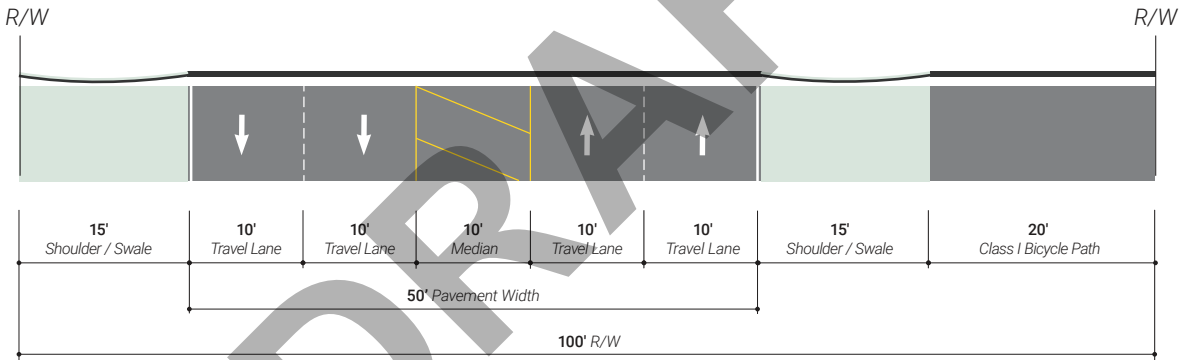
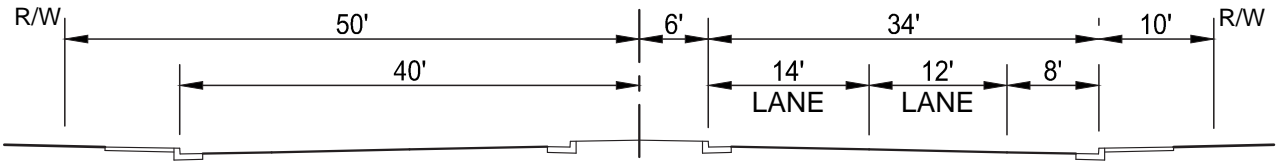




100' Arterial with Bicycle Lane



100' Arterial with Class I Bicycle Path



100' Arterial - 2020 City of Riverside Std Drawings

110 FOOT ARTERIAL

The 110 foot arterial represents a roadway with two lanes in each direction. The typical cross-section also includes an 18 foot median, a parking lane and 12 foot sidewalks. The majority of streets designated of this type are found within the original city limits, including Martin Luther King Boulevard (MLK), Alessandro Boulevard, Chicago Avenue and portions of Central Avenue, Tyler Street, Adams Street, and Washington Street. Most of these streets are currently proposed to receive Class II Bicycle Lane as described in the City’s Master Plan of Trails and Bikeways. Several of the streets, most notably Tyler Street, Alessandro Boulevard, and MLK Boulevard, are also included on Figure CCM-5/Transit Facilities.

Based upon the City’s intentions to support Complete Streets, the 110 foot arterial may be considered dependent on traffic volumes and other roadway characteristics

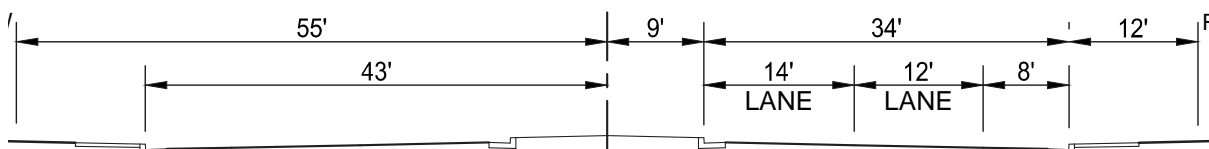
for a modification that would shift some of the roadway space currently allocated for vehicles to provide a Class II bicycle lane. The illustration here provides an example of how the new layout would be accomplished.

In locations where bus stops are present the City could consider the addition of bus boarding pads that essentially extend the sidewalk out to meet the travel lane. This offers additional waiting area for transit riders and reduces the amount of time that a bus spends pulling into and out of traffic. It also reduces the potential conflict between a bicyclist and the bus since the bus would no longer need to cross the bicycle lane.

The bicycle lane would ramp up to meet the bus pad and bicyclists would yield to transit riders when they are boarding or alighting from the bus. Additional opportunities to support complete streets can include tree well bulb-outs that could be placed at some regular intervals in the parking lane.



110' Arterial with Bicycle Lane



110' Arterial - 2020 City of Riverside Std Drawings

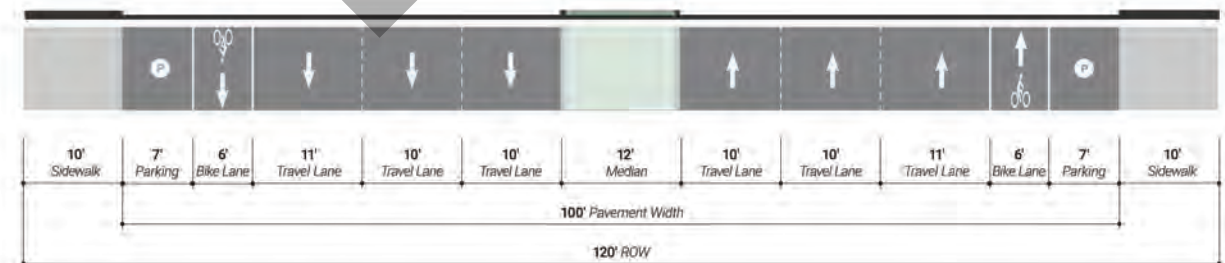
120 FOOT ARTERIAL

The 120 foot arterial represents a roadway with three lanes in each direction, a 12 foot median and a 10 foot sidewalk area. The typical cross-section also includes a curb lane that varies between 6 foot to 8 foot in width. In many instances, this curb lane has already been used to incorporate a bicycle lane.

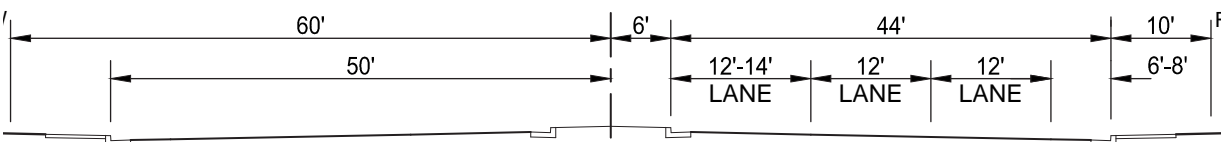
The majority of 120' Arterial streets are representative of the City's most prominent streets including Market Street/Magnolia Avenue, Van Buren Boulevard, and Arlington Avenue/Alessandro Bouldevard. Note that some streets / portions have only 2 lanes in each direction.

As with many of the other arterial types, the existing travel lane widths on this arterial are particularly generous and therefore by slightly trimming the lane widths, the three lanes can be maintained while accommodating both a bicycle lane and

a parking lane where on-street parking is needed and recommended. This is beneficial for a number of reasons. One, the introduction of a parking lane would eliminate vehicles from stopping in the bicycle lane. Secondly, the reduction in lane width may reduce travel speeds on the street, which provides for an overall safer experience for all users. Lastly, the additional distance between the vehicle lane and the sidewalk area may create a more comfortable walking area. The parking space could also be interspersed with landscaping bulb-outs that would further improve the overall design and comfort level of the street for a wide variety of users. The landscaping bulb-outs can provide for additional habitat and stormflows that could be directed into the landscape areas and therefore increase opportunities for stormwater retention where determined appropriate by the Public Works Department.



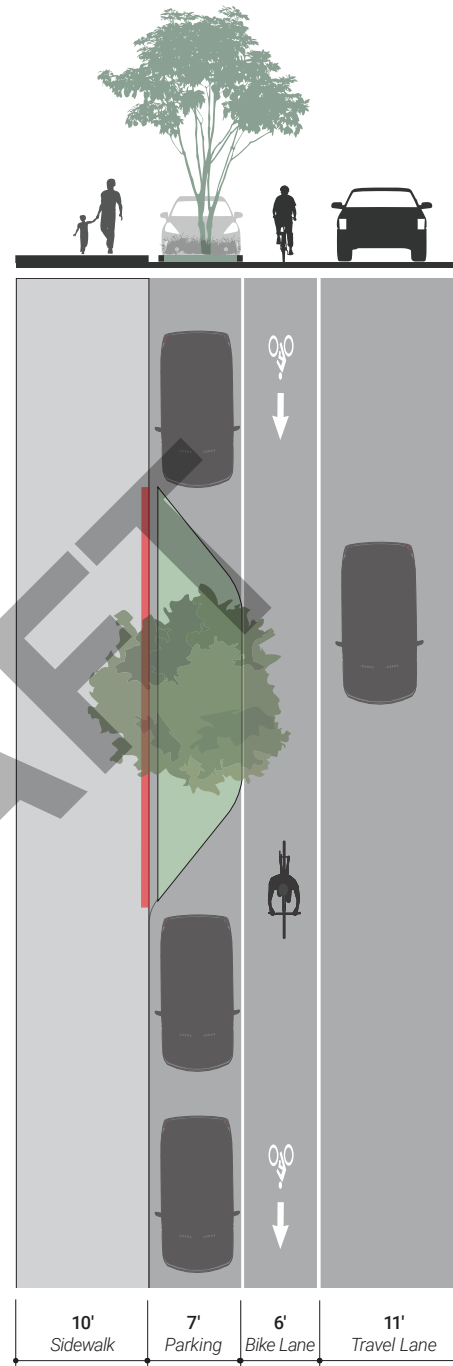
120' Arterial with Bicycle Lane



120' Arterial - 2020 City of Riverside Std Drawings

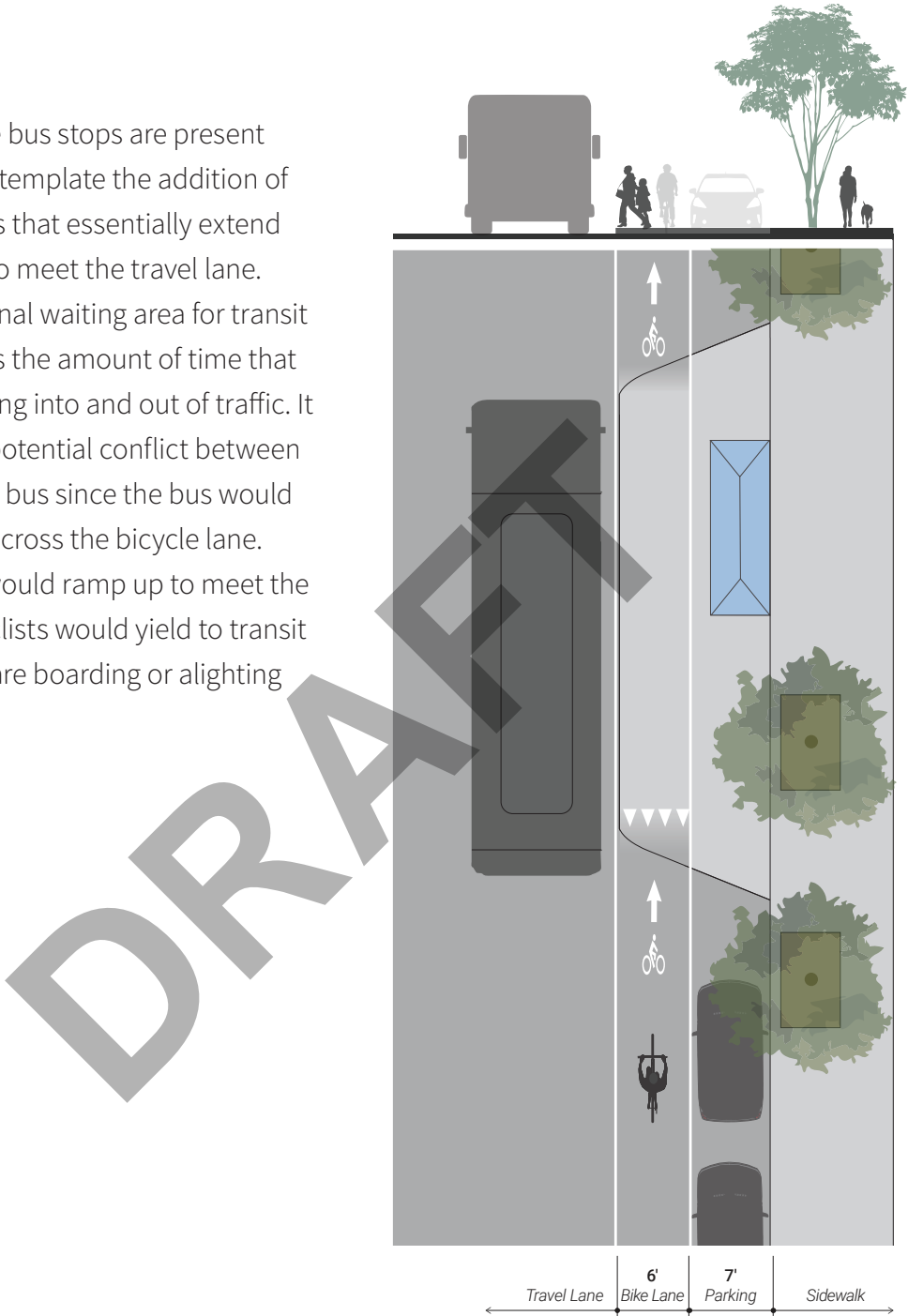
BUS PAD AND LANDSCAPE EXTENSIONS

Additional opportunities to support complete streets include tree well bulb-outs that could be placed at regular intervals in the parking lane where determined appropriate by the Public Works Department. Due to the relatively limited sidewalk dimension on this street type the addition of tree well bulb-outs would offer increased opportunity to provide shade and habitat along these corridors thereby increasing the overall comfort of walking or bicycling on the streets while also reducing the ambient temperature of the immediate area. Bulb-outs can also play a role in reducing vehicle speeds as they narrow the perceived roadway width.



