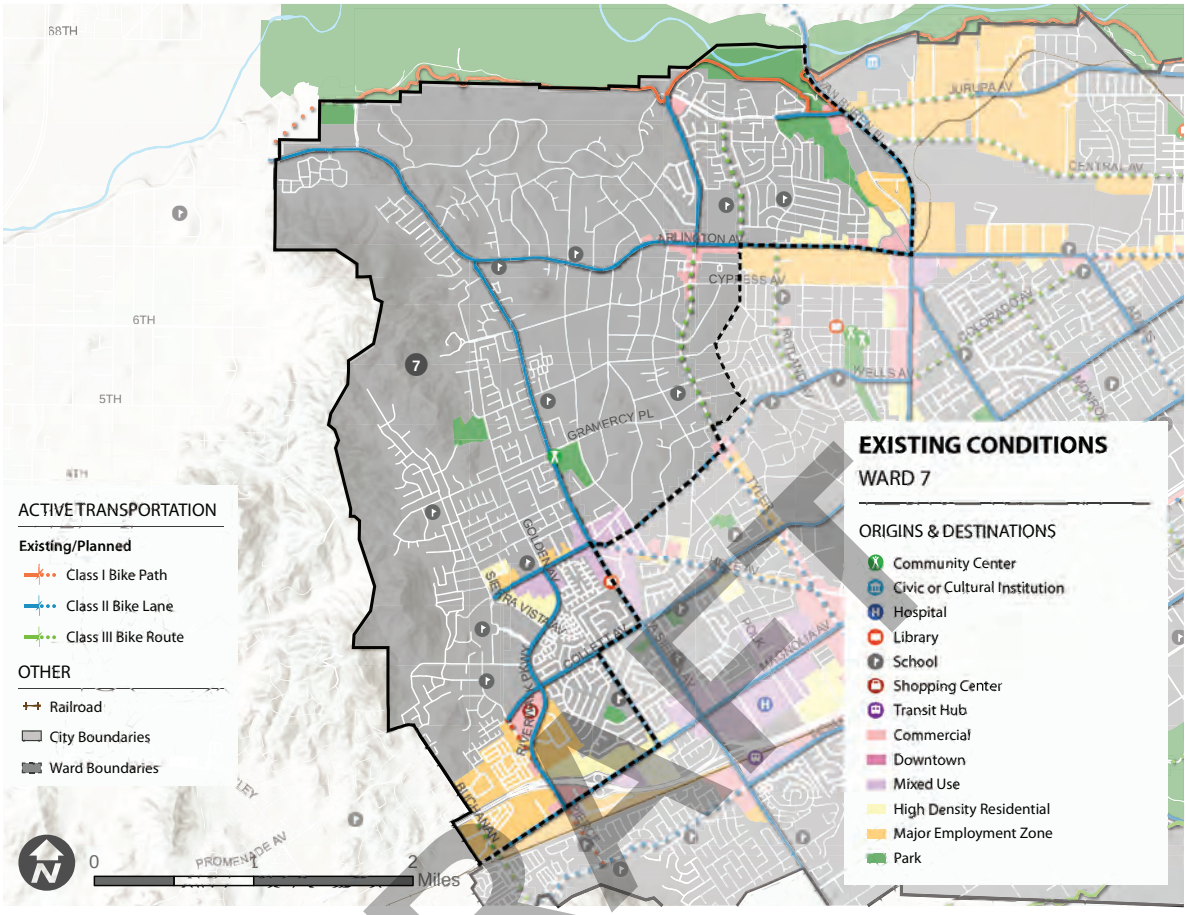


FIGURE 2-26 WARD 7 EXISTING CONDITIONS MAP

Ward 7 Bicycle- and Pedestrian-Involved Collisions

Ward 7 had 72 bicycle- and pedestrian-involved collisions between 2015 and 2018, (10% of citywide bicycle- and pedestrian-involved collisions). Four resulted in fatalities and 11 resulted in severe injury.

Collisions are concentrated on the eastern side of the ward and along Arlington Avenue.

Table 2-18 lists the four intersections with the highest number of bicycle- and pedestrian-involved collisions in Ward 7 and Table 2-19 lists the five streets with the highest number of collisions. Locations of fatal collisions are listed in Table 2-20. Figure 2-27 shows the locations of all bicycle- and pedestrian-involved collisions between 2015 and 2018 in Ward 7. The color of each hexagon in the map represents the number of collisions that occurred in that area. The location of fatal collisions and those resulting in severe injury are also identified.

TABLE 2-18 - WARD 7: INTERSECTIONS WITH THE MOST COLLISIONS

Intersection	Number of Collisions
Arlington Ave & Van Buren Blvd	5
Magnolia Ave & Pierce St	5
Arlington Ave & Lake St	3
La Sierra & Pierce st	3

TABLE 2-19 - WARD 7: STREETS WITH THE MOST COLLISIONS

Street	Number of Collisions
Arlington Ave	17
Pierce st	8
La Sierra Ave	6
Tyler St	5
Magnolia St	5

TABLE 2-20 - WARD 7: INTERSECTIONS WITH FATAL COLLISIONS

Intersection	Fatal Collisions
Gramercy Pl & La Sierra Ave	1
La Sierra Ave & Schuyler Ave	1
Pierce St & Collett Ave	1
Van Buren Blvd & Arlington Ave	1

