



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

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 6 – Galleria at Tyler (11/12/19)

Alta Planning + Design hosted a walking workshop (“walkshop”) from the Starbucks at the intersection of Tyler and Magnolia traveling along Magnolia Ave. past the Galleria at Tyler to Hughes Alley and then down Hole Ave. back to Tyler Street. There were no participants on this particular walkshop.

Observations

- No planting buffer on both sides of Tyler Street from Hole Ave. leaving the sidewalks feeling particularly unprotected from traffic with a posted speed limit of 40 directly adjacent. Magnolia Ave. has similar conditions with even heavier traffic and pedestrian activity on the sidewalks entering the Galleria.
- The Galleria at Tyler was primarily accessed by cars with large parking lots on either side of Magnolia creating expansive setback between the sidewalk and shopping opportunities.
- There is also a bus line that stops in front of the Galleria that provides access to public transportation users.
 - RapidLink – Line # 1
- The intersection at the entrance of the Galleria (no name given) had only one crosswalk on the north-east side. The next intersection traveling northbound on Magnolia is also a cross/street entrance to shopping opportunities on either side of the road without a name. The ped crossing on the east of this second intersection has a pedestrian refuge island and pedestrian push button configuration that requires users to jump across the right turn line without being able to activate the pedestrian push button.
 - This same configuration appears at intersection of Hole Ave. and Tyler St.
- There is a series of relatively new government building just North of the intersection of Hole and Magnolia.
- There is a connection to Arlington Park further north-east on Magnolia off of Van Buren Boulevard.

Key Topics of Conversation

- Moving north-east on Magnolia just past the intersection at Tyler where the 76 gas station bulbs out there is a tight pinch on the bike lane that causes an unsafe condition for riders expecting a direct continuation of the class 2 bike path striping which is not provided here, but picks up from an odd angle just after.
- There are plenty of commercial opportunities in the area. On either side of Magnolia Ave. Tyler St. and Hole Ave. but not a lot of pedestrian activity.

Lessons Learned

- In this area we noticed that the primary connection for residents to the wide array of commercial opportunities was through cars along arterial roads that did not engender any comfort for pedestrians.
- Streetscapes felt exposed and inactivated. Large setbacks and expansive parking lots added to this feeling.

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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 7 – La Sierra Station (11/12/19)

Alta Planning + Design hosted a walking workshop (“walkshop”) at the La Sierra Station transit hub directly adjacent to the 91 freeway. The walkshop began at the station and continued along Indiana Ave. to La Sierra Ave., an arterial road with on and off-ramps connected to the freeway. There were no participants on this particular walkshop.

Observations

- The La Sierra Station is accompanied by a relatively modern transit-oriented development in the form of a large apartment complex, the Metro Gateway apartment homes which border the sidewalk on Indiana Ave.
- There is also another large residential gated community across from the station, Riverwalk Vista which purposefully creates a large barrier between the sidewalk and homes in the form of 25’-30’ retaining wall.
 - The slope between this retaining wall and sidewalk is well planted however, creating a more pleasant pedestrian experience.
- The driveway of ARCO gas station along Indiana Ave. is particularly wide, introducing uncertainty about traffic controls. During the walkshop a driver exiting the gas station made a particularly unsafe maneuver nearly colliding with the team, after having made eye contact, attempting to make a left turn onto Indiana Ave.
- Class II bike lanes on either side of Indiana Ave. feel spacious and usable. The connection to class II bike lanes on La Sierra Ave. however feel far less safe given the nature of traffic on this arterial road.
- There are bus stops along Indiana that provide access to the Metro rail. Bus Line – 15.
- There is a great protected pedestrian facility with a vinyl gate separating pedestrians from traffic on the east side of La Sierra Ave. but the fencing is only up for a block between Vista Terrace and Indiana Ave.
- Good tree colonnade on La Sierra Ave. just south-east of the Vista Terrace intersection on both sides.

Key Topics of Conversation

- The intersection of La Sierra Ave. and Indiana Ave. is massive (+135’ crosswalk length NE side), and the configuration of roads here (10 and 7 lanes wide respectively) leads to a car dominated typology.
- For people arriving to the La Sierra Station there is little motivation to walk around the community without any notable recreational opportunities or points of interest. Current configuration encourages car-use.