Landscaping Bulb-Outs

In locations where bus stops are present the City could contemplate the addition of bus boarding pads that essentially extend the sidewalk out to meet the travel lane. This offers additional waiting area for transit riders and reduces the amount of time that a bus spends pulling into and out of traffic. It also reduces the potential conflict between a bicyclist and the bus since the bus would no longer need to cross the bicycle lane. The bicycle lane would ramp up to meet the bus pad and bicyclists would yield to transit riders when they are boarding or alighting from the bus.



Bus Pad Extension

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Section 7.5:
Urban Trails Standards

Section 7.5. Urban Trails Standards

Several trails throughout the City are designated as roadway-adjacent multipurpose trails. These generally run either parallel to or replace sidewalks on one side of the street, and are constructed from a firm, stabilized decomposed granite surface that is accessible and comfortable for equestrian use, walking, jogging, and bicycling. Design standards for these trails are on the following pages.

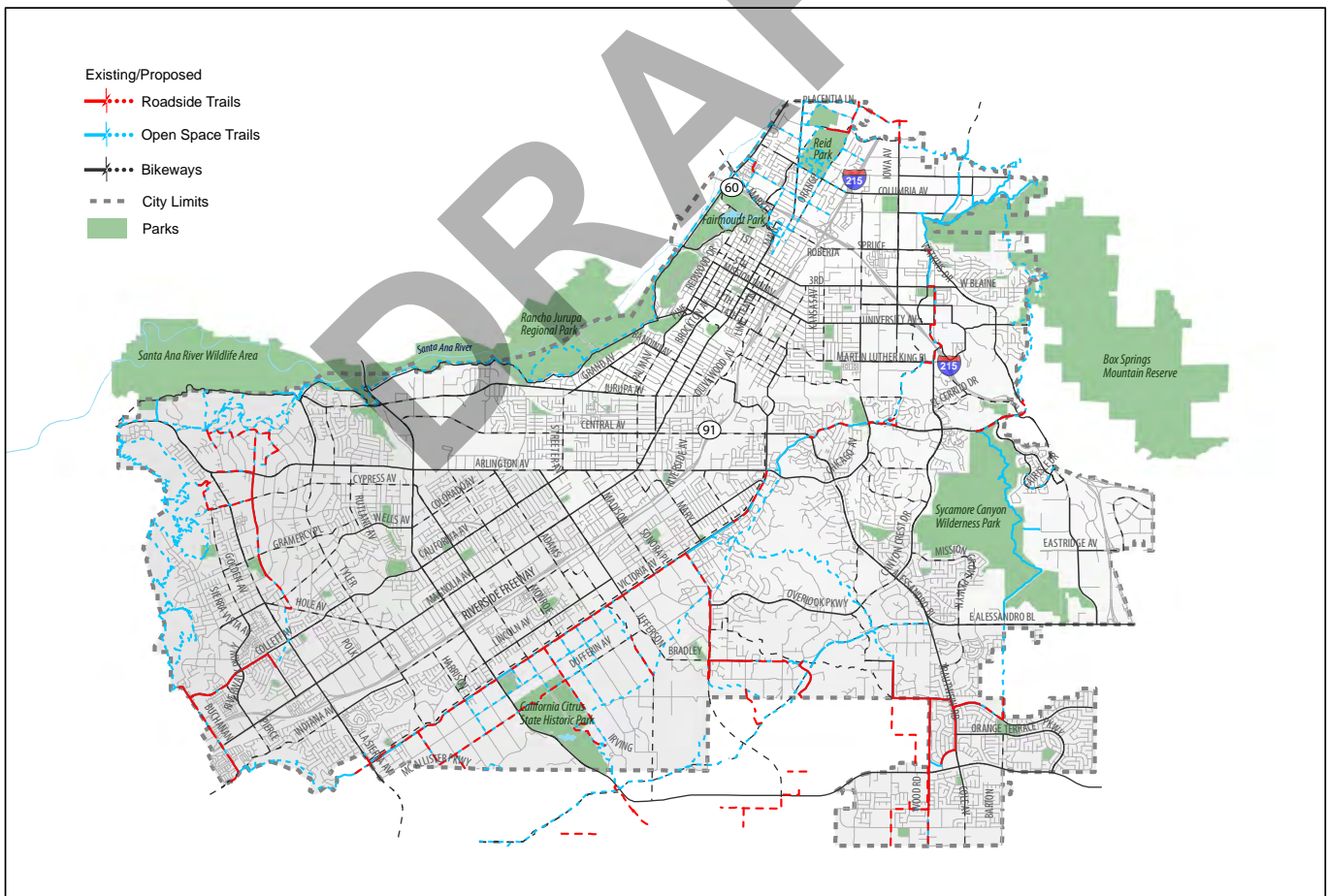
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URBAN TRAILS

The overall location of roadway-adjacent trails are illustrated in Figure 7-1.

This section illustrates typical cross-sections of urban trail types found within the City of Riverside, as well as their relevant design guidelines related to surface material, width, slope, and other elements. These trail types include those that serve people of all ages and abilities, including pedestrians and hikers, bicyclists, and equestrians.

FIGURE 7-1 : TRAILS AND ON-STREET FACILITIES



For more information regarding urban trails standards, or to learn about open space and natural trail standards reference the Riverside PACT Trails Master Plan.

Design guidelines are primarily used to provide guidance to developers and to jurisdictions for new trail construction and future maintenance purposes. It is recognized that in certain situations due to physical constraints, it may not be feasible for the trails to be implemented according to the standards described. In such cases, variation from these standards may be allowed on a case-by-case basis subject to approval by the City's Parks and Recreation Commission, based upon staff review and recommendations. The Parks and Recreation Commission may choose to delegate this responsibility to a Trails Technical Advisory Committee.

For specific design details, refer to the trail grading and construction standards (Riverside PACT Trails Master Plan "Appendix 1: Trail Design Details"), which provide information needed to implement typical trails in Riverside. The City's adopted trail grading construction specifications and standard details are available on the City's website at https://riversideca.gov/park_rec/planning-projects/trails.

**URBAN (GREENBELT)
SECTION**

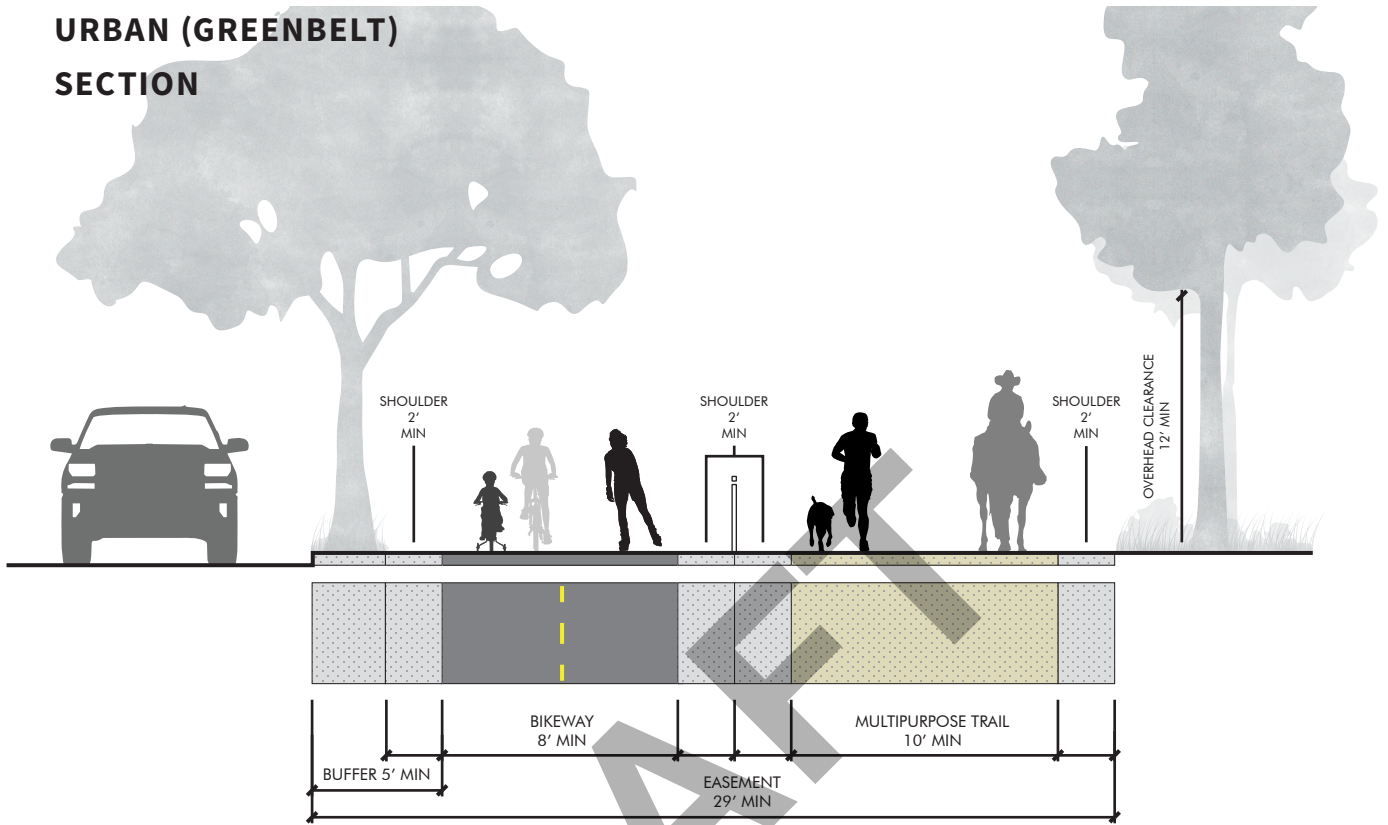


FIGURE 7-2

- Minimum Overall Width:** 29 feet
- Bikeway Surface:** Asphalt Concrete or Portland Cement/Aggregate Mixture
- Bikeway Width:** 8 feet min.
- Bikeway/Road Separation:** 5 feet min.
- Bikeway/Trail Separation:** 4 feet min. Paved or All-Weather Surface
- Multipurpose Trail Surface:** Stabilized Decomposed Granite
- Multipurpose Trail Width:** 10 feet min.
- Fencing:** As required. See Riverside PACT Trails Master Plan.
- Maximum Running Slope:** Slope to match roadway
- Cross Slope:** 2% if roadway grade is < 5%, 5% Max.
- Use Type:** Open to all non-motorized modes.
- ADA Compliance:** Trails shall comply with ADA-for-trails guidelines wherever possible, contingent upon existing roadway grades.