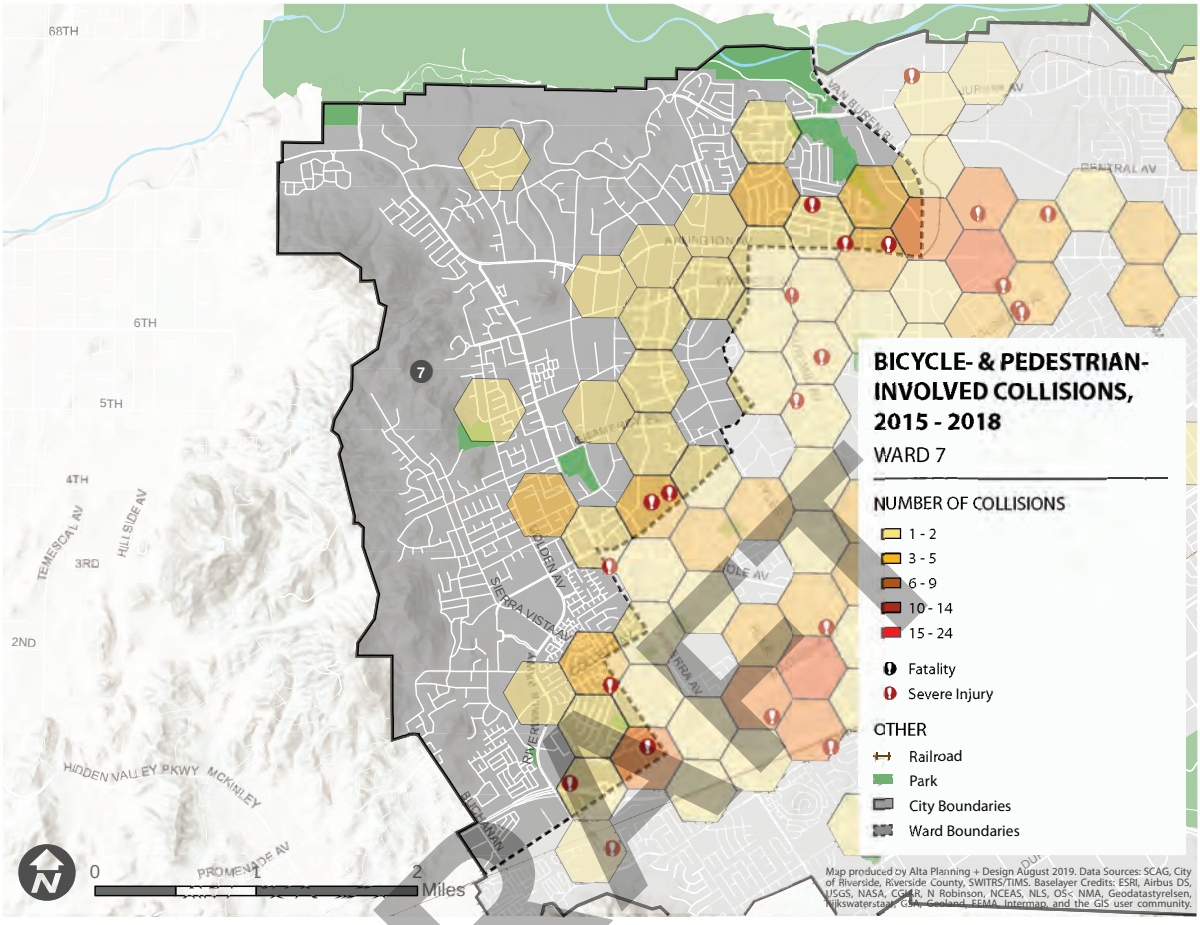


FIGURE 2-27 WARD 7 BICYCLE- AND PEDESTRIAN-INVOLVED COLLISIONS (2015 - 2018) MAP

Pedestrian Target Safeguarding Plan Zones

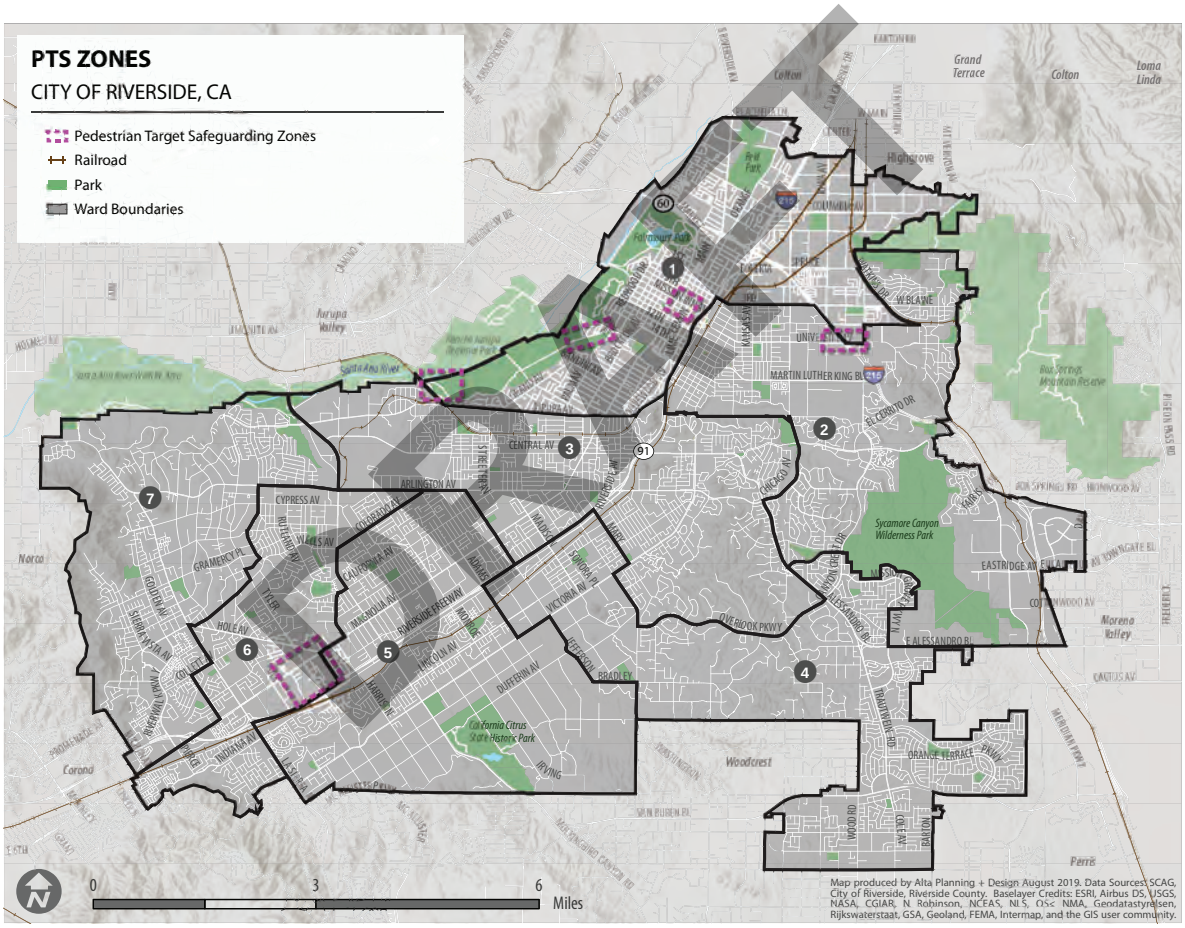


FIGURE 2-28 PEDESTRIAN TARGET SAFEGUARDING PLAN ZONES MAP

ZONE 1 - MAIN STREET PEDESTRIAN MALL

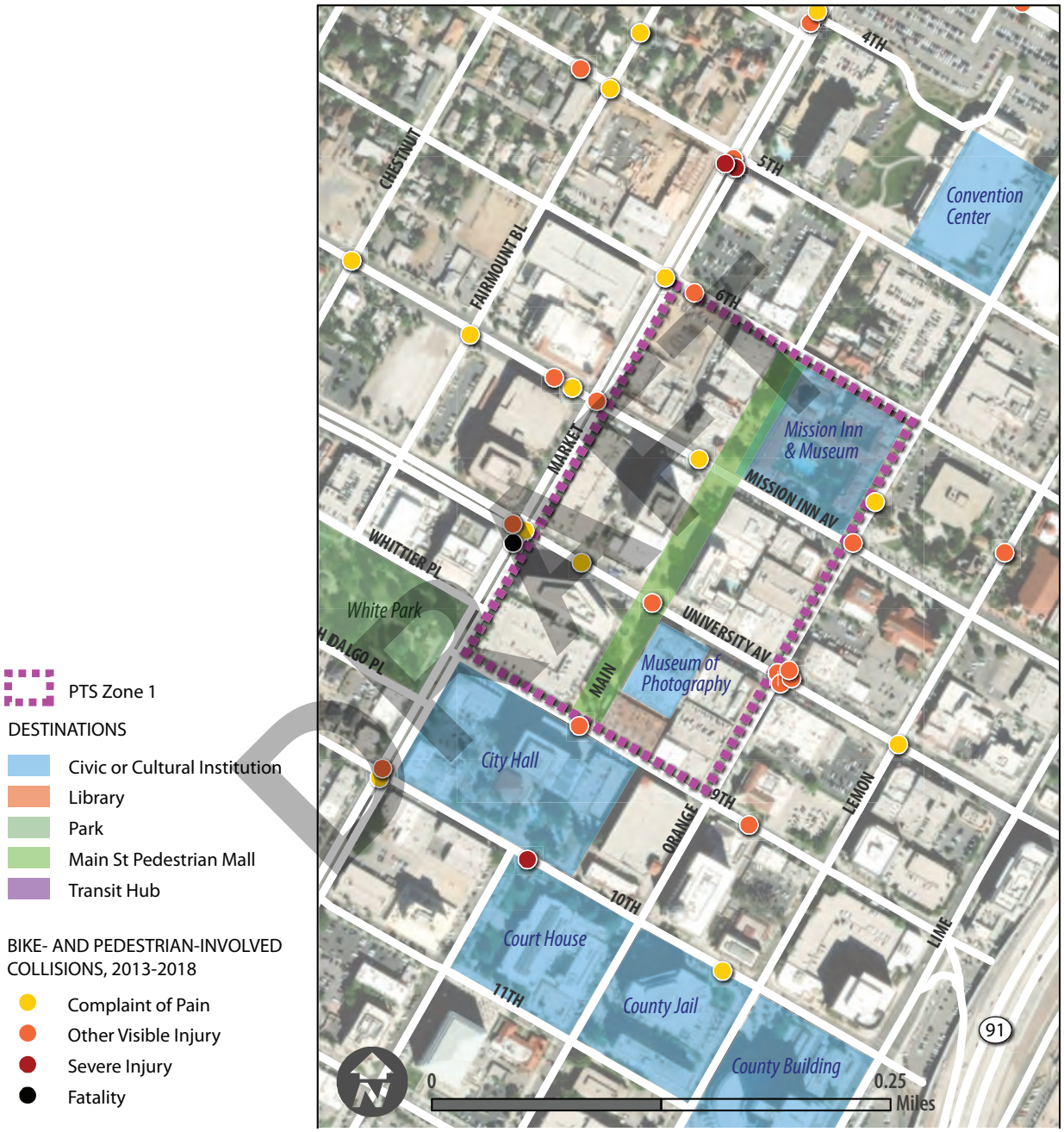


FIGURE 2-29 PTS ZONE 1 MAP

ZONE 2 - UNIVERSITY AVENUE

PTS Zone 2

DESTINATIONS

- Civic or Cultural Institution
- Library
- Park
- Shopping Center
- School

BIKE- AND PEDESTRIAN-INVOLVED COLLISIONS, 2013-2018

- Complaint of Pain
- Other Visible Injury
- Severe Injury
- Fatality

FIGURE 2-30 PTS ZONE 2 MAP

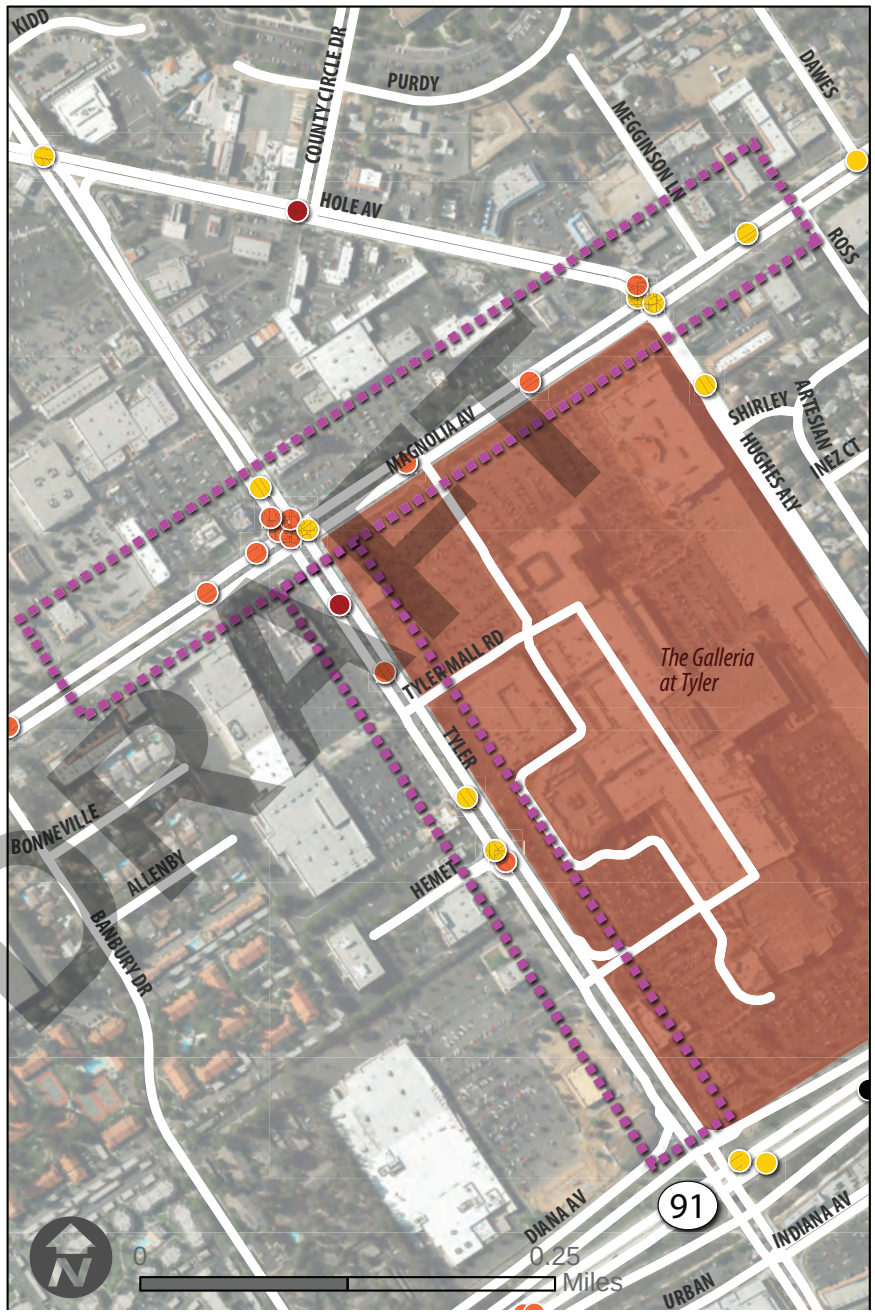
ZONE 3 - RYAN BONAMINIO PARK

FIGURE 2-31 PTS ZONE 3 MAP

ZONE 4 - MARTHA MCLEAN-ANZA NARROWS PARK

FIGURE 2-32 PTS ZONE 4 MAP

ZONE 5 - MAGNOLIA AVENUE



PTS Zone 5

DESTINATIONS

- Civic or Cultural Institution
- Library
- Park
- Shopping Center
- Transit Hub

BIKE- AND PEDESTRIAN-INVOLVED COLLISIONS, 2013-2018

- Complaint of Pain
- Other Visible Injury
- Severe Injury
- Fatality

FIGURE 2-33 PTS ZONE 5 MAP

Summary of Existing Conditions

Overall, the City of Riverside has a diverse socioeconomic population and a robust infrastructure network. The seven wards that make up the City of Riverside are also very unique and reflect distinct characteristics that present a diverse palette of opportunities, constraints, and challenges in respect to improving the active transportation network.

As it stands today, the City of Riverside has a valuable existing active transportation network, consisting of Class I, II, III, and IV bicycle facilities. This sets the foundation for the Active Transportation Plan and helps identify underserved areas, connectivity gaps, as well as existing connections to destinations within the City. These connections should be strengthened not only at the City level but also at the ward level integrating into the overall Citywide network.

The community profile, collision data, as well as the existing infrastructure of Riverside provides valuable information along with community input to identify issues and areas for improvement for Riverside's streets. The ensuing chapters will discuss the community engagement that was conducted as part of the planning process all culminating with a list of prioritized project recommendations and potential funding opportunities.

Main Street Pedestrian Mall, Riverside CA

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Section 3: Comprehensive Community Engagement Strategy

The Riverside PACT was informed by and representative of community input was an integral component of the City's active transportation planning efforts, and following the PACT's kick-off in November 2019, the City made a concerted effort to engage a broad portion of the community. This community engagement strategy included a mix of traditional and innovative outreach techniques including community meetings, technical advisory committee workshops, Walk Shops, stakeholder interviews, tabling at community events, online surveys, and interactive input mapping. This mix of broad and targeted outreach allowed for both substantive discussions and quick chats with residents, helping to ensure that a variety of community members with different views and preferences were directly involved in the PACT's development.

In Person Outreach

This outreach highlighted below was further informed by a review of community input from previous City plans including the February 2020 Comprehensive Park, Recreation & Community Services Master Plan and the 2007 Bicycle Master Plan. Whether in person or online, the information collected throughout this process was recorded, cataloged and mapped for reference and as recommendations were developed and prioritized for the various components of the PACT.

TECHNICAL ADVISORY COMMITTEES (TAC)

The City convened a group of technical advisors comprised of local walking, biking, and equestrian advocates, public health and law enforcement agencies, University of California Riverside (UCR) Transportation Services, and City staff from departments such as Public Works, Planning, and Parks, Recreation, and Community Services. These advisors provided focused review, input, and cross-discipline collaboration for the PACT's development.

COMMUNITY WORKSHOPS

Interactive community workshops were hosted in order to obtain input from Riverside residents and stakeholders. These workshops focused on determining community preferences and priorities, and obtaining local-knowledge regarding desired on-street and off-street pedestrian, cyclist, and equestrian facilities, network gaps, and areas of concern to address in the PACT.

STAKEHOLDER GROUP MEETINGS

The project team attended various community stakeholder group meetings throughout the City to discuss the PACT, get direct feedback related to the group's interests, and encourage participation with the online community survey and interactive public input map.

NEIGHBORHOOD WALK SHOPS

In order to observe typical user behavior and better understand local conditions, the PACT project team conducted walking audits of the City's existing active transportation infrastructure at strategic locations in each Ward to inventory existing conditions, and identify deficiencies and barriers to walking and bicycling. Community members were encouraged to join the project team in these Walk Shops to provide context, and learn about active transportation infrastructure opportunities.

PEDESTRIAN TARGET SAFEGUARDING (PTS) INTERVIEWS

Given the nature of the PTSP's subject matter, the PACT team conducted a series of one-on-one interviews with City staff from various departments and law enforcement to determine threat scenarios and identify vulnerable areas of the 7 PTSP locations identified for safeguarding improvements where vehicles could harm pedestrians , as well as general trends and vulnerabilities that could be addressed throughout the City.

POP-UP OUTREACH

The PACT team conducted pop-up outreach at various community events and popular public gathering locations in the City, such as transit hubs and food halls to educate residents about the PACT effort and solicit survey responses.