Lessons Learned

- In this area we learned that the transit hub is somewhat disjointed from the surrounding community. La Sierra Station is easily accessible by cars, but not conducive to the safety/comfort of cyclists or pedestrians. The 91 freeway presents an additional barrier to station access for cyclists and pedestrians.
- Outside the intersection of La Sierra and Indiana Ave., the area is primarily residential single-family homes connected through lower volume neighborhood streets that are more enticing for walking and biking.

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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 8 – La Sierra Ave (11/13/19)

Alta Planning + Design hosted a walking workshop (“walkshop”) on La Sierra Ave. starting from the Rite Aid on the corner of La Sierra Ave. and Pierce St. / Hole Ave. traveling south-east on the east side of La Sierra Ave. The team stopped at Schuyler / Minnier Ave. and returned traveling north-east on the west side of La Sierra Ave. There were no participants on this particular walkshop, although the team was able to connect with a few people on the street for intercept discussions.

Observations

- The intersection La Sierra Ave. and Pierce St. / Hole Ave., features red-colored crosswalks for increased visibility.
- There are several commercial opportunities on either side of La Sierra Ave. within the walkshop scope.
- There are bus stops on La Sierra Ave. between Whitford Ave. and Pierce/Hole. Bus Line – 15.
- Just south-east of Whitford Ave. traveling on La Sierra Ave. there is a planted median that begins with a good variety of mature street trees and shrubs that make the street more attractive and provides a sense of scale and space for drivers and pedestrians.
- Bike lanes on La Sierra Ave. are more spacious than average lanes observed throughout the city, but still share the gutter pan leaving riders closer to traffic traveling at a posted speed of 40mph.
 - There is a small buffer on the bike lanes past Schuyler moving south-east.
 - It should be noted that at the time of the walkshop, several magnolia trees planted along the curb had dropped their seed pods into the bike path creating a potentially dangerous condition for cyclists.
- The team noticed an elderly runner traveling north-west on La Sierra Ave. on the west side of the street. This woman was using the sidewalk to jog until she noticed a group of residents experiencing homelessness in front of a fast-food restaurant and altered her path to jog in the bike lane moving against oncoming traffic.

Key Topics of Conversation

- The conversation that we were able to elicit had much to do with the issue of homelessness and a general concern was voiced that sidewalks in the area could feel unsafe to some based on this.
- The team noticed higher than average pedestrian activity in this area in comparison to the rest of the walkshop sites. Many of the pedestrians observed were student-aged potentially headed to/from the La Sierra Academy off of Pierce St.

Lessons Learned

- In this area we learned that the use of trees, especially in the median, can dramatically impact the feel of a streetscape in both subtle and overt ways. The sense of space and scale they provided may have slowed vehicular traffic, and definitely created a more pleasant experience for pedestrians in coordination with a large lawn buffer.

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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 9 – Magnolia Ave (11/13/19)

Alta Planning + Design hosted a walking workshop (“walkshop”) on Magnolia Ave. starting at the Arlington Library on the corner of Magnolia Ave. and Roosevelt St. The team was joined by a participant who was local to this area and provided a great amount of information relevant to the study. The group traveled from the Arlington Library to the Garden Inn just past McKenzie St. on the south side of Magnolia Ave. and then traveled back on the north side.

Observations

- Immediately we recognized the Arlington library as a well-loved community resource as the team arrived a few minutes before the library opened and several residents were already waiting to use the amenities within. The team was able to pass out information about the survey and even conduct one while waiting.
- Magnolia Ave. had ample commercial opportunities along the corridor on either side of the street. No parking lot setback for the storefronts lead to a much more lively and enjoyable pedestrian experience.
- Pedestrian push buttons at the intersection of Magnolia Ave. and Van Buren Blvd. were accompanied by an auditory beeping noise that the participant was very grateful for as she explained to us in greater detail how cues like this were greatly appreciated by both the elderly and vision impaired communities.
- There are several bus stops along Magnolia for the number 1, 10, and 21 bus lines.
- There are class II bike lanes on Van Buren Boulevard, a 7-lane road with a 40mph posted speed limit.
- Just north-east of Van Buren Boulevard the sidewalk extends on both sides of the street to create a pedestrian mall environment with a width of 25’ including space for trees and associated tree boxes.
- There is a bike lane striping that moves up onto the sidewalk just past Farham Pl on the south side and Castleman St. on the north side moving north-east along Magnolia Ave. This striping condition runs for one block, then transfers to a Class II path in the roadway at McKenzie St. on the south side and Everest Ave. on the north side. There is no cycling infrastructure connecting to the facilities on Van Buren Blvd to the south-east.