URBAN TRAIL WITH CLASS I SECTION

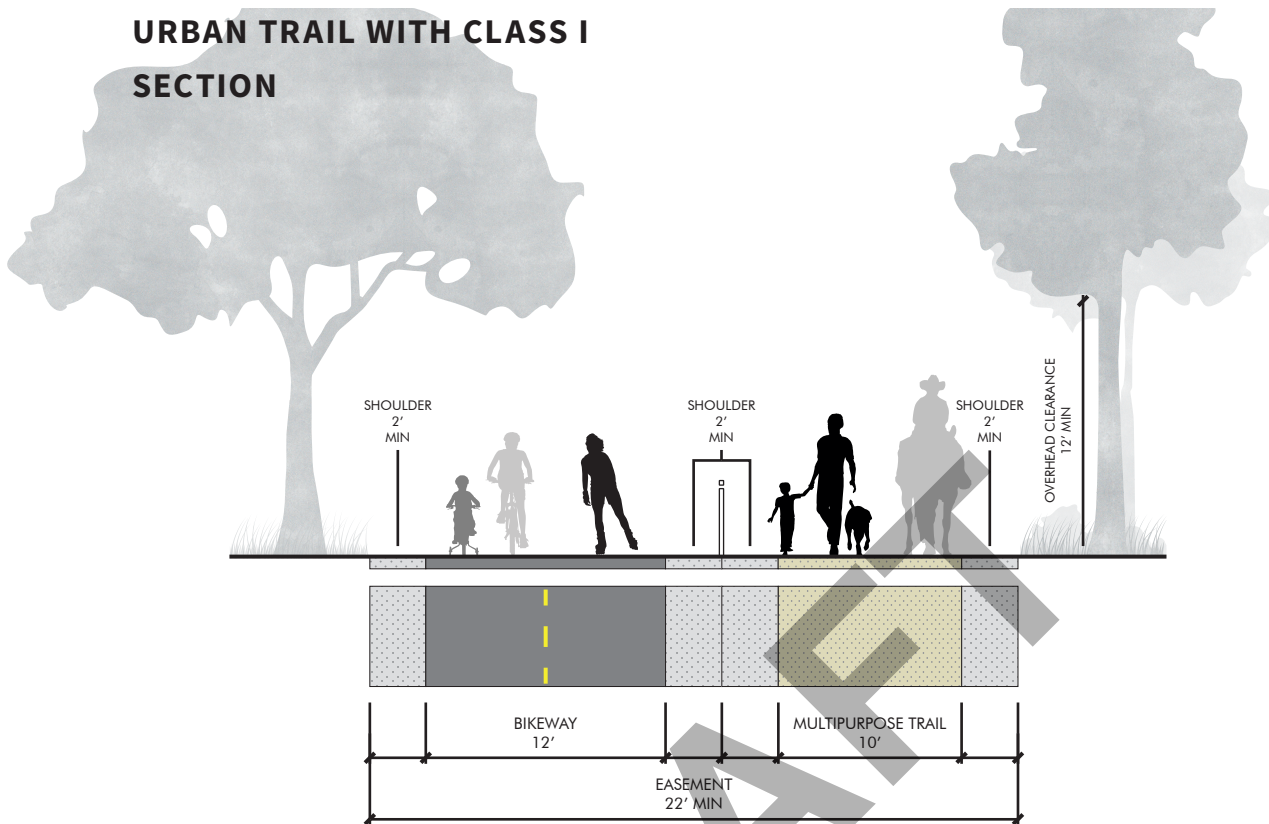


FIGURE 7-3

Minimum Overall Width:	22 feet
Bikeway Surface:	Asphalt Concrete or Portland Cement/Aggregate Mixture
Bikeway Width:	8 feet min.
Bikeway/Trail Separation:	2 feet min. Paved or All-Weather Surface
Multipurpose Trail Surface:	Stabilized Decomposed Granite
Multipurpose Trail Width:	10 feet min.
Fencing:	As required. See Riverside PACT Trails Master Plan.
Maximum Running Slope:	12%
Cross Slope:	2% Min., 5% Max.
Use Type:	Open to all non-motorized modes.
ADA Compliance:	Access to trailheads and facilities at trailheads shall be ADA compliant. Trails themselves shall be constructed for ADA compliance as site conditions allow.

**URBAN
(STREET ADJACENT, TREATMENT 1)
SECTION**

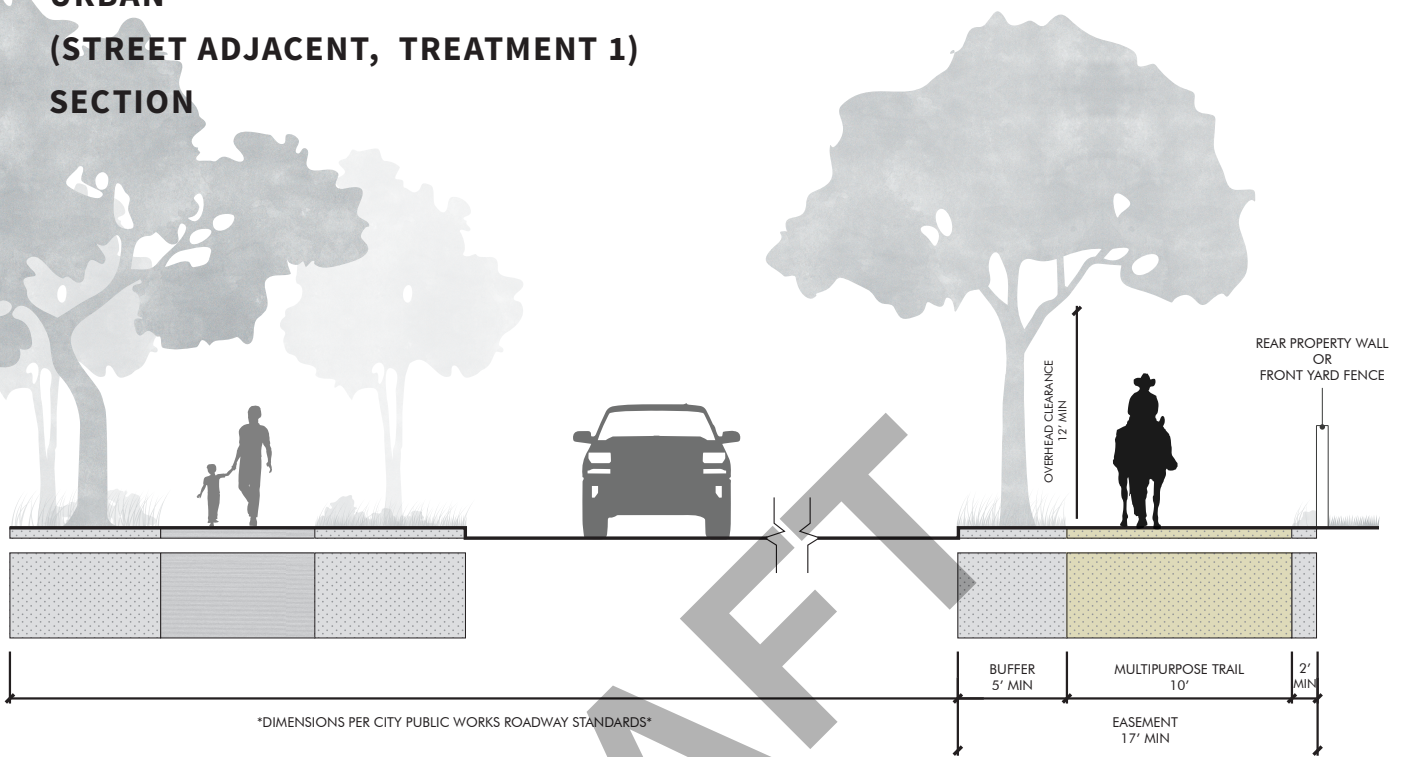


FIGURE 7-4

Minimum Overall Width: 17 feet

Multipurpose Trail Surface: Stabilized Decomposed Granite

Multipurpose Trail Width: 10 feet unless otherwise approved by City.

Property/Trail Separation: 2 foot flat shoulder at residential front yard fence, 3 foot bench when trail is at toe of manufactured slope, 4 foot when next to walls/ fences at the top of a manufactured slope, and 3 foot when next to any fence/wall over 4 foot in height.

Road/Trail Separation: 5 feet min.

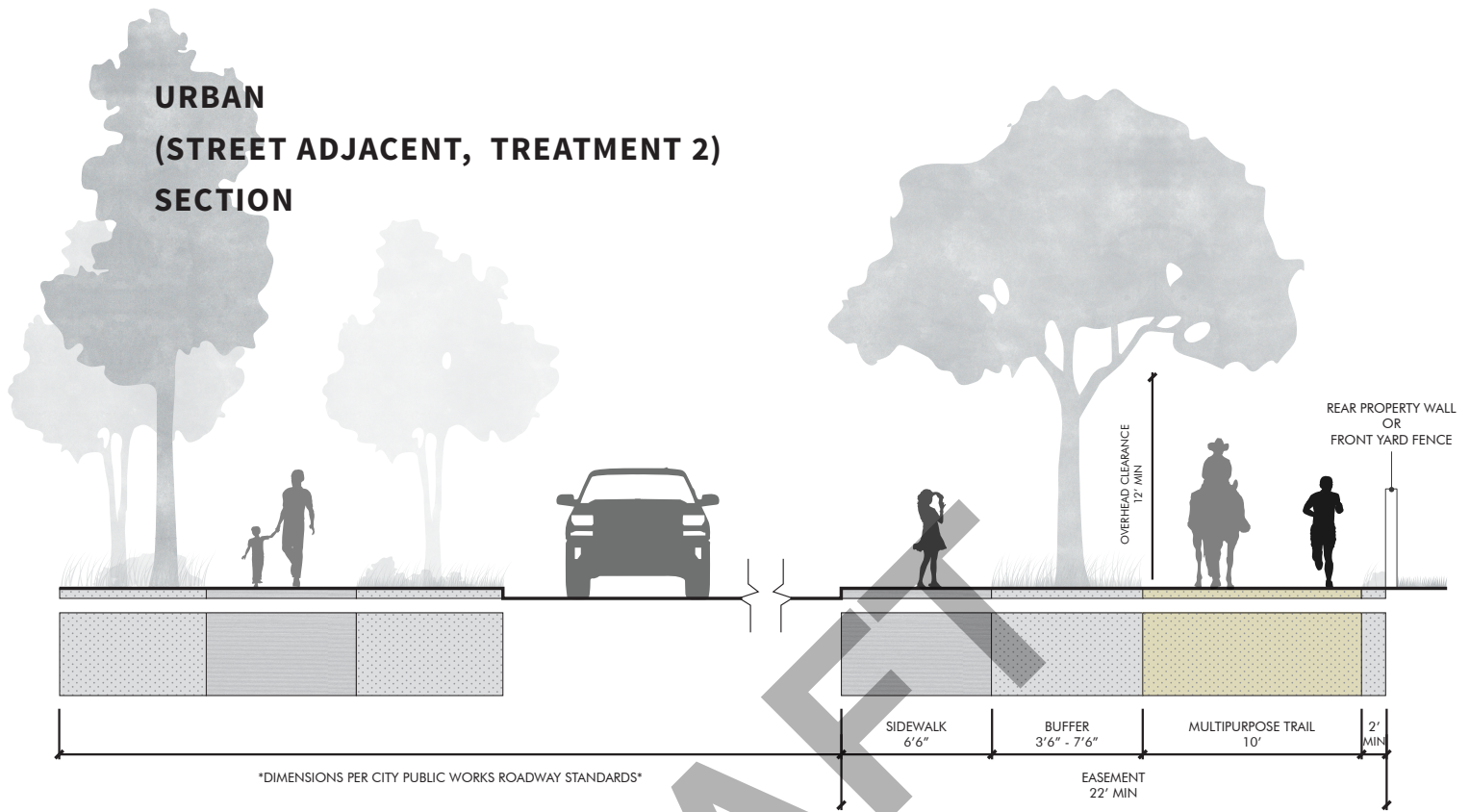
Fencing: As required. See Riverside PACT Trails Master Plan.

Maximum Running Slope: Slope to match roadway

Cross Slope: 2% if roadway grade is < 5%, 5% Max.

Use Type: Open to all non-motorized modes.

ADA Compliance: Trails shall comply with ADA-for-trails guidelines wherever possible, contingent upon existing roadway grades.

**FIGURE 7-5**

Minimum Overall Width: 22 feet

Multipurpose Trail Surface: Stabilized Decomposed Granite

Multipurpose Trail Width: 10 feet

Property/Trail Separation: 2 foot flat shoulder at residential front yard fence, 3 foot bench when trail is at toe of manufactured slope, 4 foot when next to walls/ fences at the top of a manufactured slope, and 3 foot when next to any fence/wall over 4 foot in height.

Sidewalk/Trail Separation: 3 feet 6 inches - 7 feet 6 inches

Sidewalk Width: 6 feet 6 inches

Maximum Running Slope: Slope to match roadway

Cross Slope: 2% if roadway grade is < 5%, 5% Max.

Use Type: Open to all non-motorized modes.

ADA Compliance: Trails shall comply with ADA-for-trails guidelines wherever possible, contingent upon existing roadway grades.