Canyon Crest Drive Walk Shop

Digital Outreach

VIRTUAL WORKSHOPS

In order to continue PACT development despite social distancing requirements due to COVID-19, the City hosted virtual workshops with community members to share project progress, determine preferences for different types of on-street and off-street infrastructure, and prioritize proposed improvements. These workshops were promoted through emails, press releases, and newspaper ads. They were hosted via web conference, simulcast on Riverside TV, and community members were encouraged to share their comments through online comments or live call-in.

Photo Caption: PACT team at the Eastside Green n' Clean Halloween event.

ONLINE SURVEY

The PACT team developed an interactive online survey that asked respondents to document their usage and preferences for different types of active transportation infrastructure, typical travel behavior, and specific locations in their neighborhoods that could benefit from these improvements. Printed versions of this survey were also administered at in-person meetings and outreach events.

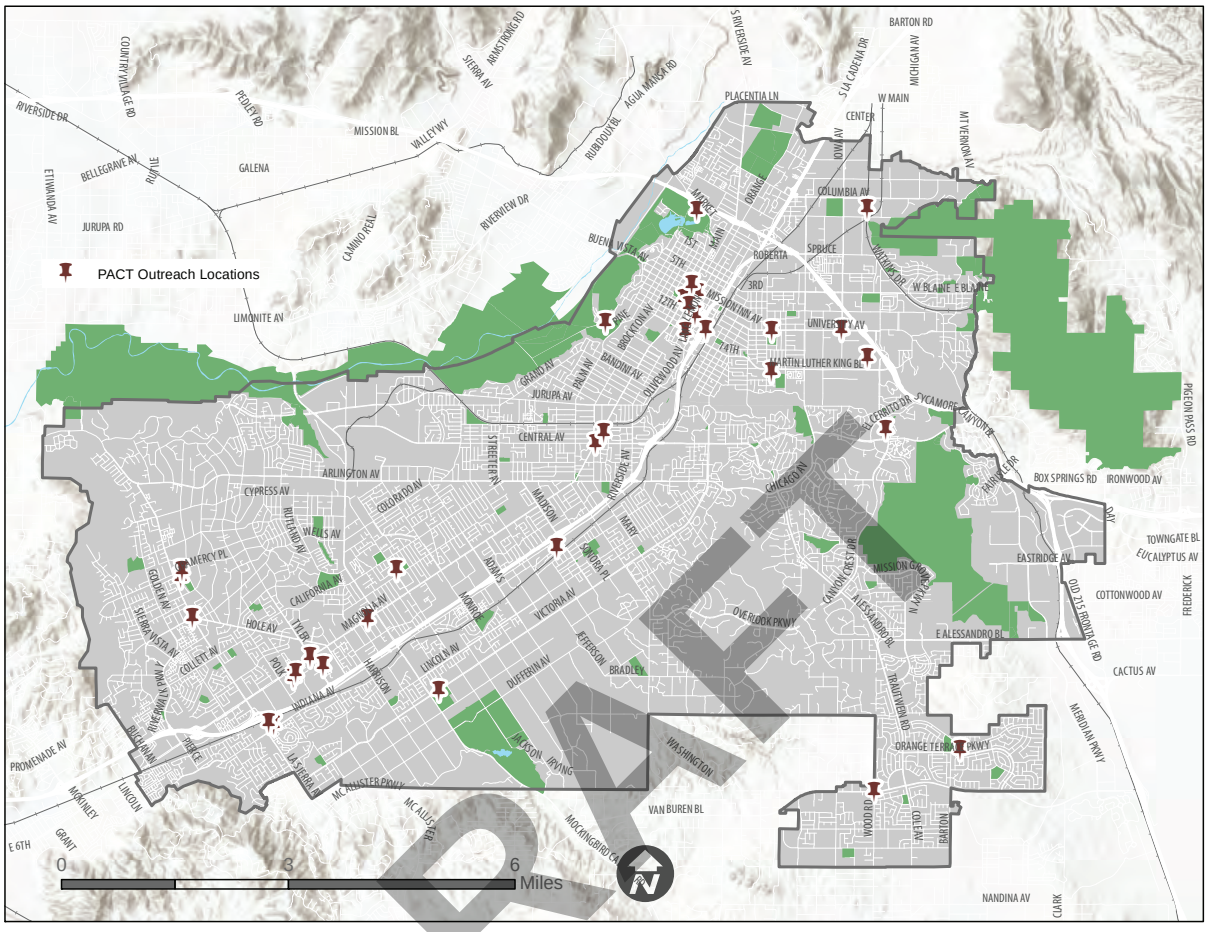
INTERACTIVE MAPPING

The PACT team created an interactive online input map that displayed existing and proposed trails and bicycle infrastructure throughout the City, and invited users to draw desired trail facilities, on-street facilities, identify gaps and other desired improvements, as well as submit general comments. These comments were visible to all other map users, allowing them to vote and add comments to others suggestions.

SOCIAL MEDIA

Leveraging the City's substantial social media presence on platforms such as Facebook, Instagram, and Peachjar, the PACT team posted meeting invites, project information, and links to the digital survey and public input map.

FIGURE 3-1 IN PERSON OUTREACH LOCATIONS



E-BLASTS

Project background, meeting/workshop invites, and contact information was shared to a broad list of community stakeholders through the City's email service.

CITY WEBPAGE

The City developed a custom-built PACT webpage featuring project background, timelines, the interactive map, and a link to the online survey.

Photo Caption: Resident filling out a survey at the Eastside Green n' Clean Halloween event.

In Person Outreach Summaries

EASTSIDE GREEN N' CLEAN HALLOWEEN

October 29, 2019

The project team engaged with about 35 residents at an Eastside community event, informing attendees about the PACT, active transportation in Riverside, and encouraging attendees to complete surveys. This diverse event included many Spanish speaking attendees, who were engaged by bilingual staff and translated project materials.

TAC MEETING #1

November 1, 2019

The first TAC meeting was attended by about 7 committee members, and focused on providing an overview of the PACT project and process, and how TAC members can support the effort by providing their input throughout the PACT's development, attending Walk Shops, and sharing information with their extended networks. Following this conversation, the project team and TAC discussed potential Walk Shops locations and specific characteristics of each site to observe during the visits.

Photo Caption: Walk Shop conducted along Magnolia Ave.

RESIDENTS FOR RESPONSIBLE REPRESENTATION

November 6, 2019

PACT team members met with about 30 members of the community group Residents for Responsible Representation, gave an overview presentation, distributed surveys, and engaged in conversation with residents regarding desired improvements primarily located in West End neighborhoods.

NEIGHBORHOOD WALK SHOPS

November 11-13, 2019

The PACT project team conducted 10 Walk Shops, at least one in each Ward, documenting existing conditions, travel behavior, and potential active transportation challenges. TAC members and the public were invited to join the PACT team to lend their neighborhood expertise. Walk Shop locations were determined with input from the TAC, and intake forms were developed for both project staff and community members for annotation. Walk Shops were conducted in and around the following locations: University Village, Market Street at White Park, the Mt Rubidoux Trail head, Canyon Crest Towne Center, MLK High School, the Galleria at Tyler, La Sierra Metrolink Station, La Sierra Ave & Hole Ave, Magnolia Ave and Van Buren Blvd, and Brockton Arcade.

TAC MEETING #2

November 12, 2019

About 12 TAC members convened for a second time, with representation from both City departments and community leaders. TAC members were updated on PACT progress and the ongoing Walk Shops. TAC members were then divided into groups focused on each of the Walk Shop locations, providing input and context. In addition to this discussion, the project team shared PACT fact sheets, digital surveys, and draft email language to distribute amongst TAC member's networks to further extend the reach of public outreach efforts.

Photo Caption: Citrus Heritage Run (Photo by Eric Reed/ Courtesy Citrus Heritage Run)

RIVERSIDE STRONG

November 19, 2019

The project team met with community advocacy group Riverside Strong, providing a brief PACT overview and directing members to the online survey.

MUJERES ACTIVAS EN LA SALUD

November 26, 2019

The project team met with community group Mujeres Activas en la Salud, providing a brief PACT presentation, fielding active transportation questions, and directing members to the online survey.

FESTIVAL OF LIGHTS BUS TOUR

November 29, 2019

PACT team members joined a City-sponsored shuttle that transported about 15 residents from the La Sierra Community Center to the Festival of Lights event in Downtown Riverside. During the rides to and from the festival, the project team discussed the PACT, discussed active transportation challenges and solutions, and collected survey responses. Many shuttle riders were Spanish speaking, and they were engaged by bilingual staff and translated project materials.

RIVERSIDE NEIGHBORHOOD PARTNERSHIP

December 2, 2019

TAC members attending the community group Riverside Neighborhood Partnership gave a brief overview of the PACT, fielded questions, and directed attendees to the online survey.

RIVERSIDE REINDEER RUN

December 8, 2019

PACT team members hosted a booth at this community event, engaging about 30 runners and spectators. Attendees were given a brief PACT overview, information sheets, and were asked to fill out the digital survey via on-site iPads.

GALLERIA AT TYLER CERTIFIED FARMERS MARKET

December 8, 2019

The PACT team attended the farmers market, and though attendance was limited by poor weather, spoke with about 10 attendees about the project, soliciting surveys, and handing out project information sheets.

FESTIVAL OF LIGHTS

December 11, 2019

The PACT team engaged about 50 Festival of Lights attendees as well as business owners and employees regarding Active Transportation in their community. Surveys were administered in person, and project information sheets were distributed to those focused on the evening's festivities.

CITRUS HERITAGE RUN

January 4, 2020

PACT team members hosted a booth at the Citrus Heritage Run, speaking with about 50 runners and spectators about the project and soliciting survey responses via on-site iPads.

UCR COMMUTER PIT STOP

January 7, 2020

PACT members hosted a "Commuter Pit Stop" booth in collaboration with UCR's Transportation Services department, and spoke with about 40 students and staff who shared insights about active transportation near UCR's campus. The Transportation Services department also shared a link to the online survey via social media.

Photo Caption: Riverside Food Lab (Photo by Cindy Yamanaka, The Press-Enterprise/SCNG).

CASA BLANCA COMMUNITY ACTION GROUP

January 8th, 2020

The project team attended community group Casa Blanca's monthly Community Action Group meeting, giving a brief presentation to about 20 members followed by a discussion about project goals and active transportation in the neighborhood. Attendees were encouraged to fill out project surveys and share printed PACT materials with their networks.

RIVERSIDE HEALTH COALITION MEETING

January 15, 2020

PACT project team members attended the Riverside Health Coalition's quarterly meeting, giving a presentation followed by a question and answer session to over 100 attendees. Attendees were encouraged to fill out project surveys and share printed PACT materials with their networks.

DOWNTOWN RIVERSIDE METROLINK STATION

January 17, 2020

The PACT team engaged with about 65 Metrolink commuters during the morning rush hours, speaking to them about project goals, soliciting survey responses, and handing out project information sheets.

RESIDENTS FOR RESPONSIBLE REPRESENTATION

January 18, 2020

The PACT team was invited back to the RRR's monthly meeting, updating about 40 group members on project progress, soliciting additional survey responses, and discussing West End active transportation and equestrian concerns.

MARTIN LUTHER KING JR. WALK-A-THON

January 20, 2020

Project team members spoke with about 40 event Walk-A-Thon attendees, and handed out information sheets to many more. Surveys were distributed, and questions were fielded about active transportation improvements in Riverside.

UCR/HUNTER PARK METROLINK STATION

January 21, 2020

The PACT team engaged with about 5 Metrolink commuters (poor weather kept many in their cars until their train's departure) during the morning rush hours, speaking to them about project goals, soliciting survey responses, and handing out project information sheets.

LA SIERRA METROLINK STATION

January 22, 2020

The PACT team engaged with about 15 Metrolink commuters during the morning rush hours, speaking to them about project goals, soliciting survey responses, and handing out project information sheets.

FOODLAB

January 22, 2020

The project team spoke with about 15 FoodLab visitors during the dinner rush hours, updating them about the PACT and encouraging them to fill out project surveys.

Photo Caption: Participants in the 27th annual Martin Luther King Walk-A-Thon arrive at the statue of Martin Luther King Jr. in downtown Riverside on Monday, Jan. 20, 2020. (Photo by Watchara Phomicinda, The Press-Enterprise/SCNG).

FOODLAB

January 23, 2020

The project team spoke with about 15 FoodLab visitors during the dinner rush hours, updating them about the PACT and encouraging them to fill out project surveys.

WARD 4 COMMUNITY MEETING

February 19, 2020

PACT team members gave a brief project overview to about 30 community members, and directed them to the online survey and public input map.