Key Topics of Conversation

- A pedestrian crossing with signage, continental striping, and a HAWK beacon at Magnolia Blvd. and Farnham Pl. is well-executed, though users could potentially still feel unsafe crossing Magnolia as the participant stated.
- The historic value of this corridor is something that the community appreciates and wants to preserve.

Lessons Learned

- In this area we learned that the configuration of streetscapes can have an effect on user experience, with storefront activity, abundance of street trees, buffered parking, and widened sidewalk past Van Buren all of which lead to a significant positive impact on perceived safety and comfort one felt.

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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 10 – Brockton Arcade (11/13/19)

Alta Planning + Design hosted a walking workshop (“walkshop”) around the intersection of Central Ave., Brockton Ave., and Magnolia Ave. starting at the Walgreens on the south-east corner. The team investigated this complicated intersection and then traveled south-west along Magnolia Ave. towards Nelson St. and then back up Brockton Ave. to the Walgreens. There were no participants for this particular walkshop.

Observations

- The team agreed that the street configuration within this walkshop limit was the most complicated encountered to date, especially the intersection of Brockton Ave., Magnolia Ave., and Central Ave.
- There is a Class II bike lane along Magnolia Ave. that could present a significant amount of danger for cyclists going through the aforementioned intersection as riders traveling south-west along Magnolia might come into conflict with drivers traveling from either Central or Brockton onto Magnolia. Traffic controls and regulation/signage in the intersection seem to account for this, though the potential for conflict persists.
 - The Class II bicycle lanes on Central Ave. become Class III facilities south-west of Central Ave. in order to accommodate traffic merging from Brockton Ave. onto Magnolia Ave. Following this merge, a Class II facility reappears, though it is narrow and constrained by curb-side parking.
- The team noticed a very fast queue time on the pedestrian walk signals at the aforementioned intersection, not giving us enough time to cross Magnolia and Brockton along Central Ave. in one go, stranding the team on the pedestrian island between traffic patterns traveling in seemingly every direction.
- The south-west intersection of Brockton Ave. and Magnolia Ave. also presents a dangerous condition for pedestrians as experienced twice by the team in a very limited time. The crosswalk on Magnolia across Brockton changes direction / angle on the right-hand turn lanes where drivers typically would want to see traffic even with “no turn on red” signage. Drivers seemed to not expect the crosswalk as far back from the street as it was, and as a result would either stop in the crosswalk without pedestrians or nearly hit pedestrians trying to use the crosswalk expecting to stop far too late for this particular configuration.
- There are bus stops on Magnolia and Brockton Avenue within the walkshop area. Bus lines – 1, 10, 15, 14.

Key Topics of Conversation

- Brockton Ave. itself was a very pleasant experience for pedestrians on a much smaller street, with a parking buffer, wide sidewalks, storefront shopping opportunities, activated alleys, bulbouts with continental crosswalks, and decorative hardscape. The pedestrian experience of this area was drastically different than the workshop's starting point.

Lessons Learned

- In this area we learned that driver expectations based on consistent behaviors is important to understand as this area provides many situations that have drivers in unfamiliar scenarios that can cause trepidation.

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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Alexander Jauregui and Daniel Cortes, Alta Planning and Design

Date: 12/6/19

Re: Riverside PACT – Outreach Event Summary

Festival of Lights (11/29/19)

The City of Riverside sponsored a bus shuttle ride from the La Sierra Community Center to the Festival of Lights event in Downtown Riverside. During the 20-minute shuttle ride, Alta staff discussed the goals and vision for the PACT plan with community members, and solicited their feedback by way of online survey. The Festival of Lights is a well-loved 5-day “holiday extravaganza” celebrating its 27th anniversary in the city. Alta staff attended the “switch-on” ceremony on the inaugural day of the festival which was accompanied with a firework show and live music. Staff engaged attendees and handed out flyers at the event. In addition to the fireworks and lights display, there were an assortment of vendors and booths selling food and drink for the thousands of people in attendance to enjoy.