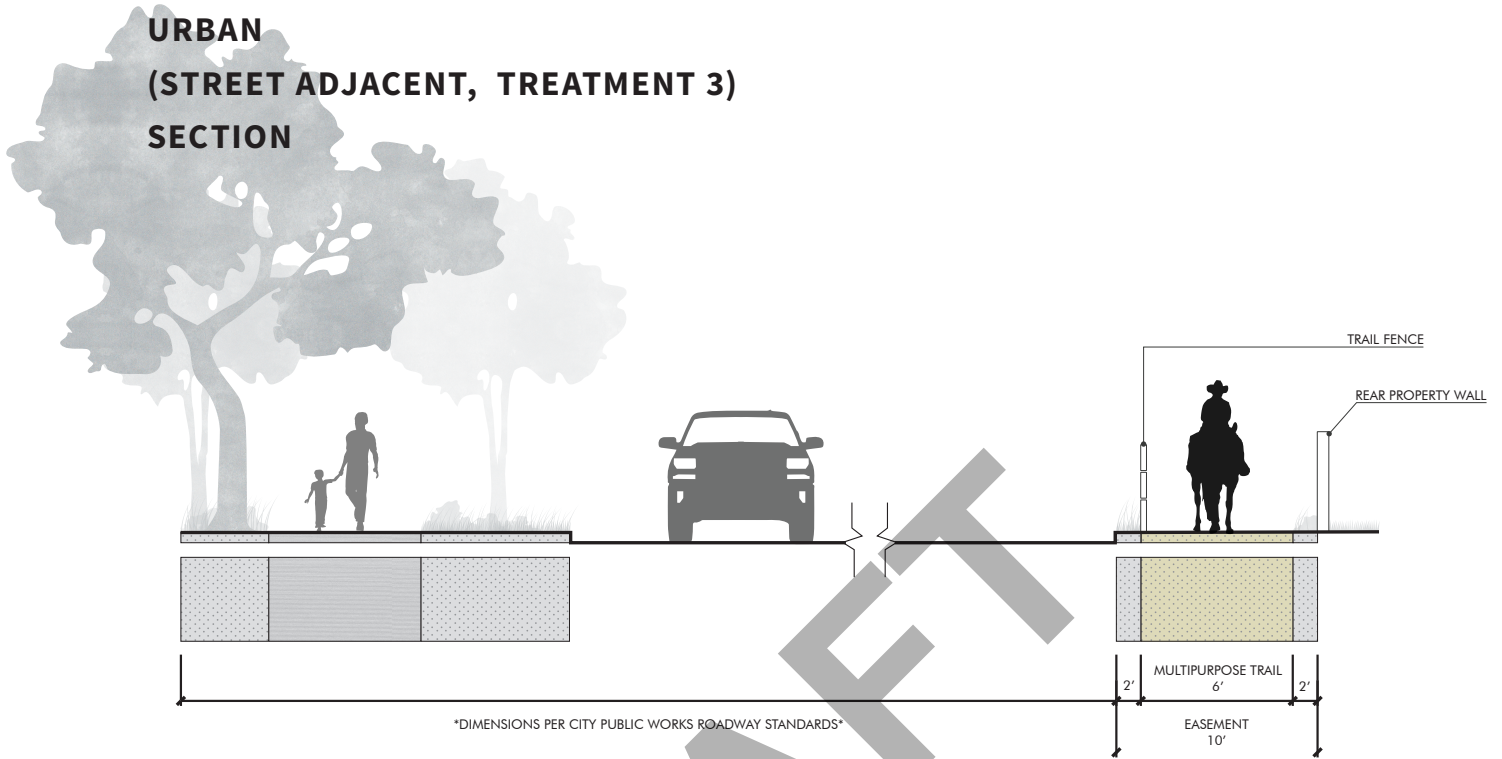


FIGURE 7-6

Minimum Overall Width:	10 feet
Trail Surface:	Stabilized Decomposed Granite
Trail Width:	6 feet
Road/Trail Separation:	2 feet
Property/Trail Separation:	2 feet
Maximum Running Slope:	Slope to match roadway
Cross Slope:	2% if roadway grade is < 5%, 5% Max.
Use Type:	Open to all non-motorized modes.
ADA Compliance:	Trails shall comply with ADA-for-trails guidelines wherever possible, contingent upon existing roadway grades.

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**Appendix A.
Intersections with
Collisions Involving
Pedestrians**

RANK	CROSS STREET 1	CROSS STREET 2	HIGHEST INJURY DEGREE	NUMBER OF COLLISIONS
1	Tyler St	Magnolia Ave	Complaint of Pain	13
2	Magnolia Ave	Tyler St	Fatal	12
3	University Ave	Iowa Ave	Complaint of Pain	10
4	Blaine St	Iowa Ave	Fatal	8
5	Tyler St	Diana Ave	Complaint of Pain	8
6	Van Buren Blvd	Philbin Ave	Fatal	8
7	Van Buren Blvd	Wood Rd	Severe Injury	7
8	La Sierra Ave	Indiana Ave	Complaint of Pain	6
9	Magnolia Ave	Adams St	Severe Injury	6
10	Riverside Ave	Merrill Ave	Complaint of Pain	6
11	University Ave	Chicago Ave	Complaint of Pain	6
12	University Ave	Orange St	Complaint of Pain	6
13	Iowa Ave	Massachusetts Ave	Complaint of Pain	5
14	Valley Springs PW	Corporate Centre Pl	Severe Injury	5
15	Central Ave	Streeter Ave	Other Visible Injury	4
16	Iowa Ave	Blaine St	Severe Injury	4
17	La Sierra Ave	Cochran Ave	Complaint of Pain	4
18	Magnolia Ave	Banbury Dr	Severe Injury	4
19	Magnolia Ave	Elizabeth St	Severe Injury	4
20	Magnolia Ave	Fifteenth St	Severe Injury	4
21	Magnolia Ave	Jurupa Ave	Complaint of Pain	4
22	Main St	Strong St	Severe Injury	4
23	University Ave	I 215 South Bound	Complaint of Pain	4
24	Van Buren Blvd	Arlington Ave	Fatal	4
25	Chicago Ave	University Ave	Complaint of Pain	3
26	I 215 Northbound Off Ramp	University Ave	Complaint of Pain	3
27	Iowa Ave	Linden St	Complaint of Pain	3
28	Jackson St	Garfield ST	Other Visible Injury	3
29	La Sierra Ave	Magnolia Ave	Complaint of Pain	3
30	La Sierra Ave	SR 91 Eastbound Off Ramp	Severe Injury	3
31	Magnolia Ave	Pierce St	Severe Injury	3
32	Main St	Russell St	Severe Injury	3
33	Martin Luther King Blvd	Canyon Crest Dr	Fatal	3
34	Sierra Vista Ave	Riverwalk	Severe Injury	3
35	Spruce St	Chicago Ave	Complaint of Pain	3
36	University Ave	Douglass Ave	Complaint of Pain	3
37	Van Buren Blvd	California Ave	Severe Injury	3
38	Van Buren Blvd	Lincoln Ave	Complaint of Pain	3
39	Alessandro Blvd	Mission Grove	Complaint of Pain	2
40	Arlington Ave	Ben Lomond Way	Complaint of Pain	2

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**Appendix B.
Intersections with
Collisions Involving
Bicyclists**

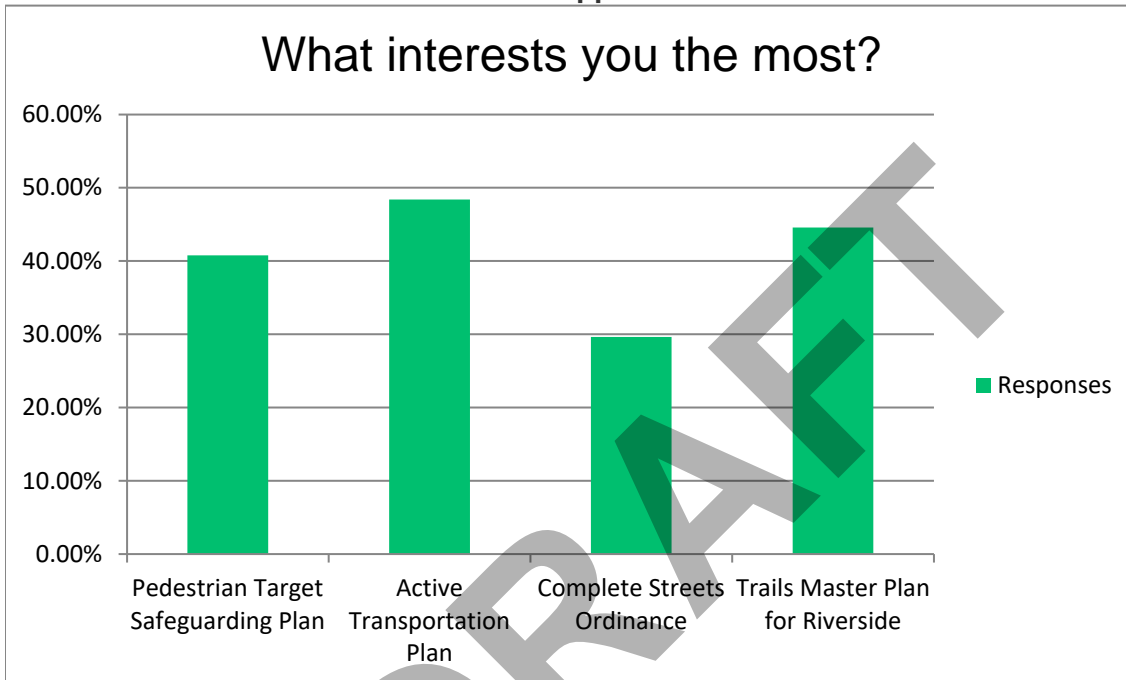
RANK	CROSS STREET 1	CROSS STREET 2	HIGHEST INJURY DEGREE	NUMBER OF COLLISIONS
1	Arlington Ave	Van Buren Blvd	Severe Injury	5
2	Van Buren Blvd	Magnolia Ave	Severe Injury	5
3	Magnolia Ave	Harrison St	Complaint of Pain	4
4	University Ave	Iowa Ave	Complaint of Pain	4
5	Alessandro Blvd	Sycamore Canyon Blvd	Other Visible Injury	3
6	Arlington Ave	Copper Lantern Dr	Complaint of Pain	3
7	Blaine St	Canyon Crest Dr	Complaint of Pain	3
8	Chicago Ave	Linden St	Complaint of Pain	3
9	Fourteenth St	Victoria Ave	Complaint of Pain	3
10	Indiana Ave	Madison St	Complaint of Pain	3
11	La Sierra Ave	Diana Ave	Complaint of Pain	3
12	La Sierra Ave	Pierce St	Complaint of Pain	3
13	Magnolia Ave	Banbury Dr	Complaint of Pain	3
14	Magnolia Ave	Jackson St	Severe Injury	3
15	Magnolia Ave	Jones Ave	Severe Injury	3
16	Main St	Strong St	Complaint of Pain	3
17	Polk St	Magnolia Ave	Other Visible Injury	3
18	Third St	Trade Center Dr	Complaint of Pain	3
19	Tyler St	Magnolia Ave	Severe Injury	3
20	University Ave	Cranford Av	Complaint of Pain	3
21	Van Buren Blvd	Cypress Ave	Complaint of Pain	3
22	Arlington Ave	Adams St	Complaint of Pain	2
23	Arlington Ave	Streeter Ave	Complaint of Pain	2
24	Blaine St	I 215 Nb off/Re	Complaint of Pain	2
25	Brockton Ave	Fourteenth St	Other Visible Injury	2
26	California Ave	Van Buren Bl	Other Visible Injury	2
27	Canyon Crest Dr	Blaine St	Complaint of Pain	2
28	Central Ave	State Hwy 91 Wb off/R	Complaint of Pain	2
29	Central Ave	Victoria Ave	Other Visible Injury	2
30	Chicago Ave	Third St	Other Visible Injury	2
31	Fairmount Blvd	Fifth St	Complaint of Pain	2
32	Harrison St	County Farm Rd	Other Visible Injury	2
33	Harrison St	Magnolia Ave	Property Damage Only	2
34	Hughes Al	Magnolia Ave	Complaint of Pain	2
35	Iowa Ave	Marlborough Ave	Severe Injury	2
36	Iowa Ave	Spruce St	Other Visible Injury	2
37	Iowa Ave	University Ave	Other Visible Injury	2
38	Kansas Ave	University Ave	Other Visible Injury	2
39	La Sierra Ave	Indiana Ave	Other Visible Injury	2
40	La Sierra Ave	Magnolia Ave	Complaint of Pain	2

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Appendix C: PACT Survey Results

City of Riverside PACT Survey
What interests you the most?