04/22/20 Live Presentation, Polling and Q&A Results

BLINDNESS SUPPORT SERVICES

February 21, 2020

The PACT team spoke with about 20 group members about the PACT, the experience of moving through Riverside as a pedestrian with limited or no eyesight, and obtained feedback on challenging locations and types of amenities that would improve their active transportation experience.

TMP - ATP VIRTUAL WORKSHOP

April 22, 23, 2020

Due to the COVID-19 Stay at Home Order, the PACT Virtual Workshop was held in a webinar (Zoom) presentation format which was aired across multiple platforms (YouTube Live, Facebook Live, and Riverside TV) along with interactive elements for live polling. The project team consisted of the presenters as well as individuals fielding live questions via text and through the Zoom portal. The presentation combined two components of the PACT, the Active Transportation Plan and the Trails Master Plan (TMP). Active Transportation Plan (ATP) was using this workshop as a way to share and gather feedback on preliminary bicycle and pedestrian recommendations that were developed. The Trails Master Plan was using the workshop to gather general feedback on what types of trails residents used and wanted as well as identified areas in the city where trails were desired. Below are

the numbers and type of involvement we received during both of the live presentation as well as the rebroadcast:

One of the more poignant takeaways was the lack of personal interaction that was allowed in the workshop format. Although we covered all the information well and were able to gather feedback via comments, questions and polling we still weren't able to have those one on one conversations with individuals.

Although we reached thousands of people, it isn't clear how long individuals were watching or participating. On the flip side, the amount of people we reached was much greater than a traditional in person community meeting.

04/23/20 Rebroadcast – Live Q&A

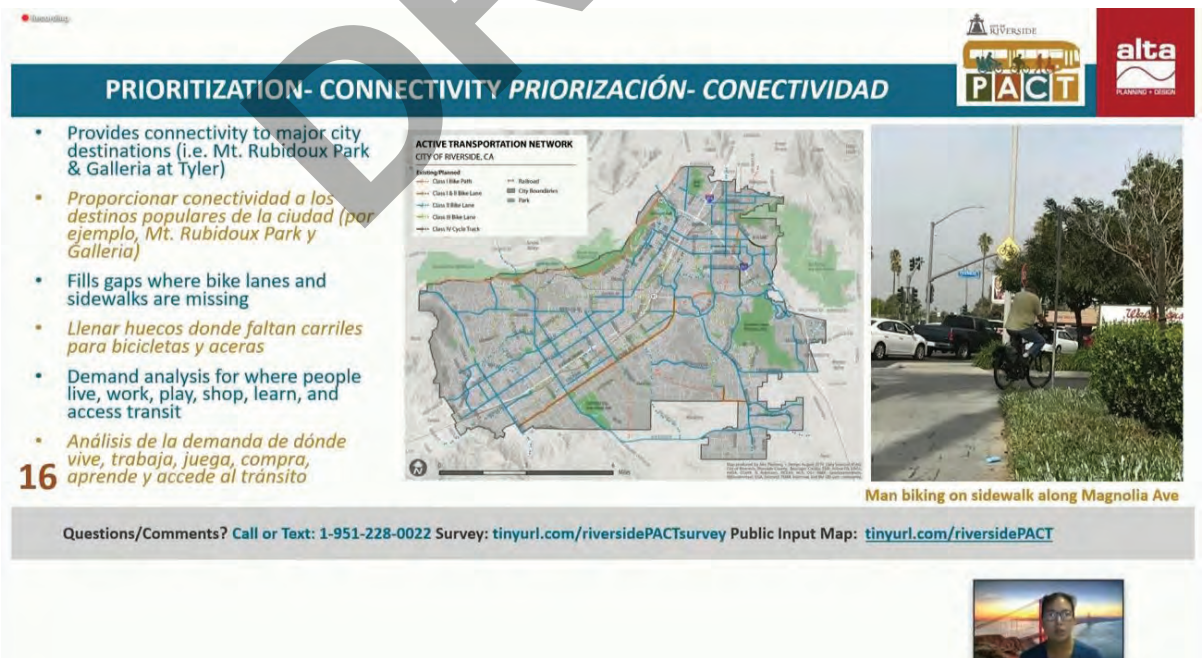


Photo Caption: ATP-TMP Virtual Workshop presentation.

We received useful feedback and questions during the both the live workshop as well as the rebroadcast, the polling results gave good insight into recommendation preferences for the Active Transportation Plan and provided the Trails Master Plan with priority areas for trail use/desires within the City. Comments/questions we received included:

- Make Van Buren Blvd more walkable,
- Develop more recommendations for the SE part of the City,
- Improve safety along the Santa Ana River Trail,
- Improve cross-town connectivity,
- Emphasis on Victoria Ave corridor,
- Lack of investment outside of the downtown area,
- Safety concerns while riding on-street bike lanes

POLLING RESULTS

Trails Master Plan:

Interest in trail improvement based on polling:

- La Sierra Hills – Want more trails
- Santa Ana River Trail – Most used trail
- Gage Canal & Victoria Ave – Most desirable trails
- Natural Surface Path & Paved Path – Most desirable trail experience

Active Transportation Plan

Highest prioritized project based on polling:

- Ward 1 –Blaine St & Iowa Ave/ University Ave
- Ward 2 – Chicago Ave & University Ave/ Victoria Ave
- Ward 3 – Van Buren Blvd & Arlington Ave/ Arlington Ave
- Ward 4 – Madison St & Lincoln Ave/ Victoria Blvd
- Ward 5 – Van Buren Blvd & Indiana Ave/ Victoria Ave
- Ward 6 – Van Buren Blvd & Jackson St/Van Buren Blvd
- Ward 7 – La Sierra Ave & Hole St /Tyler St

TMP - TAC

July 23, 2020

The purpose of the meeting was to hear from a group of passionate community members in a focused discussion on topics related to the development of the TMP. The project team led the TAC participants through a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis to gain new perspectives on some of the strength, weaknesses, opportunities, and threats related to trails in the city.

TAC MEETING #3

August 27, 2020

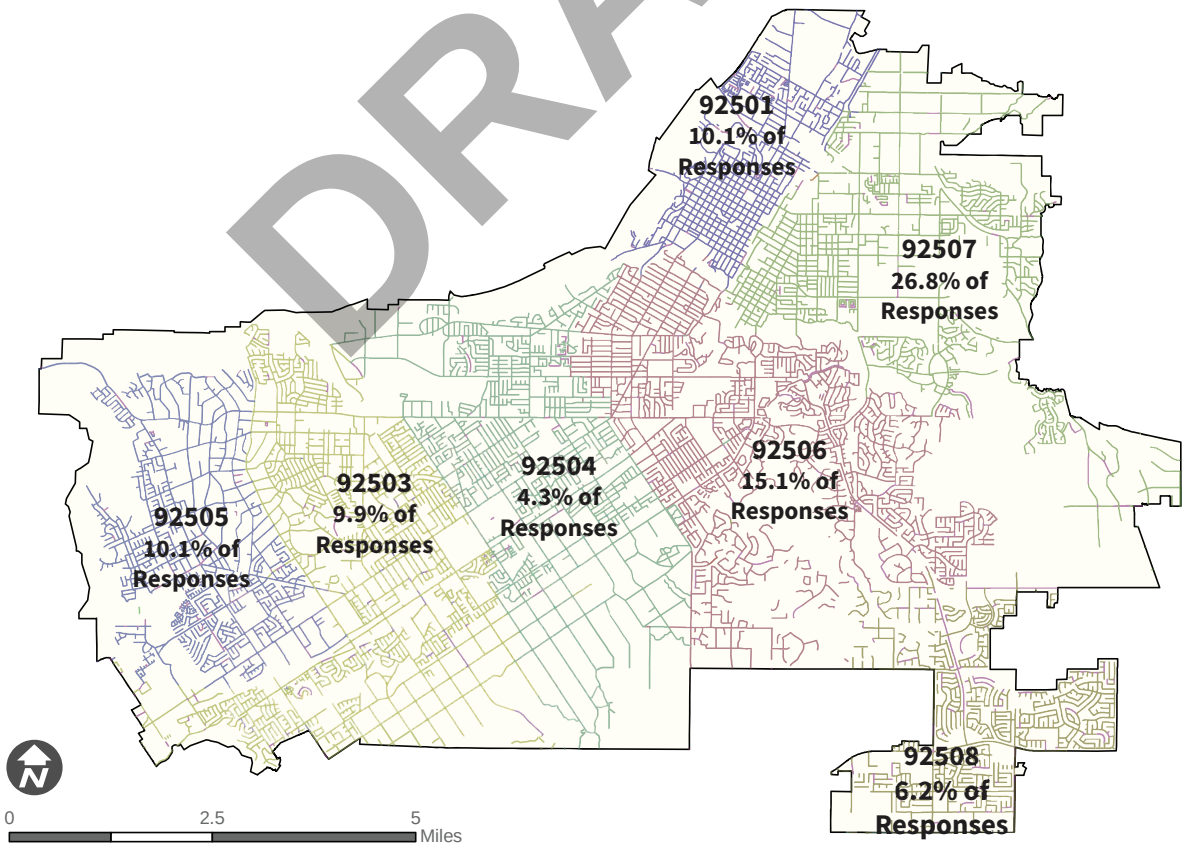
Alta staff conducted the third Technical Advisory Committee (TAC) in which the draft Active Transportation recommendations were presented for review and comment to a group of Riverside community members. Alta prepared a webinar presentation that reviewed the PACT project timeline and progress, reviewed the prioritization of recommendation projects, and reviewed each pedestrian and bicycle recommendation at the ward level.

Digital Outreach Summaries

ONLINE SURVEY

At in-person public outreach efforts, the PACT team administered a 22-question survey with printed copies and iPads, and those who expressed an interest in completing the survey at home were given project information sheets with links to the survey. The survey was also advertised digitally, through the City's project webpage, email notifications, social media posts,

FIGURE 3-2 SURVEY RESPONSES BY ZIP CODE



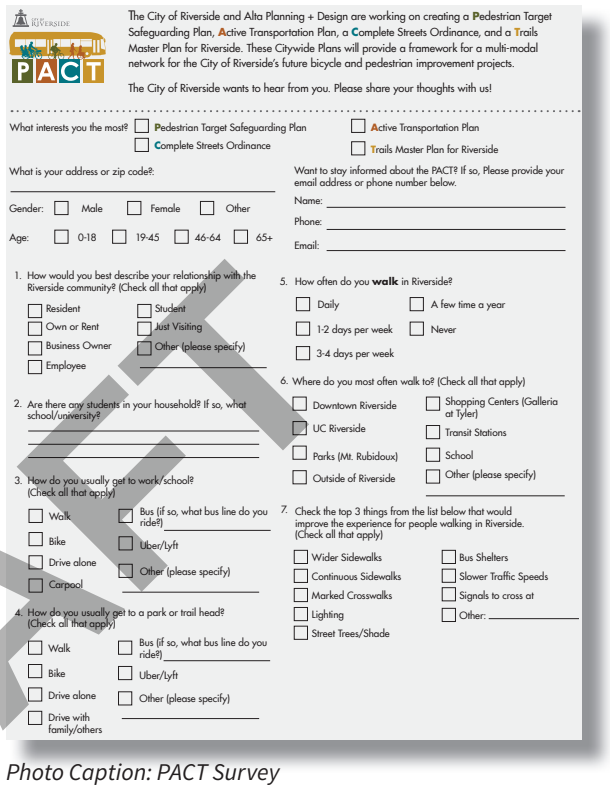
and through TAC member's personal and professional networks. The survey was open between October 2019 and April 2020, garnering over 320 responses, which informed the City's understanding of the public's current active transportation behavior and desired improvements. A complete catalogue of survey responses can be found in Appendix A.

Key Findings

The following question provided the most insight for community needs and desires when developing the recommendations for the Active Transportation Plan as well as the Pedestrian Target Safeguarding Plan.

Question 8 - How do you usually get to work/school?

Over 60-percent of responders drive alone to work, with the next highest response being walking to work at just over 25-percent. Biking as a mode of commuting came in at 19-percent.



PACT

The City of Riverside and Alta Planning + Design are working on creating a **P**edestrian Target Safeguarding Plan, **A**ctive Transportation Plan, a **C**omplete Streets Ordinance, and a **T**rails Master Plan for Riverside. These Citywide Plans will provide a framework for a multi-modal network for the City of Riverside's future bicycle and pedestrian improvement projects.

The City of Riverside wants to hear from you. Please share your thoughts with us!