Observations

- The Festival of Lights was well-attended, but the bus ride from the Community Center saw far fewer attendees than RSVPs had indicated. This decline in attendance can in part be explained by intense rain in the days preceding the event, and the potential for more rain during the event.
- Though a limited group made it on the bus, staff were able to engage in more meaningful conversations as a result.

Key Topics of Conversation / Survey Results

- The most common topic of conversation amongst residents was the need for sidewalk improvements, and pedestrian safety in general. There were far fewer comments related to bicycle and trail infrastructure.
- There was an appetite for more events held in the La Sierra Community – one citizen in particular was appreciative that we were paying attention to their community specifically and providing access to community events.
- All of the survey respondents listed their zip code as 92506 – indicating they were all Riverside community members.
- Key themes from surveys completed during this outreach event include the following:
 - The majority of respondents stated that they walked either daily or 3-4 days per week in Riverside.
 - Many of the respondents noted that they enjoy neighborhood walks as a form of recreation and not necessarily to a particular destination.
 - The group of respondents as a whole did not identify as strongly as bike riders. This said, they indicated clear interest in improving the bicycle infrastructure in Riverside as evidenced by their

response to the first question: “What interests you the most?” Active Transportation was in 100% of the answers collected.

- Survey respondents indicated that they generally felt safe walking or biking in Riverside, but did not feel safe using the Bus nor in transit stations.

Lessons Learned

- A city-branded booth, or t-shirts with the city’s seal would help lend an “official” aura to outreach staff and facilitate engaging with the public. Additionally, given the nature of the event, a table with a free drink (e.g. champurrado) could have assisted with attracting survey participants.

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	TOTAL	198	

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Riverside PACT Outreach Summary

Name of Event: Riverside Reindeer Run

Event Date and Time: December 8, 2019, 7am – 10am

Event Summary: The Reindeer Run was very busy event. Our booth was located where people exited from the run, where most people were still out of breath and weren't interested in taking a survey at this location. The team would recommend attending an event like this again as long as there is some sort of branding for the booth such as a PACT tablecloth, easy-up, t-shirts, etc. to identify the booth and staff as an extension of the City of Riverside.

Engagements: There were over 1,000 people in attendance. The team had about 30 people visit the booth, most of whom wanted to take the survey at home and were given QR codes with survey links. We had one person take a paper survey and five online surveys.

Name of Event: Galleria @ Tyler Riverside Farmer's Market

Event Date and Time: December 8, 2019, 8:30am – 12:30pm

Event Summary: The farmer's market was very slow due to the rainy weather and about half the vendors did not show up. There was an estimate of 30 people that attended the farmer's market.

Engagements: The team engaged with 10 people, three filled out surveys, and one woman requested to take the survey online at the comfort of her own home. The team gave her the information sheet and a copy of the survey.



Name of Event: Festival of Lights

Event Date and Time: December 11, 2019, 5pm – 9pm

Event Summary: The Festival of Lights is one of the largest events of the year for the City of Riverside and it is recommended in the future to have a booth with identifiable branding for visitors to come and talk to staff about the project. Additionally, the Festival of Lights closes off the streets Thursday-Sunday, which are the busy nights of the festival. The team recommends surveying on one of those days in the future instead of Wednesday as it was very slow for the event.

Engagements: The team engaged with about 50 people, including business owners and workers. The outreach team provided the event attendees and businesses with fact sheets, and survey cards if they were not willing to take the survey in person. While many event attendees were visitors to Riverside and did not want to speak with the team, 9 people were willing to participate and filled out the survey.

Name of Event: Citrus Heritage Run

Event Date and Time: January 4, 2020, 6:30am -12:00pm

Event Summary: The Citrus Heritage Run had an estimated attendance of 1,500 people. Since it was a run with various race times, most booth visitors visited after their run from 10am-11am. The team recommends having more identifiable branding for booth visitors to draw people in such as a real estate sign or pop up banner and a giveaway or prize wheel to incentivize visitors to take the survey. Many booth visitors were from out of town when asked, so we did not have them take the survey.



Engagements: The team engaged with approximately 50 people which included people who live and work in Riverside, in addition to people who visit Riverside for events and entertainment. The outreach team provided booth visitors with fact sheets, surveys, QR codes for the survey if they were not willing to take the survey in person. There were many positive interactions with Riverside locals about PACT and those surveyed were excited to hear about the options for changes and the opportunity to give their input. 15 people were willing to fill out the survey.