Answer Choices	Responses	
Pedestrian Target Safeguarding Plan	40.76%	139
Active Transportation Plan	48.39%	165
Complete Streets Ordinance	29.62%	101
Trails Master Plan for Riverside	44.57%	152
	Answered	341
	Skipped	10



City of Riverside PACT Survey
What is your address or zip code?

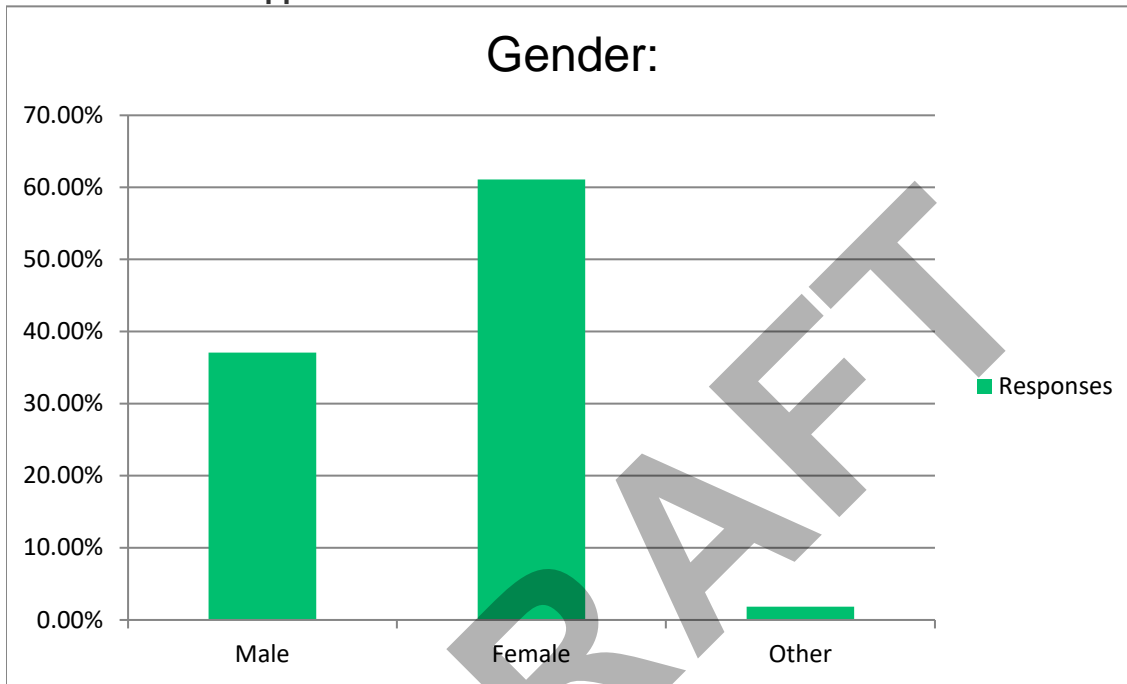
Answered	325
Skipped	26

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City of Riverside PACT Survey

Gender:

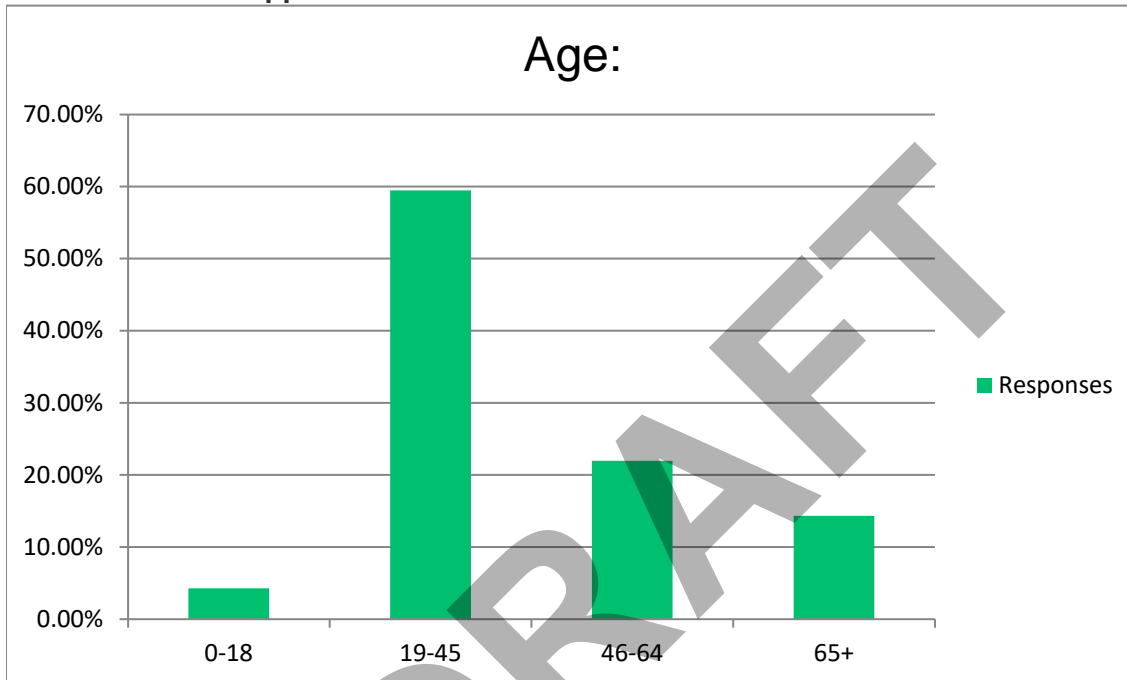
Answer Choices	Responses	
Male	37.08%	122
Female	61.09%	201
Other	1.82%	6
Answered	329	
Skipped	22	



City of Riverside PACT Survey

Age:

Answer Choices	Responses	
0-18	4.27%	14
19-45	59.45%	195
46-64	21.95%	72
65+	14.33%	47
Answered		328
Skipped		23



City of Riverside PACT Survey

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

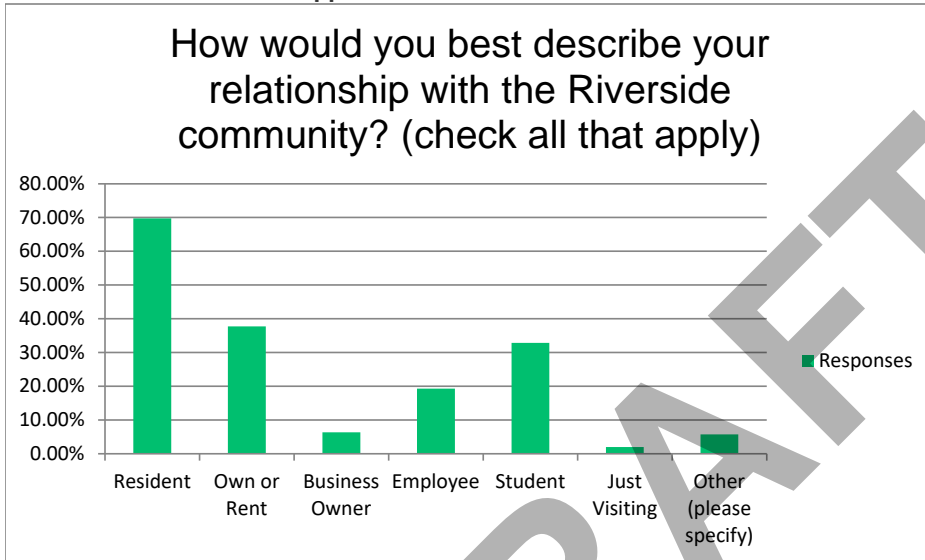
Answer Choices	Responses	
Name:	97.28%	179
Phone:	66.85%	123
Email:	83.70%	154
	Answered	184
	Skipped	167

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City of Riverside PACT Survey

How would you best describe your relationship with the Riverside community? (check all that apply)

Answer Choices	Responses	
Resident	69.74%	242
Own or Rent	37.75%	131
Business Owner	6.34%	22
Employee	19.31%	67
Student	32.85%	114
Just Visiting	2.02%	7
Other (please specify)	5.76%	20
Answered	347	
Skipped	4	



City of Riverside PACT Survey

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

Answered 306

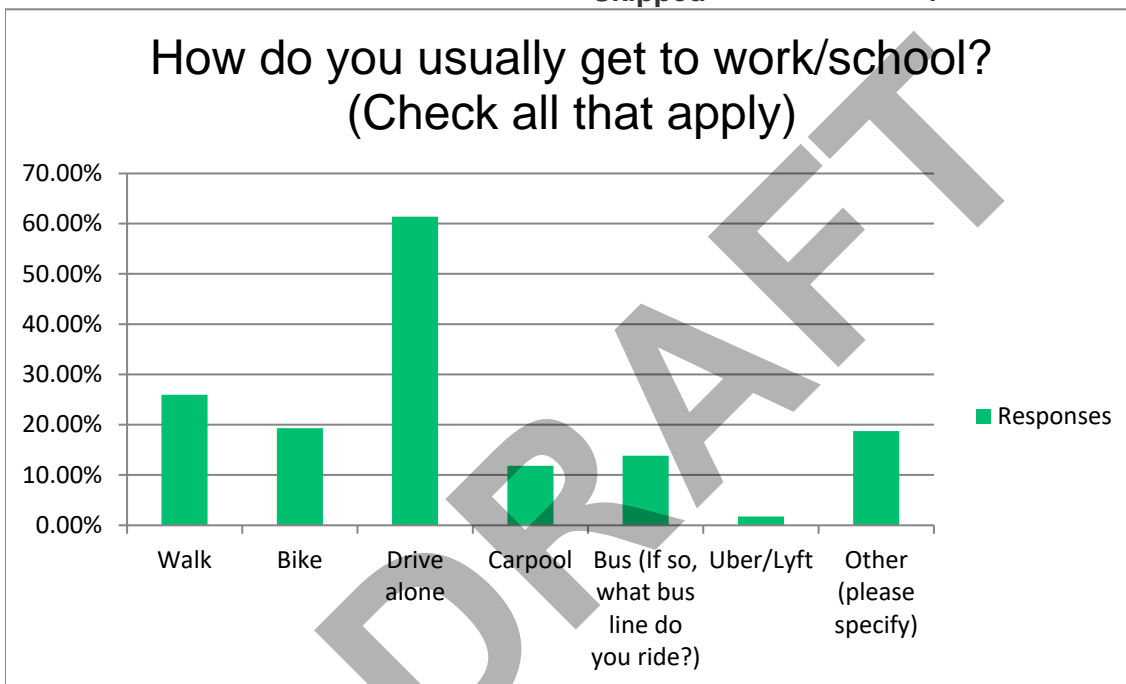
Skipped 45

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City of Riverside PACT Survey

How do you usually get to work/school? (Check all that apply)

Answer Choices	Responses	
Walk	25.94%	90
Bike	19.31%	67
Drive alone	61.38%	213
Carpool	11.82%	41
Bus (If so, what bus line do you ride?)	13.83%	48
Uber/Lyft	1.73%	6
Other (please specify)	18.73%	65
Answered	347	
Skipped	4	



City of Riverside PACT Survey

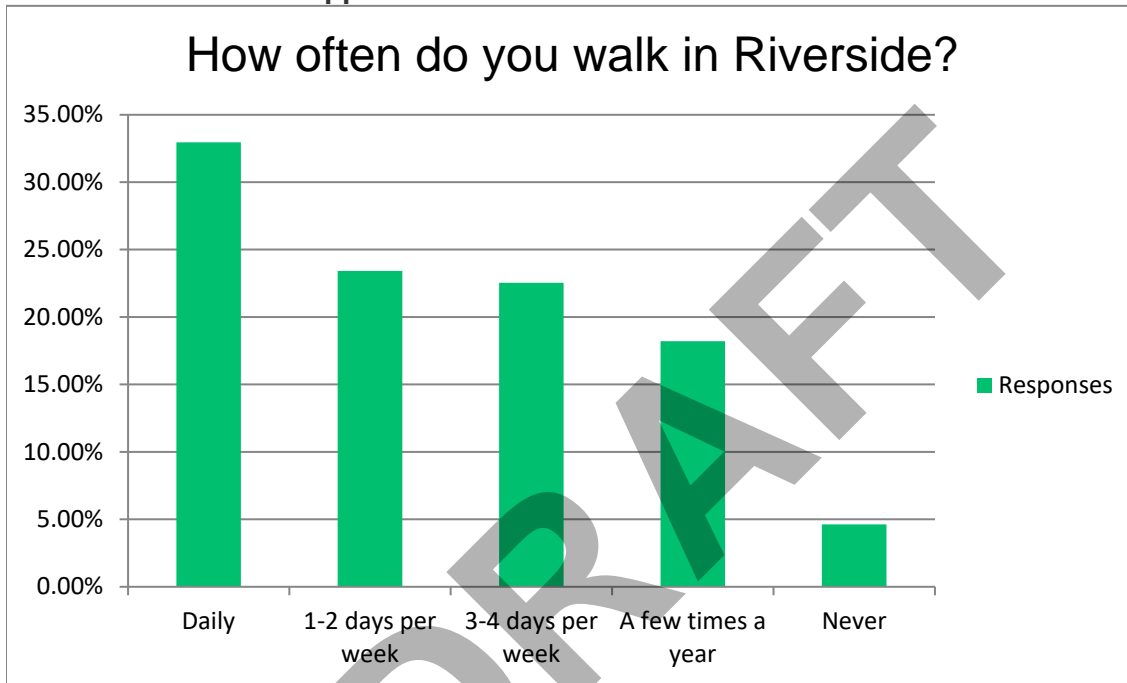
How do you usually get to a park or trail head? (Check all that apply)

Answer Choices	Responses	
Walk	40.12%	138
Bike	19.77%	68
Drive alone	38.95%	134
Drive with family/others	51.16%	176
Bus (if so, what bus line do you ride?)	3.20%	11
Uber/Lyft	0.87%	3
Other (please specify)	5.81%	20
Answered		344
Skipped		7



City of Riverside PACT Survey
How often do you walk in Riverside?