What interests you the most? ☐ Pedestrian Target Safeguarding Plan ☐ Active Transportation Plan ☐ Complete Streets Ordinance ☐ Trails Master Plan for Riverside

What is your address or zip code?:

Want to stay informed about the PACT? If so, Please provide your email address or phone number below.

Name:

Phone:

Email:

Gender: ☐ Male ☐ Female ☐ Other

Age: ☐ 0-18 ☐ 19-45 ☐ 46-64 ☐ 65+

1. How would you best describe your relationship with the Riverside community? (Check all that apply)
☐ Resident ☐ Student ☐ Own or Rent ☐ Just Visiting ☐ Business Owner ☐ Other (please specify) ☐ Employee

2. Are there any students in your household? If so, what school/university?

3. How do you usually get to work/school? (Check all that apply)
☐ Walk ☐ Bus (if so, what bus line do you ride?) ☐ Bike ☐ Uber/Lyft ☐ Drive alone ☐ Other (please specify) ☐ Carpool

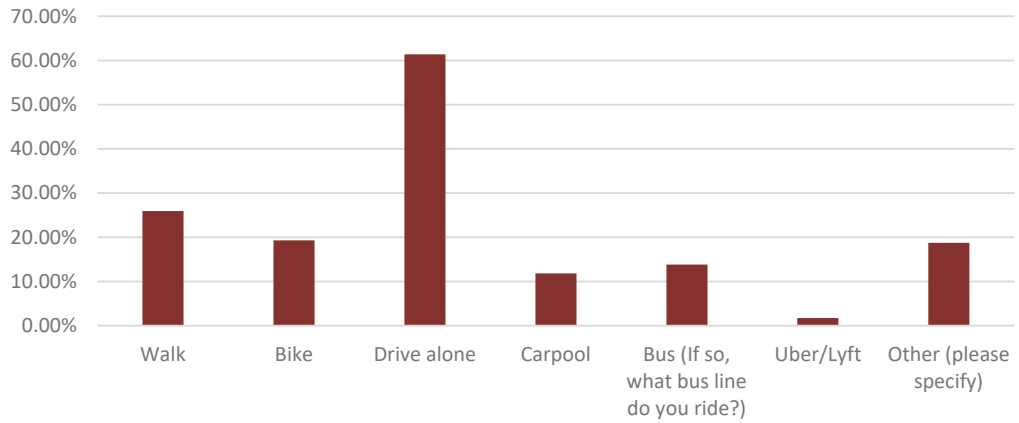
4. How do you usually get to a park or trail head? (Check all that apply)
☐ Walk ☐ Bus (if so, what bus line do you ride?) ☐ Bike ☐ Uber/Lyft ☐ Drive alone ☐ Other (please specify) ☐ Drive with family/others

5. How often do you **walk** in Riverside?
☐ Daily ☐ A few time a year ☐ 1-2 days per week ☐ Never ☐ 3-4 days per week

6. Where do you most often walk to? (Check all that apply)
☐ Downtown Riverside ☐ Shopping Centers (Galleria at Tyler) ☐ UC Riverside ☐ Transit Stations ☐ Parks (Mt. Rubidoux) ☐ School ☐ Outside of Riverside ☐ Other (please specify)

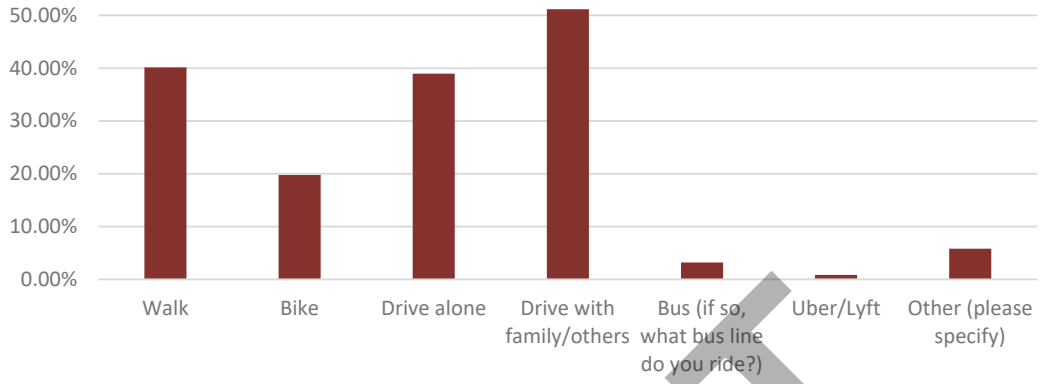
7. Check the top 3 things from the list below that would improve the experience for people walking in Riverside. (Check all that apply)
☐ Wider Sidewalks ☐ Bus Shelters ☐ Continuous Sidewalks ☐ Slower Traffic Speeds ☐ Marked Crosswalks ☐ Signals to cross at ☐ Lighting ☐ Other: ☐ Street Trees/Shade

Photo Caption: PACT Survey



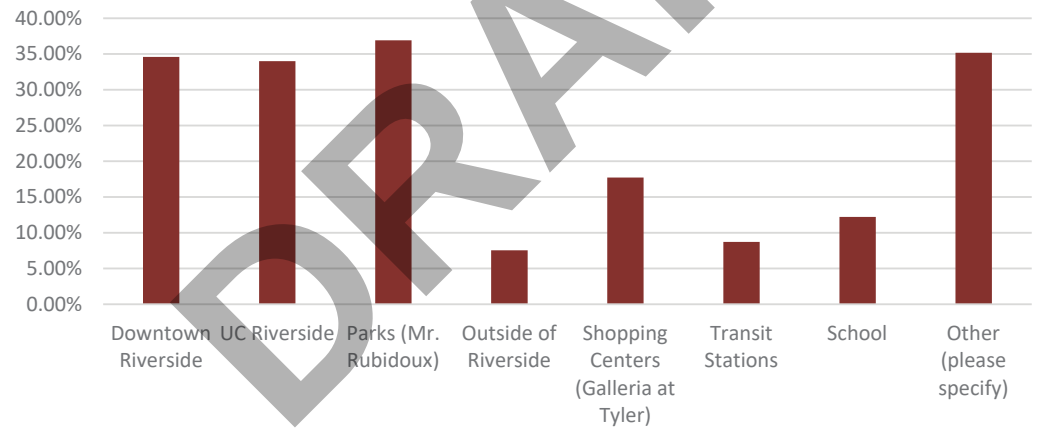
Question 9 - How do you usually get to a park or trail head?

Over 50-percent of responders get to a trail head by carpooling with the next two highest responses being walking and driving alone.



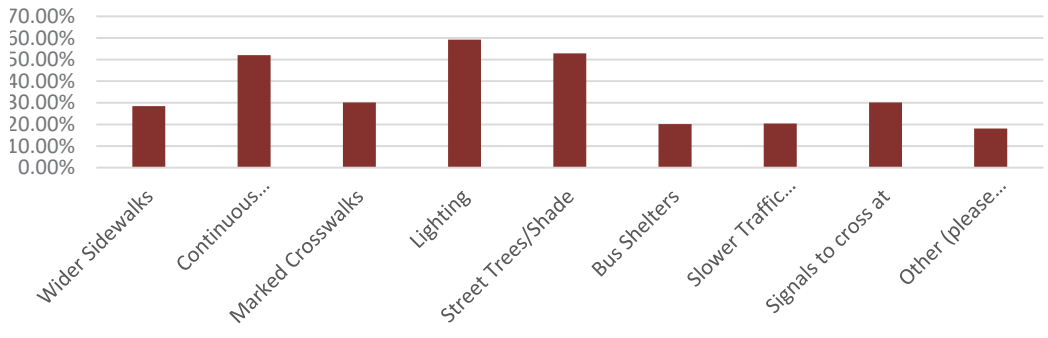
Question 11 - Where do you most often walk to?

The top three locations all garnered over 34 percent, those locations being Downtown Riverside, UC Riverside, and Parks.



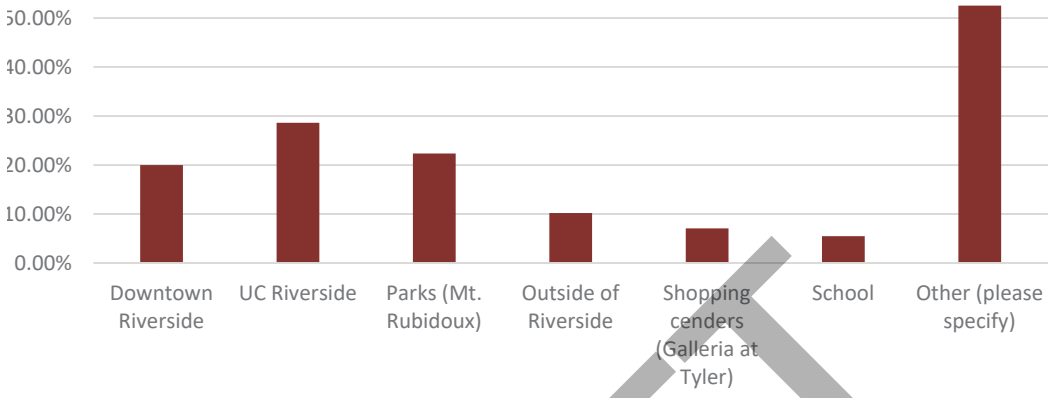
Question 12 - Top 3 walking experience improvements?

Three answers received more than 50-percent, these being continuous sidewalks, lighting, street trees/shade. Improved lighting had the most votes at nearly 60-percent .



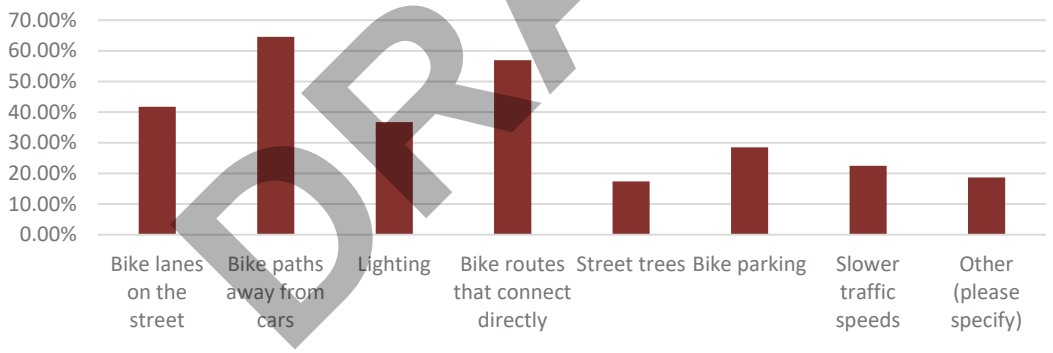
Question 14 - Most common biking destinations?

The top three location for biking destinations were the same as the walking destinations: Downtown Riverside, UC Riverside, and Parks. Each answer received at least 20-percent of votes.



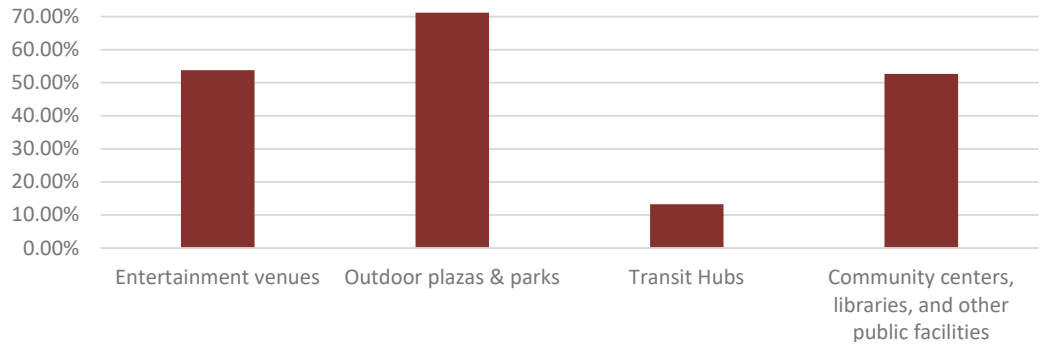
Question 15 - Top 3 biking experience improvements?

The highest percent of response was 65-percent for, bike paths away from cars, the next highest response with just over 55-percent was, bike routes that connect directly.