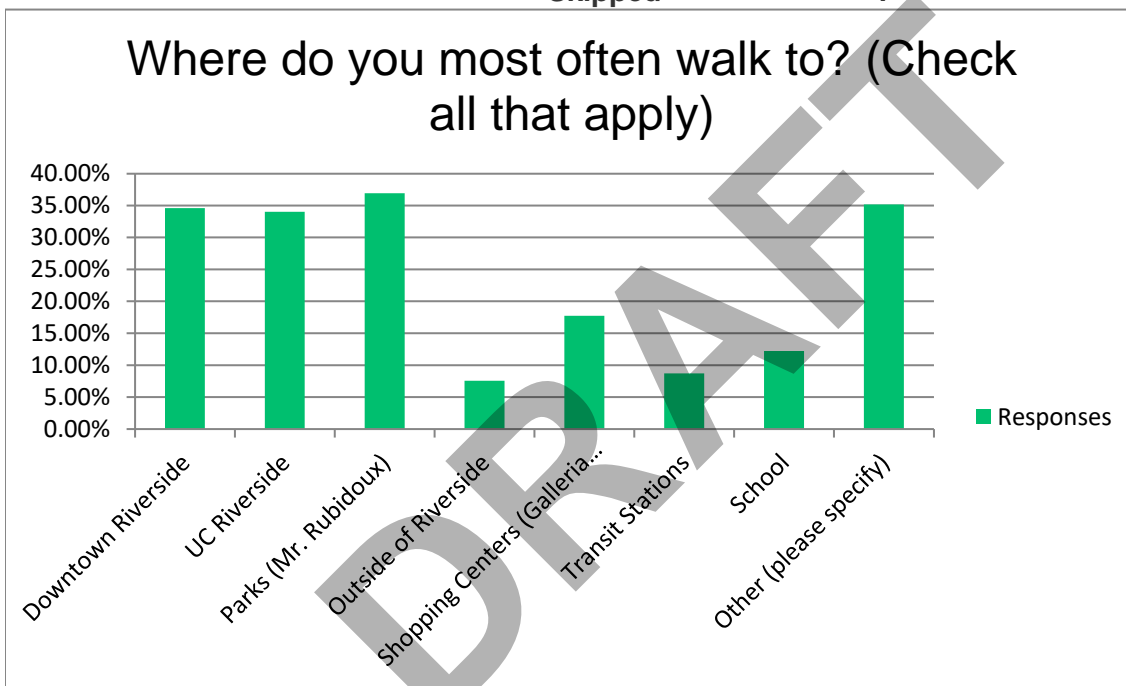
Answer Choices	Responses	
Daily	32.95%	114
1-2 days per week	23.41%	81
3-4 days per week	22.54%	78
A few times a year	18.21%	63
Never	4.62%	16
Answered	346	
Skipped	5	



City of Riverside PACT Survey

Where do you most often walk to? (Check all that apply)

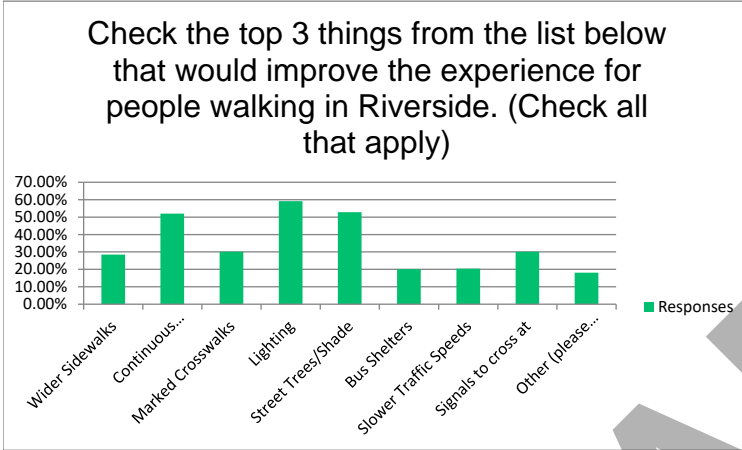
Answer Choices	Responses	
Downtown Riverside	34.59%	119
UC Riverside	34.01%	117
Parks (Mr. Rubidoux)	36.92%	127
Outside of Riverside	7.56%	26
Shopping Centers (Galleria at Tyler)	17.73%	61
Transit Stations	8.72%	30
School	12.21%	42
Other (please specify)	35.17%	121
	Answered	344
	Skipped	7



City of Riverside PACT Survey

Check the top 3 things from the list below that would improve the experience for people walking in Riverside. (Check all that apply)

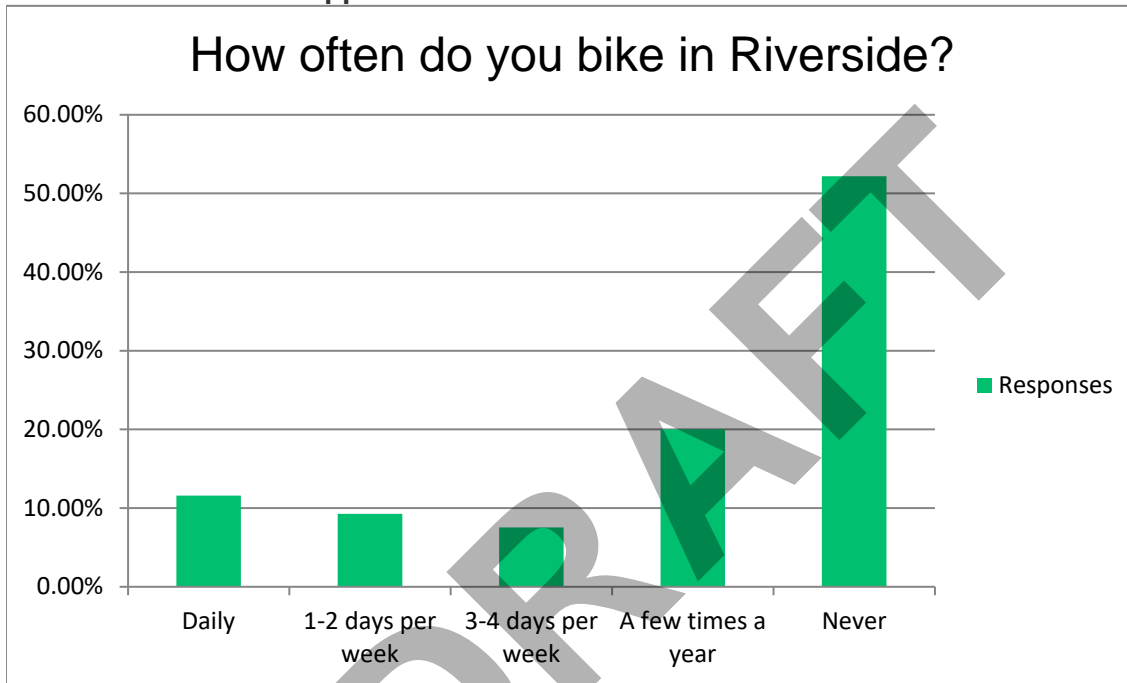
Answer Choices	Responses	Count
Wider Sidewalks	28.45%	99
Continuous Sidewalks	52.01%	181
Marked Crosswalks	30.17%	105
Lighting	59.20%	206
Street Trees/Shade	52.87%	184
Bus Shelters	20.11%	70
Slower Traffic Speeds	20.40%	71
Signals to cross at	30.17%	105
Other (please specify)	18.10%	63
Answered		348
Skipped		3



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City of Riverside PACT Survey
How often do you bike in Riverside?

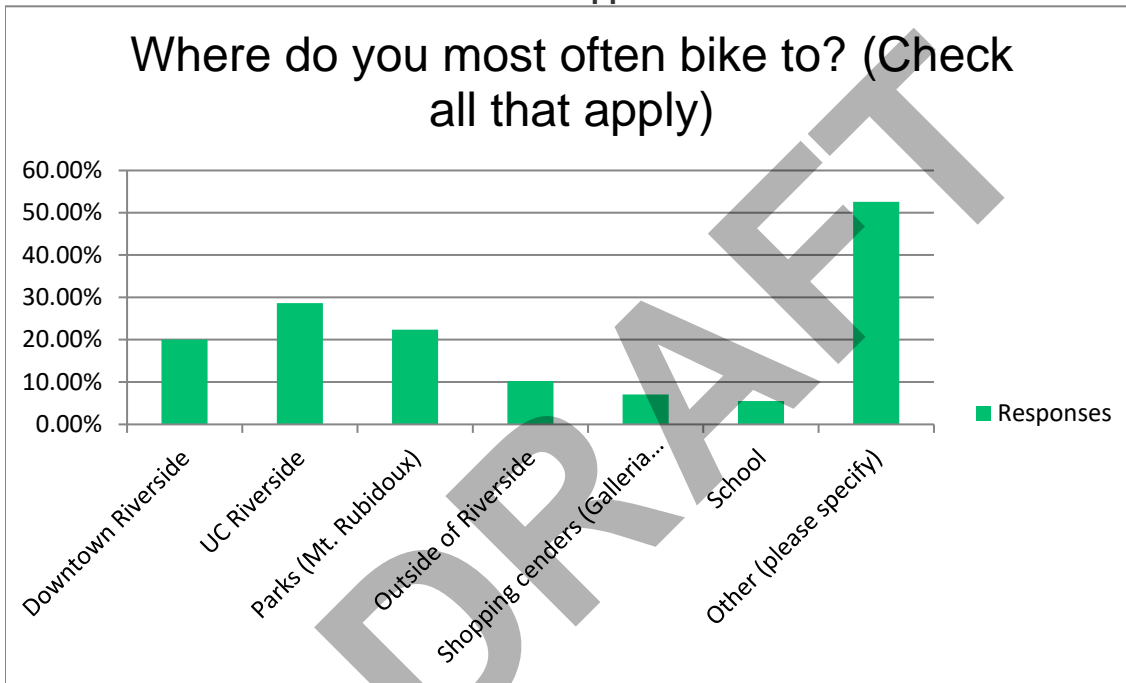
Answer Choices	Responses	
Daily	11.59%	40
1-2 days per week	9.28%	32
3-4 days per week	7.54%	26
A few times a year	20.00%	69
Never	52.17%	180
Answered		345
Skipped		6



City of Riverside PACT Survey

Where do you most often bike to? (Check all that apply)

Answer Choices	Responses	
Downtown Riverside	20.00%	51
UC Riverside	28.63%	73
Parks (Mt. Rubidoux)	22.35%	57
Outside of Riverside	10.20%	26
Shopping cenders (Galleria at Tyler)	7.06%	18
School	5.49%	14
Other (please specify)	52.55%	134
Answered		255
Skipped		96

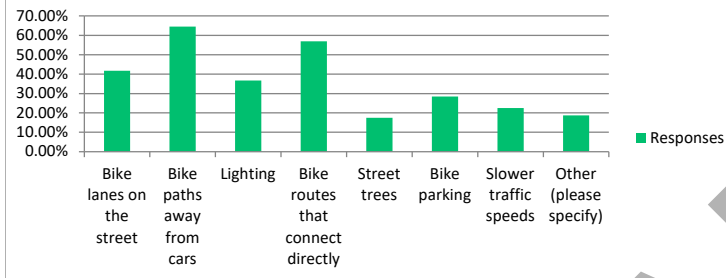


City of Riverside PACT Survey

Check the top 3 things from the list below that would improve the experience for people biking in Riverside. (Check all that apply)