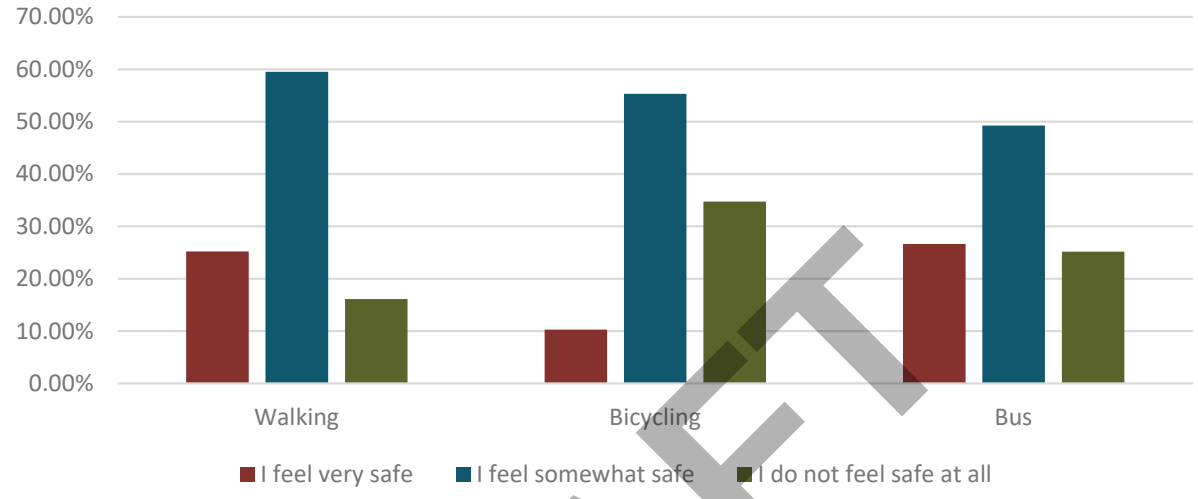
Question 17 - Outdoor public spaces most visited?

Two responses received over 50-percent (Entertainment venues and community centers/ public facilities), while one received just over 70-percent of votes (outdoor plazas and parks).



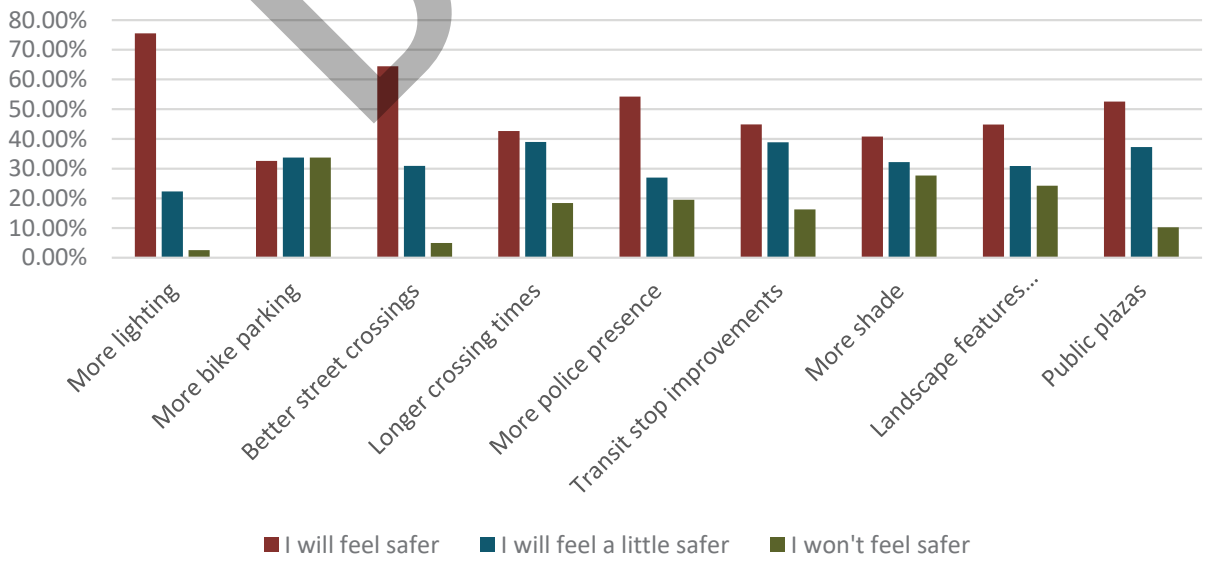
Question 18 - How safe you feel walking / biking / bus?

The answers for this question varied but the highest percentage of votes were “I feel somewhat safe” for each type of transportation option. The transportation option where responders felt least safe was while bicycling.



Question 20 - What would make public spaces safer?

The highest percentage response was “I will feel safer” with “More lighting”, this combination received 75-percent of votes. The next highest was “I will feel safer” with “Better street crossings”.



HIGHLIGHTS

- Most respondents drive alone to work/ school (61%), 26% walk, 20% bike
- Most people access trail heads by car - either alone or with others. Walking is the second most popular mode (38%). Biking is third (19%)
- 55% walk either daily or one or two times a week.
- Most popular walking destinations were parks, downtown, and UCR. Many respondents also indicated that they often go for walks in their neighborhood.
- Top 3 walking improvements: Lighting, street trees, and continuous sidewalks
- Over 50% or respondents never bike in the City. Of those that do, we see a few times a year / daily -- a split between commuters and folks going on recreational rides from time to time
- Of those that do ride their bikes, UC Riverside and City parks are the most popular destinations, with Downtown following after that. Many others indicated that they like to go for rides in their neighborhoods
- Top 3 biking improvements: bike paths away from cars, more and better connected on-street bike lanes. Written responses often expressed a desire for on-street bike lanes with physical barriers separating from vehicles.
- Most popular public spaces were University Village and the Main Street Pedestrian Mall; least popular was Arlington Business District
- Outdoor plazas and parks were most frequently visited venues
- Between walking, biking, and riding the bus, people felt least safe bicycling through the city; people felt most safe when walking.
- More lighting and better street crossings lead the field for improvements to public spaces that would make people feel safer

Photo Caption: Dark street and poorly marked bike striping along Iowa Ave.

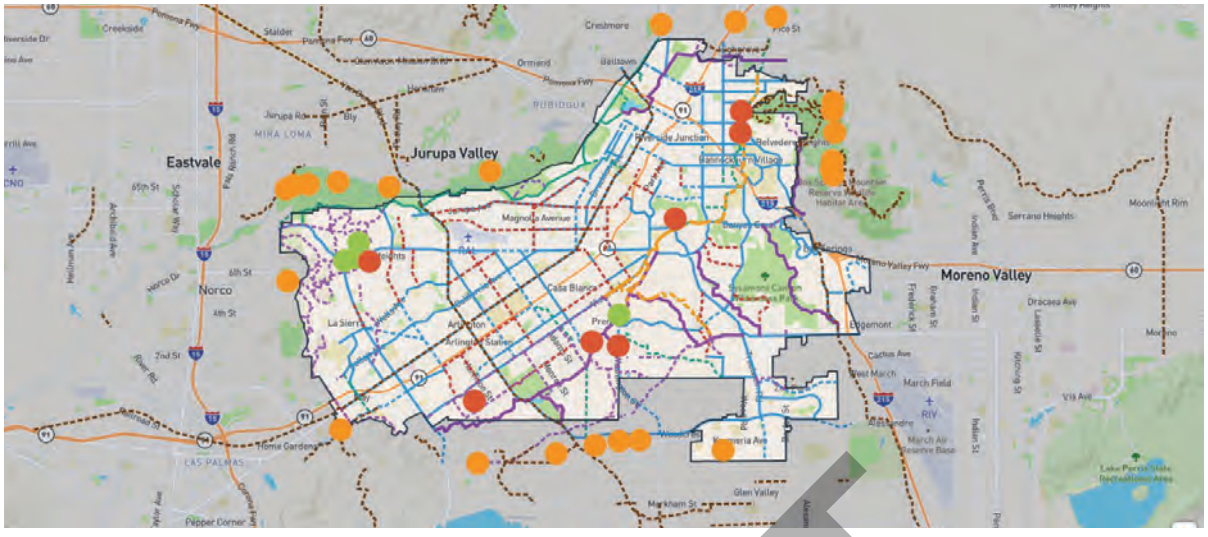


Photo Caption: PACT public input map

INTERACTIVE MAPPING

The PACT team created an interactive public input map, which featured existing and proposed on-street and off-street active transportation facilities and enabled residents to draw proposed new routes on the map, insert annotated markers at specific locations (e.g. identifying a safety concern or a network gap) and "upvote" other user's proposals and comments they agreed with. The map also featured a brief 4-question trails-focused survey. The map, which was available in English and Spanish, was open from March through April 2020, and received over 100 responses. This feedback helped shape the development of the active transportation network improvements in the PACT. A complete catalogue of survey responses can be found in Appendix B.

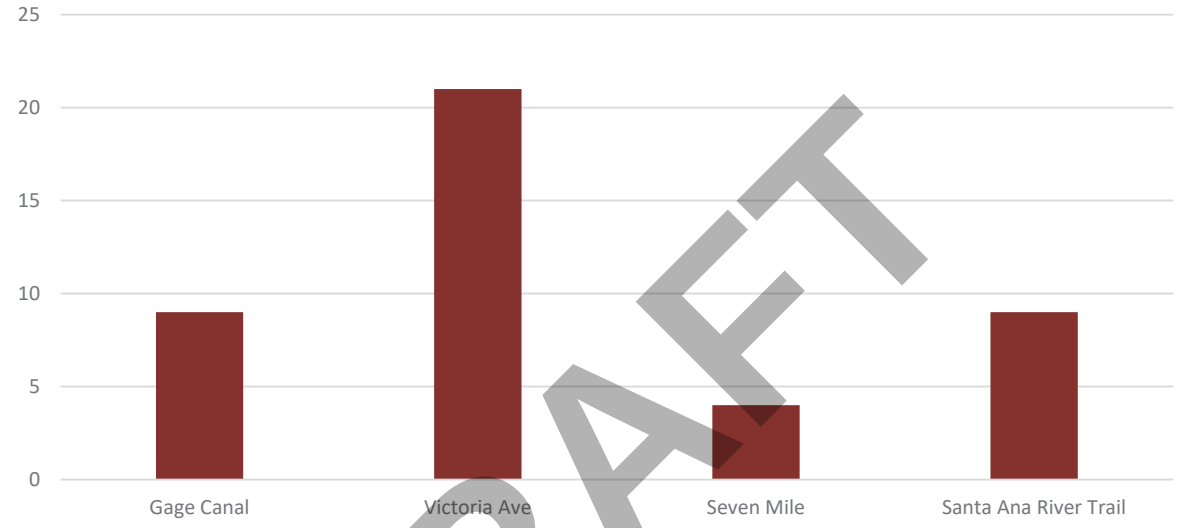
Photo Caption: Residents entering the Mt. Rubidoux trail head.

MAP SURVEY RESULTS

The following is a summary of the PACT public input map and survey results.

Question 1 - Which of the proposed trails would you like to see the most

Victoria Ave received the most votes for trails residents would like to be seen built the most with over 20 votes. The Gage Canal and Santa Ana River Trail both received nine votes.

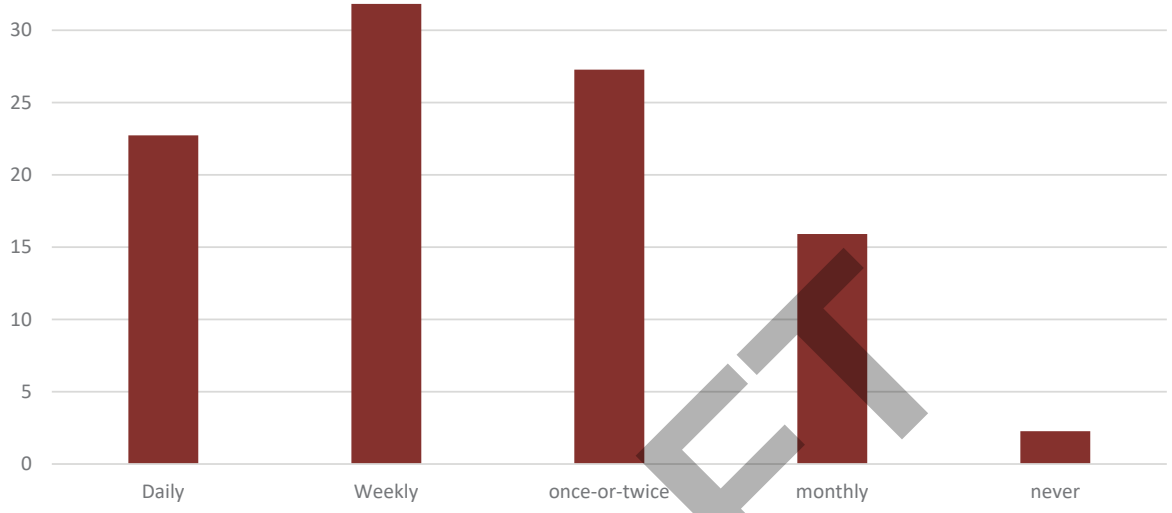


Question 2 - Is there a Gap in the trail network you'd like addressed?