Answer Choices	Responses	
Bike lanes on the street	41.77%	132
Bike paths away from cars	64.56%	204
Lighting	36.71%	116
Bike routes that connect directly	56.96%	180
Street trees	17.41%	55
Bike parking	28.48%	90
Slower traffic speeds	22.47%	71
Other (please specify)	18.67%	59
	Answered	316
	Skipped	35

Check the top 3 things from the list below that would improve the experience for people biking in Riverside. (Check all that apply)

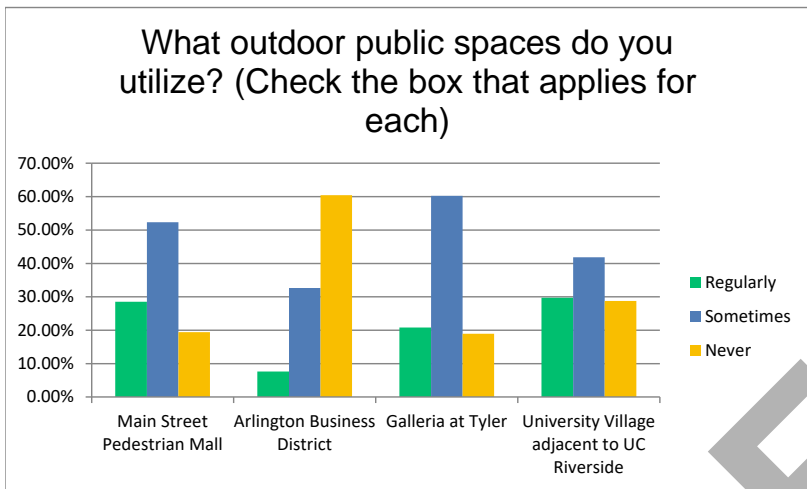


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City of Riverside PACT Survey

What outdoor public spaces do you utilize? (Check the box that applies for each)

	Regularly		Sometimes		Never		Total
Main Street Pedestrian Mall	28.53%	91	52.35%	167	19.44%	62	319
Arlington Business District	7.64%	22	32.64%	94	60.42%	174	288
Galleria at Tyler	20.82%	66	60.25%	191	18.93%	60	317
University Village adjacent to UC Riverside	29.74%	91	41.83%	128	28.76%	88	306
						Answered	340
						Skipped	11

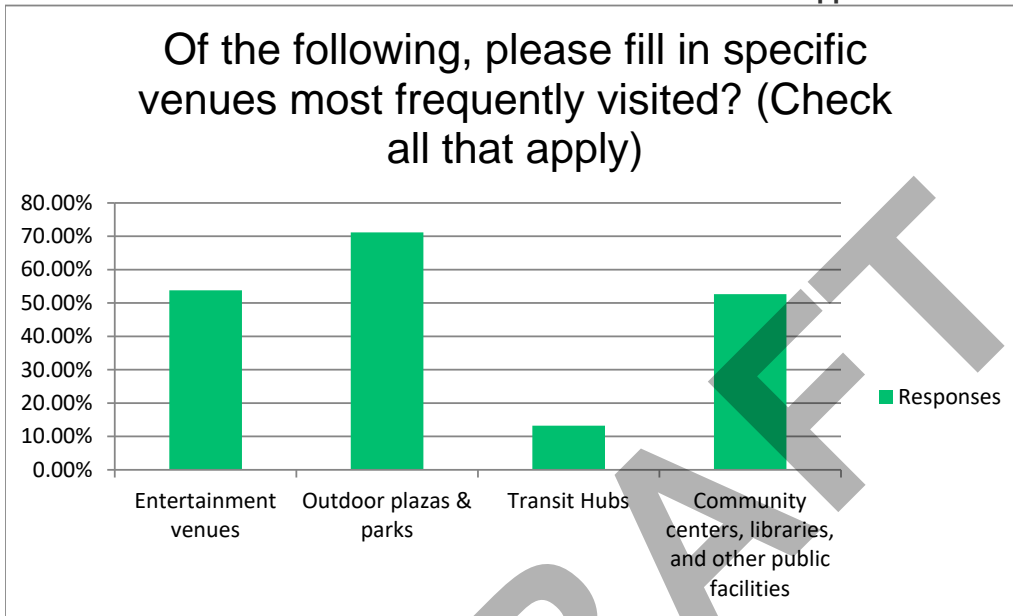


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City of Riverside PACT Survey

Of the following, please fill in specific venues most frequently visited? (Check all that apply)

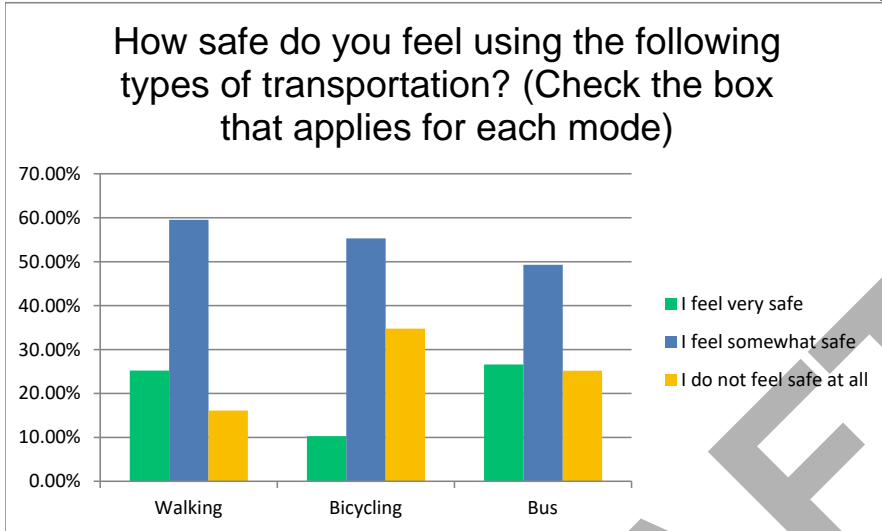
Answer Choices	Responses	
Entertainment venues	53.82%	183
Outdoor plazas & parks	71.18%	242
Transit Hubs	13.24%	45
Community centers, libraries, and other public facilities	52.65%	179
	Answered	340
	Skipped	11



City of Riverside PACT Survey

How safe do you feel using the following types of transportation? (Check the box that applies for each mode)

	I feel very safe		I feel somewhat safe		I do not feel safe at all		Total
Walking	25.22%	86	59.53%	203	16.13%	55	341
Bicycling	10.28%	29	55.32%	156	34.75%	98	282
Bus	26.62%	74	49.28%	137	25.18%	70	278
						Answered	344
						Skipped	7

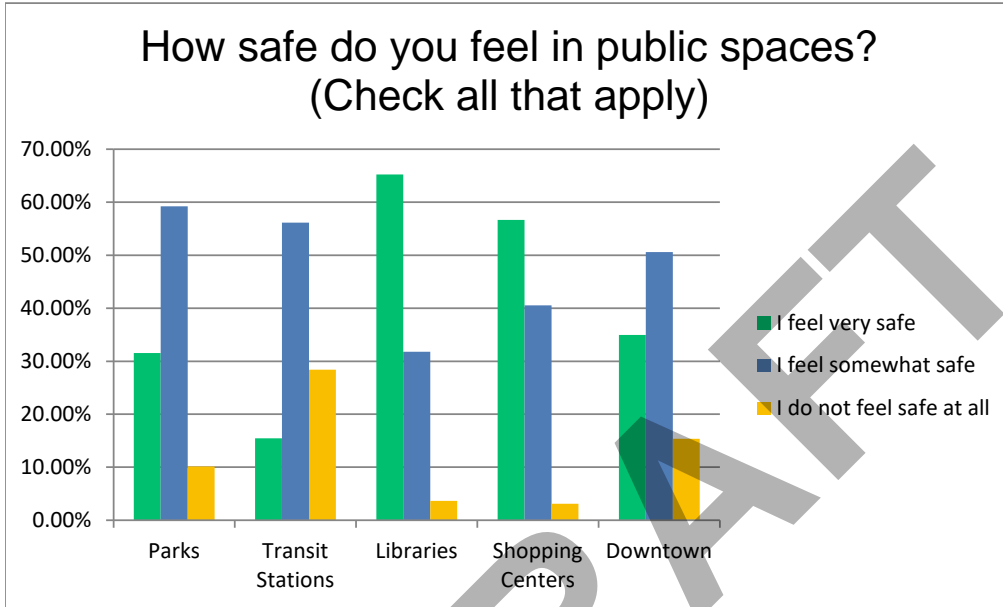


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City of Riverside PACT Survey

How safe do you feel in public spaces? (Check all that apply)

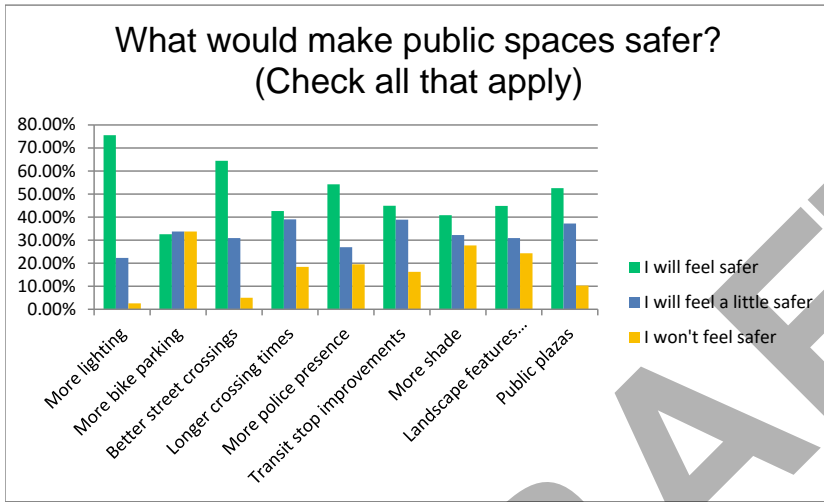
	I feel very safe		I feel somewhat safe		I do not feel safe at all		Total
Parks	31.55%	106	59.23%	199	10.12%	34	336
Transit Stations	15.44%	44	56.14%	160	28.42%	81	285
Libraries	65.23%	197	31.79%	96	3.64%	11	302
Shopping Centers	56.66%	183	40.56%	131	3.10%	10	323
Downtown	34.97%	114	50.61%	165	15.34%	50	326
						Answered	343
						Skipped	8



City of Riverside PACT Survey

What would make public spaces safer? (Check all that apply)

	I will feel safer		I will feel a little safer		I won't feel safer		Total
More lighting	75.55%	241	22.26%	71	2.51%	8	319
More bike parking	32.57%	85	33.72%	88	33.72%	88	261
Better street crossings	64.45%	194	30.90%	93	4.98%	15	301
Longer crossing times	42.65%	116	38.97%	106	18.38%	50	272
More police presence	54.22%	167	26.95%	83	19.48%	60	308
Transit stop improvements	44.91%	119	38.87%	103	16.23%	43	265
More shade	40.83%	118	32.18%	93	27.68%	80	289
Landscape features enclosing walkways	44.85%	122	30.88%	84	24.26%	66	272
Public plazas	52.55%	144	37.23%	102	10.22%	28	274
					Answered		341
					Skipped		10

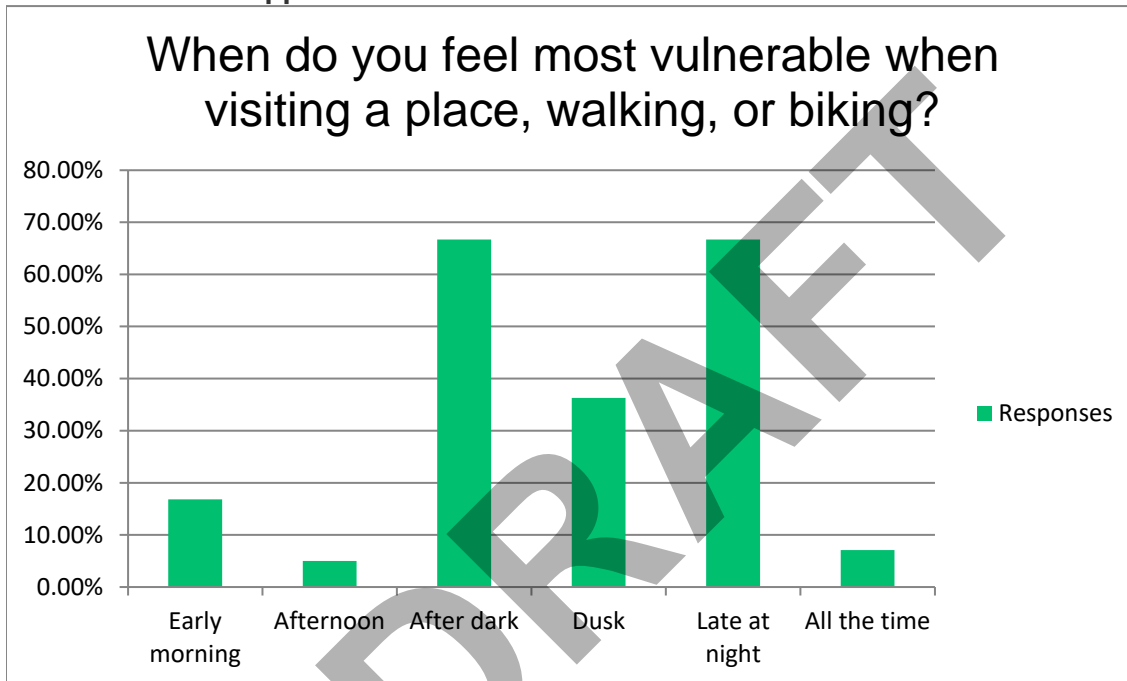


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City of Riverside PACT Survey

When do you feel most vulnerable when visiting a place, walking, or biking?