Victoria Ave was received the most votes with five as being the trail with the most gaps along it as well as accessing the trail. Gage Canal received the second most votes with 4.

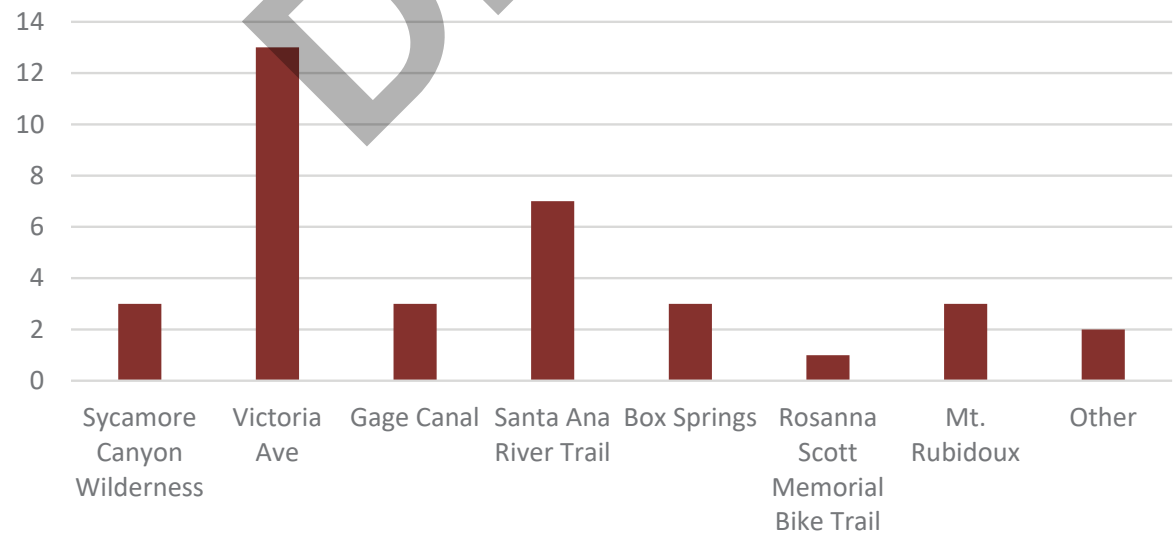
Question 3 - How often do you use Riverside's trail network?

Three answers received more than ten votes with "Weekly" use garnering the most votes with 14. The second highest answers were "Daily" and "Once or twice a week".



Question 4 - Which trail do you use most often?

Victoria Ave was voted as most used trail, receiving 13 votes, the next highest voted on trail was the Santa Ana River Trail with seven.



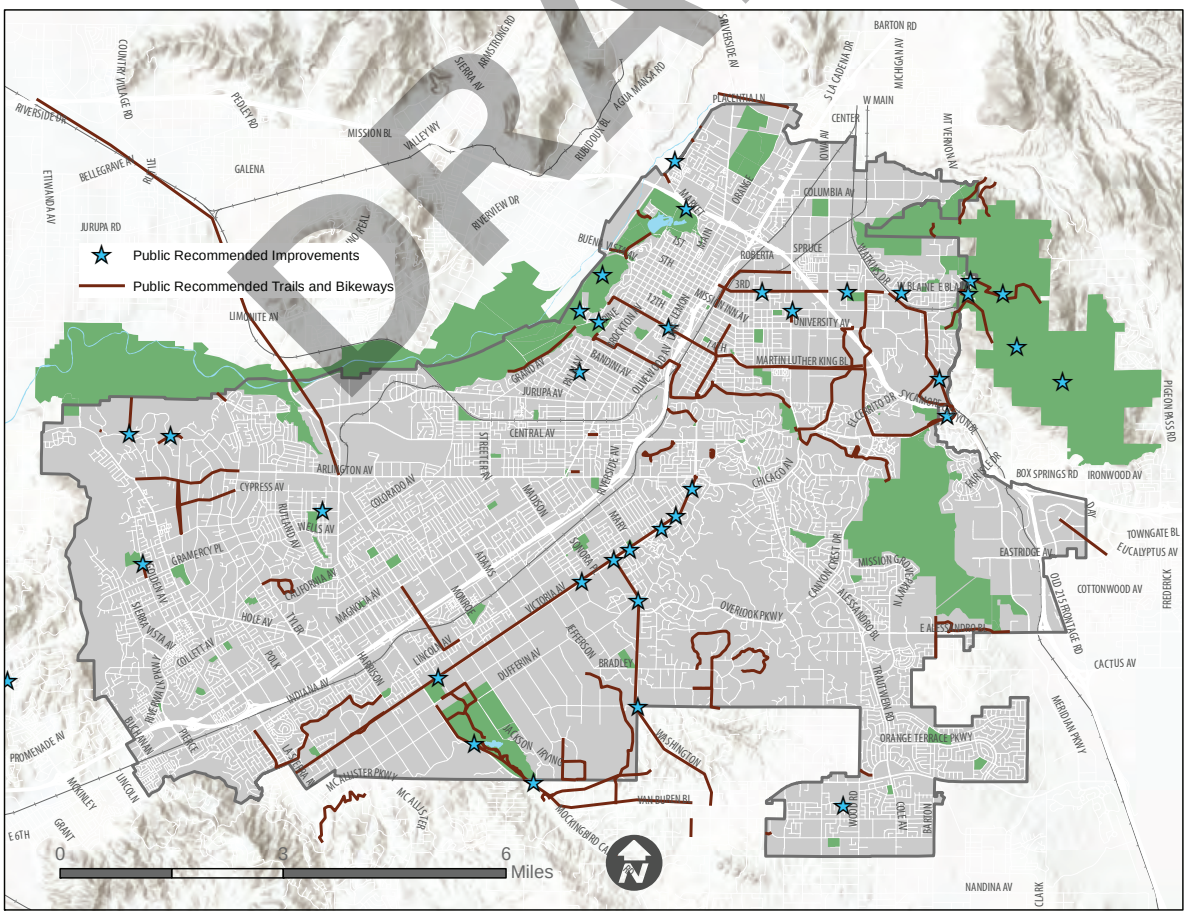
Trails Network Responses

- Most proposed trail facilities were concentrated in the Box Springs Park and along Victoria Ave.
- Equestrian facilities were requested in the La Sierra neighborhood that connects to the existing Mitchell Ave trail.
- Bike trails were suggested for the northwestern part of Box Springs Park.
- Hiking trails were requested in the Canyon Crest neighborhood.
- Gaps in the network were identified and requested that connect the University of California Riverside to Mt. Rubidoux.

On-Street Network Responses

- Pedestrian infrastructure improvements in war d 7 specifically along Cypress St.
- Bicycle infrastructure improvements along Victoria Ave and Washington St, both very active routes for bicyclists. Van Buren Blvd also had several comments regarding bicycle safety from vehicles.
- Many of the gaps that were highlighted were in reference to trail access and recreational facilities like improving connections to the Santa Ana River Trail.

FIGURE 3-3 PACT PUBLIC INPUT MAP WITH PUBLIC COMMENTS



Outreach Analysis

ON-STREET FACILITIES

General

- Respondents indicated that between walking, cycling, and riding the bus, they felt safest when walking in Riverside, and least safe when riding a bicycle.
- Parking is allowed along several streets in Riverside and it has been expressed by residents that this issue discourages people from riding their bikes due to safety concerns.

Pedestrian

- Aside from their neighborhoods, City parks, Downtown, and UCR were the most popular walking destinations for residents.
- The top 3 walking improvements raised in survey responses and conversations at outreach events were more lighting, additional street trees, and building additional sidewalks to address gaps in the network (primarily located in Ward 6 & 7).
- UCR is expected to grow to 35,000 students by 2035 (currently ~ 21,500)
- Students take courses at University Village Movie theater to get there from campus, walk under I-215
- Sidewalks on both sides of I-215 undercrossing on University Ave between Iowa and Canyon Crest will likely need to be expanded / have railing added - it's already at capacity
- Significant jaywalking along Iowa between Blaine and Linden - student housing to campus route

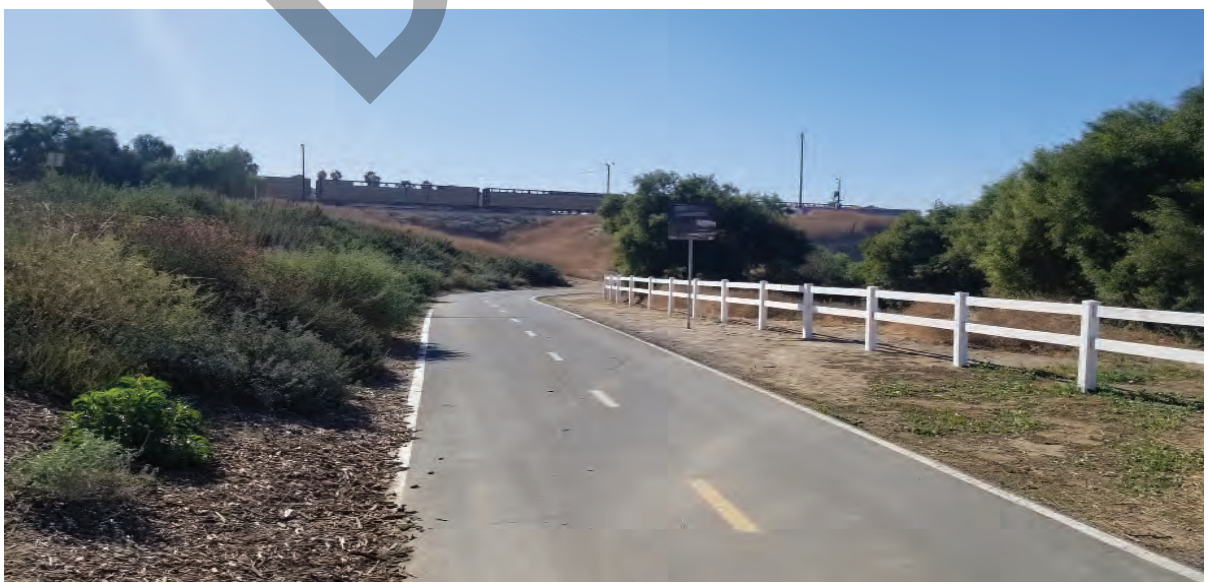


Photo Caption: Santa Ana River Trail..

- Van Buren Blvd was also highlighted as a corridor that should be improved for walkability.

Bicycling

- Many survey respondents expressed a desire for more Class I bike paths, and expanding the City's network of on-street Class II bike lanes.
- At outreach events, meetings, and in the survey residents expressed their desire for on-street facilities to feature physical barriers separating cyclists from vehicles (Class IV bikeways) on City streets with higher vehicular speeds or traffic.

TRAIL FACILITIES

- General
  - » Most people access trail heads by car - either alone or with others. Walking is the second most popular mode, biking is the third. [re-check when survey is closed]
  - » The La Sierra neighborhood has a desire for more trails.
  - » The most used trail is the Santa Ana River Trail and residents have a desire for more natural surface paths as well as paved path trails.
  - » Gage Canal and Victoria Ave were also identified as being important to the community and would like to see improved and built out more.
  - » Improving safety along the Santa Ana River Trail was also a key concern from residents.
- Hiking
  - » Need for better wayfinding and pedestrian amenities.
- Biking
  - » Improve amount of mountain biking facilities.
- Equestrian
  - » Wards 6 and 7 have large equestrian communities, and there is a desire for more access to nearby trails near the Hidden Valley Nature Center and the Santa Ana River Trail. Additional parking that can accommodate horse trailers near these trail heads is desired.
  - » Desire to extend the equestrian trail that runs parallel along Mitchell Ave at La Sierra Park north to the River Bottom area.

General / Maintenance / Amenities

- Residents noted concerns regarding potholes and debris in bike lanes.
- Desire for more ADA accessible drinking fountains for park users (and pets).
- More lighting and better street crossings lead the field for improvements to public spaces that would make people feel safer.

Section 4: Active Transportation Plan

Section 4.1: Active Transportation Plan Executive Summary


RIGHT LANE
MUST
TURN RIGHT
West
15
DRAFT

EXECUTIVE SUMMARY

INTRODUCTION

The City of Riverside Active Transportation Plan (AT Plan) integrates walking, bicycling, and other transportation modes into a single plan that includes policies, infrastructure recommendations, and supporting programs. It identifies context specific funding sources, prioritized infrastructure projects, and implementation strategies. The AT Plan is one component of the PACT, (Pedestrian Target Safeguarding Plan, Active Transportation Plan, a Complete Streets Ordinance, and a Trails Master Plan) for Riverside.

GOALS, OBJECTIVES, AND ACTIONS

Based on priorities identified through community outreach, research of best practices, and the input of stakeholders including City staff, the following goals and their corresponding objectives and actions were developed to guide the AT Plan:

1. Economic prosperity
2. Safety
3. Socially responsible
4. Health
5. Accessible
6. Environmental Stewardship

FACILITY TYPOLOGIES

This section identifies many of the facilities and features that contribute to a safe and comfortable environment for pedestrians and bicyclists.

Pedestrian Facilities:

- Sidewalks and Paths
- Crossing Facilities
- Curb Treatments
- Beacons and Signals
- Pedestrian Support Facilities
- Traffic Calming Measures

Bicycle Facilities

- Class I Shared Use Paths
- Class II Bicycle Lanes
- Class II Buffered Bicycle Lanes
- Class III Bicycle Routes
- Class III Bicycle Boulevard
- Class IV Separated Bikeways
- Previously Planned Facilities

NETWORK RECOMMENDATIONS

This section identifies bicycle and pedestrian infrastructure and supporting amenities the City plans to implement. It includes the evaluation and approach that will determine which facilities to use in specific locations.

Pedestrian infrastructure recommendations:

- Pedestrian Spot Improvements

- Pedestrian Crossing Typologies
  - A: Signalized Intersection
  - B: Major/Minor Street
  - C: Minor/Minor Street
  - D: Trail Crossing/Mid-Block Crossing
  - E: High-Volume Pedestrian Areas
  - F: Highway Interchanges and Freeway Crossings
- Pedestrian Corridor Improvements

Bicycle infrastructure recommendations based on:

- Class
- Ward
- Where parking is allowed

Programmatic Recommendations

- Safe Routes to School
- Safe Routes to Transit
- Shared Mobility Study
- Trails Master Plan Network
- Regional Connections
- Wayfinding
- Average Daily Traffic/Vehicle Miles Traveled Benefits

FUNDING STRATEGIES

This section identifies a variety of sources to fund bicycle and pedestrian infrastructure projects, programs, and studies.

- Local and Regional Programs
- Competitive Grant Programs
- Other State Funds

PROJECT PRIORITIZATION

Project prioritization criteria will guide a strategic approach to implementing projects that best align with community goals while maximizing limited funding.

Prioritized Bicycle Projects and Prioritized Pedestrian Projects

- Tier 1: High Priority Projects
- Tier 2: Priority Projects
- Tier 3: Other Projects

IMPLEMENTATION PLAN

With limited and competitive funding, project implementation needs to be feasible, fundable, and sustainable. Projects are sorted into four implementation categories based on the combined results of two evaluations: project priority and project feasibility. Each evaluation scores projects on specific criteria.

Implementation Categories

- Short term
- Long term
- Opportunity improvements
- Low priority

The City of Riverside has over 150 miles of bikeways throughout the City. The trail network, managed by the City's Parks, Recreation and Community Services Department (PRCSD), features a variety of paved and unpaved offerings catering to the City's walking, hiking, biking, and equestrian communities.

The City's trails system plays an important role in Riverside's identity, celebrating its abundant natural resources, providing easily accessible outdoor recreational opportunities to residents, connecting neighborhoods to parks and other community resources, and offering non-motorized commuters a network for getting to and from work, school, and daily errands.

FIGURE 4-1 PEDESTRIAN RECOMMENDATIONS

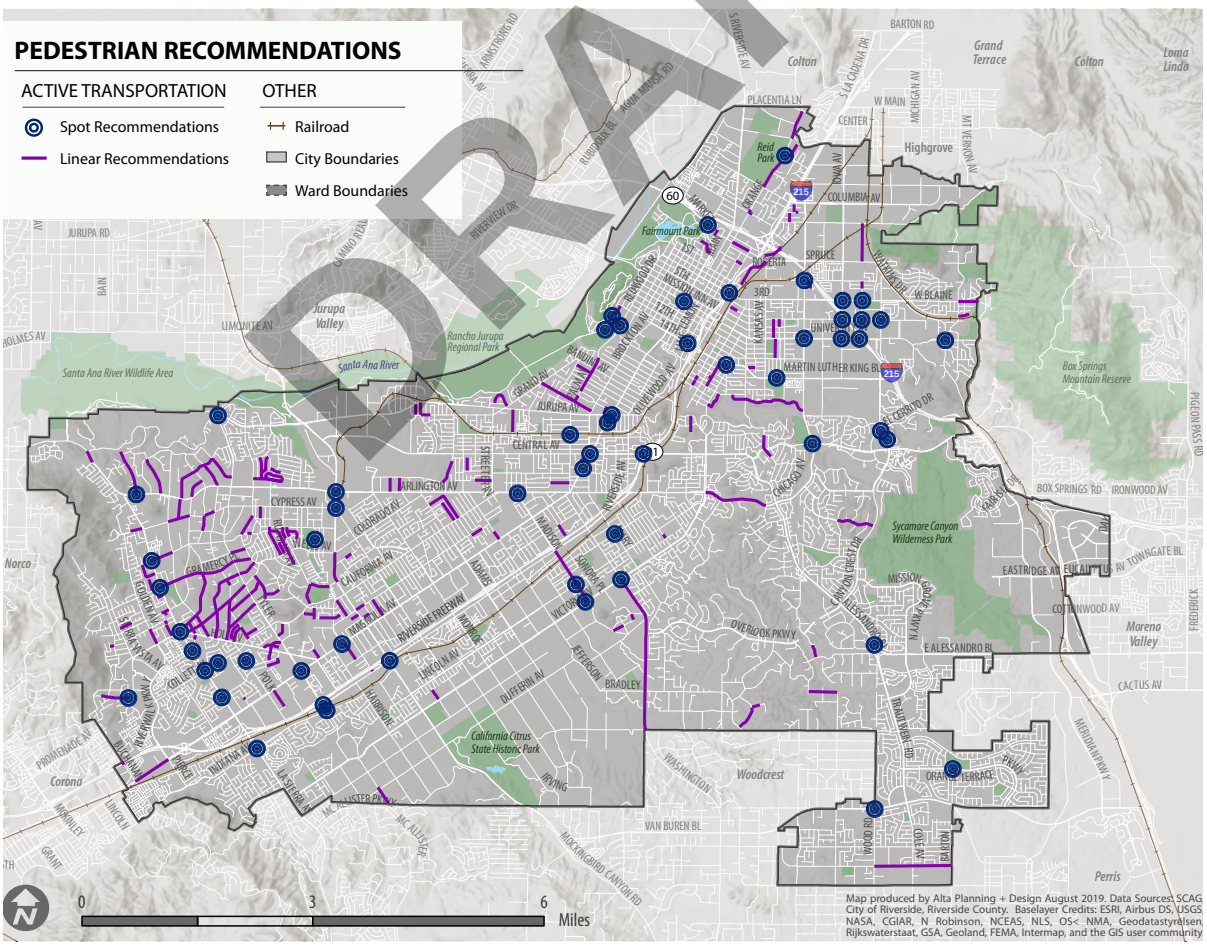
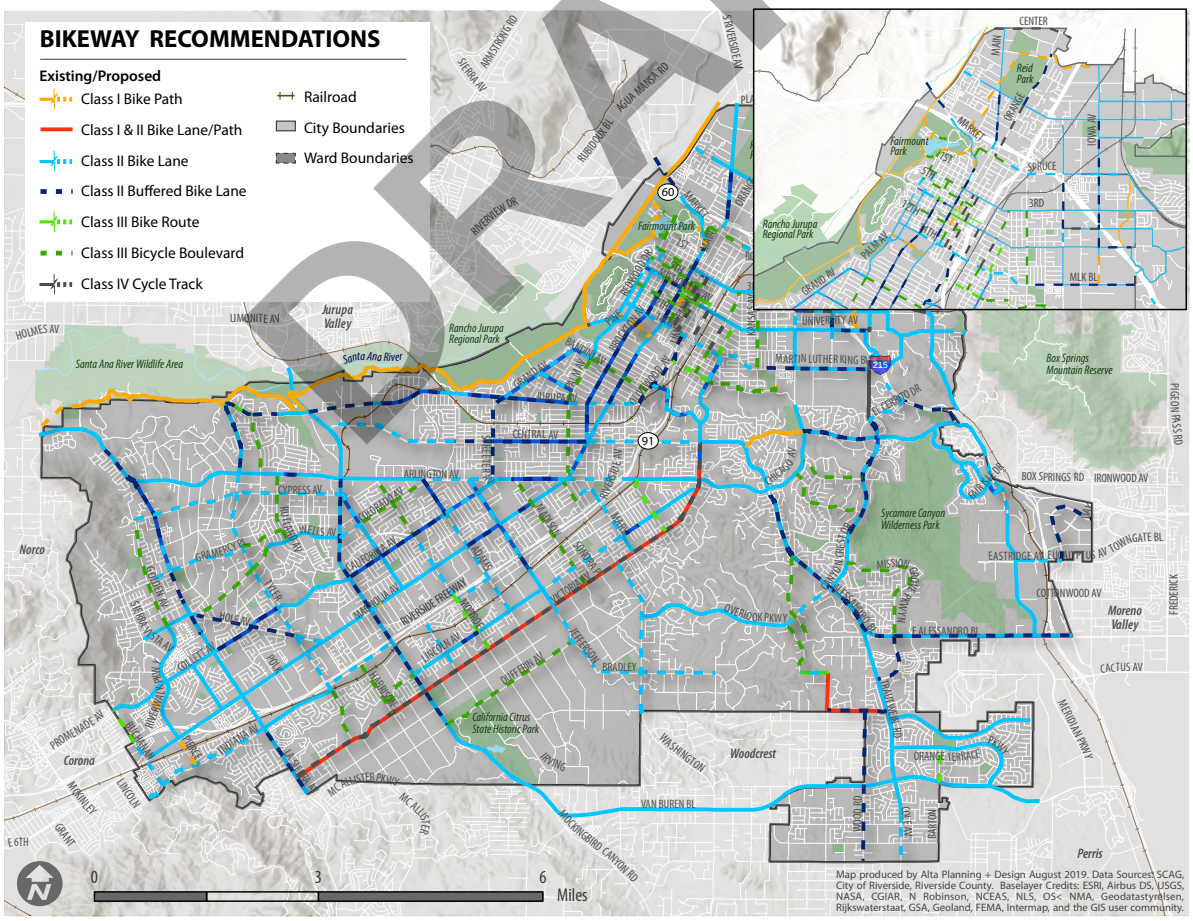


TABLE 4-1 BIKEWAY RECOMMENDATIONS MILEAGE

BIKEWAY CLASS	NAME	EXISTING (MILES)	PREVIOUSLY PLANNED (MILES)	RECOMMENDED (MILES)	UPGRADED (MILES)	TOTAL (MILES)
Class I	Shared Use Path	14.9	16.2	1.5	0.3	32.6
Class I & II	Bike Lane with Side Path	8.3	-	-	-	-
Class II	Bike Lane	122.3	48.0	40.5	2.2	210.8
Class IIB	Buffered Bike Lane	7.2	-	30.7	18.0	37.9
Class III	Bicycle Route	2.3	40.9	1.4	-	44.6
Class IIIB	Bicycle Boulevard	-	-	27.7	-	27.7
Class IV	Separated Bikeways	1.4	0.5	9.6	7.5	11.5
TOTAL		**156.4**	**105.6**	**111.4**	**28.0**	**365.0**

FIGURE 4-2 BIKEWAY RECOMMENDATIONS



Section 4.2: Introduction


DRAFT

The City of Riverside Active Transportation Plan (AT Plan) integrates walking, bicycling, and other transportation modes into a single plan that includes policies, infrastructure recommendations, and supporting programs, as well as identifies context specific funding sources, prioritized infrastructure projects, and implementation strategies. The AT Plan is one component of the PACT, (Pedestrian Target Safeguarding Plan, Active Transportation Plan, a Complete Streets Ordinance, and a Trails Master Plan) for Riverside. These Citywide Plans provide a framework for a multi-modal network for the City of Riverside's future bicycle and pedestrian improvement projects. Proposed plan recommendations are designed to increase safety, comfort, and accessibility for pedestrians and cyclists and ultimately expand utilization of these alternate modes of transportation. The AT Plan will guide current and future decision-makers toward a seamless and integrated active transportation network inclusive of all residents, needs, and destinations. The AT Plan's vision statement was developed in conjunction with and in support of the City of Riverside's mission [1].

1 *The City of Riverside is committed to providing high quality municipal services to ensure a safe, inclusive, and livable community.*