Answer Choices	Responses	
Early morning	16.81%	57
Afternoon	5.01%	17
After dark	66.67%	226
Dusk	36.28%	123
Late at night	66.67%	226
All the time	7.08%	24
Answered	339	
Skipped	12	



City of Riverside PACT Survey

What street(s) in your neighborhood could best use the walking & bicycling improvements discussed on this survey to improve your access to school, work, play, dining, or shopping?

Answered	268
Skipped	83

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Appendix D:
PACT Outreach
Summaries



617 W 7th Street, Suite 1103
Los Angeles, CA 90017
(213) 489-7443

MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoys, Alta Planning and Design

Date: 01/15/20

Re: Riverside PACT – Outreach Event Summary

Green n' Clean Halloween (10/29/19)

The Green n' Clean Halloween event was a trick or treat event held at the Cesar E. Chavez Community Center, focused on sustainability. Alta occupied a table and set up with the PACT documents, candy, and Alta swag. The families went around to each table with a "passport" and received a stamp as a way to check in. Alta explained the PACT project to everyone that came to the table and asked for their participation with the survey. We talked to around 25-35 people.

Observations

- The festivity of the event and kids-oriented programming enabled our team to discuss the PACT with many parents.
- Alta offered a raffle prize as an incentive for people to fill out the survey which was an effective encouragement tool.
- Many of the residents engaged were Spanish speaking, and we received input from a diverse set of community members.

Key Topics of Conversation

- Most of the conversations that were had were purely explaining what the PACT is and why it is important.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoio, Alta Planning and Design

Date: 01/15/20

Re: Riverside PACT – Outreach Event Summary

Residents for Responsible Representation (11/06/2019)

The Residents for Responsible Representation (RRR) hold their monthly meeting on the second Monday of the month at the Riverside Police Department. A variety of discussion topics and presentations all relating to the “West End” neighborhoods of Riverside were discussed. There were roughly 30 people present consisting of residents primarily from Wards 6 and 7. Alta handed out PACT informational flyers and surveys and talked to residents before the meeting began and then gave a brief five-minute introduction to the PACT project and asked for survey participation.

Observations

- Residents were under the impression that Alta had completed the Plan without community involvement, this presentation was to ensure the residents that we were only just beginning the outreach phase of the Plan and we wanted their input.

Key Topics of Conversation

- Homelessness was the key topic of the meeting; the Riverside Police Department was present and presenting to the residents on their role is in regulating the streets and what the residents can do if they have issues with the homeless.
- This led to a conversation with residents who didn't see the value in investing in active transportation infrastructure if the homelessness issue isn't addressed first.
- The RRR group invited Alta to return to a future meeting to share progress and get feedback on initial PACT recommendations



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoys and Alexander Jauregui, Alta Planning and Design

Date: 12/4/19

Re: **Riverside PACT – Outreach Event Summary**

Walkshop 1 – Mt Rubidoux (9:00 am 11/11/19)

Alta Planning + Design hosted an active transportation focused walk audit (“walkshop”) from Ryan Bonaminio Park along Glenwood Drive to 14th Street. One local stakeholder joined Alta staff for this walkshop, an employee at the Riverside-Corona Resource Conservation District which was located along the route. During the ¼ mile walk, Alta staff discussed a variety of issues and observations with the participant, as well as inventoried streetscape elements and cataloged relevant photos of the existing conditions.

Observations

- The park was extremely busy with pedestrian activity, and there was a constant flow of people walking to and from the Mt Rubidoux trail head.
- Due the Veterans Day holiday the park was heavily trafficked, and Alta staff were able to observe the flow, trends, and patterns of people as they moved along the street.
- The Alta team observed issues related to street crossing, sidewalk congestion creating conflict areas, and areas of missing sidewalk along Glenwood Dr.

Key Topics of Conversation

- The most common topic of conversation between Alta staff and the participant was the inconsistent sidewalk infrastructure along Glenwood Drive.
- Another key topic was the variability of right of way along the Glenwood Drive corridor. The distance varies from 48 feet at its widest to 18 feet at its narrowest. This along with a dramatic S curve makes walking, biking, and driving dangerous north of the Mt Rubidoux trail head.

Lessons Learned

- The key takeaway from this walkshop was understanding how heavily visited both Ryan Bonaminio Park and Mt Rubidoux Park are. The popularity of these parks indicates that special attention should be paid to this area to ensure safety for all users of the street.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoie and Alexander Jauregui, Alta Planning and Design

Date: 12/4/19

Re: Riverside PACT – Outreach Event Summary

Walkshop 2 – Canyon Crest (10:30 am 11/11/19)

Alta Planning + Design hosted an active transportation focused walk audit (“walkshop”) in the Canyon Crest neighborhood along Canyon Crest Dr from El Cerrito Dr to Central Ave. This walkshop had the largest turnout, with eight people from the community participating. During the ¼ mile walk Alta staff discussed a variety of issues and observations with the participant, as well as inventoried streetscape elements and cataloged relevant photos of the existing conditions. The Alta team also conducted a windshield survey along Canyon Crest Dr. and University Dr. with a few of the community members who attended the walkshop.

Observations

- The majority of community members were more focused on discussing vehicular traffic issues rather than issues or concerns as a pedestrian or bicyclist.
- Canyon Crest Dr. serves as a major thoroughfare to the University of California Riverside for all modes of transportation.
- Vehicles drive much faster than the posted speed of 45 mph along Canyon Crest Dr., in part due to the limited number of curb cuts.

Key Topics of Conversation

- The most common topic of conversation between Alta staff and the participants was the speed at which cars drove along Canyon Crest Dr. and the dangerous condition this creates for bicyclists and a pedestrians along this corridor.
- Another topic that was brought up was the absence of bike lanes along Canyon Crest Dr. This road connects people from a major residential area to the UC Riverside campus. South of Central Ave along Canyon Crest Dr. there is an existing bike lane that turns into on-street parking at Central Ave. eliminating this desired connection.

Lessons Learned

- The key takeaway from this walkshop was understanding how heavily traveled a corridor Canyon Crest Dr. is. Canyon Crest Dr. is an important corridor that provides access to a mix of residential, recreational parks (Sycamore Canyon Park), and the UC Riverside campus.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoie and Alexander Jauregui, Alta Planning and Design

Date: 12/4/19

Re: Riverside PACT – Outreach Event Summary

Walkshop 3 – Market Street (12:00 pm 11/11/19)

Alta Planning + Design hosted an active transportation focused walk audit (“walkshop”) along Market Street in Downtown Riverside, extending from White Park to 6th Street. This walkshop did not have any attendance from the community. Despite the lack of community participants, Alta staff conducted a field investigation documenting a variety of issues and observations. The Alta team also inventoried streetscape elements and cataloged relevant photos of the existing conditions. Due to the Veterans Day holiday downtown activity was atypical compared to a normal weekday.

Observations

- There was significant construction on Market St. restricting the use of the sidewalk on the east side of the street. Alta staff observed people walking in the street regardless of this condition creating a precarious situation for drivers and pedestrians.
- Market St. is the major thoroughfare providing north south connections through and to downtown Riverside.
- A number of people experiencing homelessness were observed in White Park, and other community members were seen taking alternative footpaths to avoid the park.

Key Topics of Conversation

- Due to the lack of community participation, the conversation was limited to first hand observations by Alta staff noted above.

Lessons Learned

- Market Street is a heavily trafficked street for all modes of transportation. Despite the holiday, Alta observed significant pedestrian, bicycle, and vehicular activity.
- Conflict zones like intersections and bike lane/bus stops appear to be an issue as well as vehicular traffic congestion during peak traffic times promulgating conflict for all other users of the street.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoie and Alexander Jauregui, Alta Planning and Design

Date: 12/4/19

Re: Riverside PACT – Outreach Event Summary

Walkshop 4 – Martin Luther King High School (2:30 pm 11/11/19)

Alta Planning + Design hosted an active transportation focused walk audit (“walkshop”) in the Orangecrest neighborhood along Wood Road, extending from Van Buren Blvd. to Krameria Ave. This walkshop did not have any attendance from the community. Despite the lack of community participants, Alta staff conducted a field investigation including notating a variety of issues and observations. The Alta team also inventoried streetscape elements and cataloged relevant photos of the existing conditions. Due to the observance of Veterans Day activity around MLK High School was atypical compared to a normal weekday.

Observations

- The intersection at Van Buren Blvd. and Wood Rd. was very busy even on a day when the high school was closed. Despite being adjacent to Martin Luther King high school, and a popular student crossing as a result, the intersection lacked continental crosswalks, and N-S pedestrian crossing along the western side of Van Buren was prohibited.
- There is a well-designed and maintained decomposed granite path on the east side of Wood Rd. terminating at Krameria Ave. This path elevates pedestrians, removing them from at grade traffic and improving the walking experience.
- The vehicular speeds along this stretch of Wood Rd were well above the posted speed of 40 MPH. This condition may not exist when school is in session, but likely can be observed on most weekends and holidays.

Key Topics of Conversation

- Due to the absence of participation the conversation was limited to first hand observations of Alta staff noted above.
- Alta staff conducted an intercept interview of a student riding their bike along Wood Rd. Alta staff asked the student their level of comfort riding on the street and how often they rode their bike. The stakeholder responded in the affirmative to both questions, but did not provide more context or insight.

Lessons Learned

- The vehicular speeds are very high when the school zone speed is not in effect, creating unsafe bicycling conditions as well as walking conditions on the western non-protected sidewalk.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Cameron Savoie and Alexander Jauregui, Alta Planning and Design

Date: 12/4/19

Re: Riverside PACT – Outreach Event Summary

Walkshop 5 – University Village (4:00 pm 11/11/19)

Alta Planning + Design hosted an active transportation focused walk audit (“walkshop”) in the University Village neighborhood along University Ave., extending from Iowa Ave. to Canyon Crest Dr. This walkshop did not have any attendance from the community. Despite the lack of community participants, Alta staff conducted a field investigation documenting a variety of issues and observations. The Alta team also inventoried streetscape elements and cataloged relevant photos of the existing conditions. Due to the observance of Veterans Day, activity around the University of California Riverside was atypical compared to a normal weekday.

Observations

- The stretch of University Ave. that Alta staff investigated is a heavily walked path from UC Riverside to University Village, connecting students to transit as well as commercial destinations and housing.
- There are three crossings on both sides of University Ave where pedestrians are vulnerable to vehicular incursions. The on-ramps and off-ramps to I-215 create wide distances for pedestrian to cross.
- There are Class II bike lanes along University Ave., however the Class III bike lane transition and striping at West Campus Dr is very confusing for cyclists as well as vehicles.

Key Topics of Conversation

- Due to the absence of participation the conversation was limited to first hand observations of Alta staff noted above.
- Alta staff conducted a few intercept interviews of students walking and riding their bike along University Ave. We took notes of their response and pictures documenting the issues they addressed.

Lessons Learned

- The biggest takeaway from this walkshop was understanding the importance of University Ave. as a connector from amenities west of I-215 and the UC Riverside east of I-215.
- Creating a safe and clear connection under the freeway for all users of the street is imperative in promoting access and active transportation.