Name of Event: UCR's Commuter Pit Stop

Event Date and Time: January 7, 2020, 11:30am-1:30pm

Event Summary: The UCR Commuter Pit Stop had two other tables available with information in addition to the PACT outreach team. Most booth visitors were visiting during lunch and in between classes. A few booth visitors mentioned they biked to campus and many lived on campus. UCR TAPs team posted the outreach team's presence and survey link on their Instagram story.

Engagements:

The team engaged with approximately 40 people and provided booth visitors and nearby students/staff with paper surveys, QR codes, and project fact sheets.

Name of Event: Surveying at Riverside Downtown Metrolink Station

Event Date and Time: January 17, 2020, 5:30am-7:30am

Event Summary: AA staff was on hand at the Riverside Downtown Metrolink Station early Friday morning to survey the morning Metrolink commuters. Most of the commuters we approached were open to participating in the survey online as opposed to filling out the paper survey as they wait for their train. Commuters were excited about



the options presented, most commuters we approached mentioned they are either active in walking/hiking or cycling in their communities. AA staff would recommend surveying at this location again.

Engagements:

The team engaged with approximately 65 people which included Riverside residents and those who work in the city. The outreach team provided project fact sheets, surveys and QR code flyers to direct stakeholders to the online survey.

Name of Event: MLK Jr. Walk-A-Thon

Event Date and Time: January 20, 2020, 9:00am-2:00pm

Event Summary: There was a great turnout at the MLK Walk-A-Thon. It was a busy location once the runners/walkers started to arrive. Most of the community members that the team engaged with were interested to learn more about the project. Others showed indifference but the team made sure to provide them with fact sheets for them to review on their time.

Engagements: There was an estimate of 100 people that attended the event. We engaged with 40 people, 11 took the paper survey, and 5 people requested the QR code to take it online.

Name of Event: Surveying at Hunter Park Metrolink Station

Event Date and Time: January 21, 2020, 5:30am-7:15am

Event Summary: AA staff was on hand at the UCR/Hunter Park Metrolink Station early Wednesday morning to survey the morning Metrolink commuters. Most of the



commuters we approached were open to participating in the survey online. There were 10 people who were getting on at the UCR/Hunter Park Station.

Engagements: The team engaged with 5 people which included Riverside residents and those who work in the city. Due to weather, commuters waited in their cars until the train left. It was difficult for people to fill out the hard copy survey but were given the fact sheet and QR code.

Name of Event: Surveying at La Sierra Metrolink Station

Event Date and Time: January 22, 2020, 5:30am-7:30am

Event Summary: This station was a good location for surveying due to the stakeholders waiting around for their trains to leave.

Engagements: The team engaged with 15 people which included Riverside residents and people who were catching the buses. The people engaged were interested in the PACT and the team received 4 paper surveys and gave away 10 QR code flyers.

Name of Event: Surveying at Riverside Food Lab

Event Date and Time: January 22, 2020, 6pm-9pm.

Event Summary: The Food Lab was slightly busy with visitors during this time, however the outreach team did not want to interrupt people while they were eating. Once people were done eating, they were asked to do the survey but preferred to take it online on their own time.

Engagements: The team spoke to 16 people and gave QR code cards to all. The outreach team also left QR codes at the Food Lab and surrounding businesses such as



coffee shops and the Riverside Game Lab.

Name of Event: Surveying at Riverside Food Lab

Event Date and Time: January 23, 2020, 4pm-6pm

Event Summary: The Food Lab was busier during this time due to people getting out of work at this time.

Engagements: The outreach team spoke to 14 people and 5 people were willing to take paper surveys. Four of the five people who took surveys were not Riverside residents but visited Riverside often. The rest of those engaged said they would take the survey online via QR code.

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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 (01/13/20)

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 40 people present including familiar faces from Alta’s previous RRR visit in November 2019.

Observations

- A large contingent from the Riverside Community College, as well as the Councilman and his liaison for Ward 7 were also present.
- Alta gave a five-minute presentation followed by five-minutes of Q & A.

Key Topics of Conversation

- Concern was raised that many of the existing bike lanes in the city also contain parking or terminate where there is also on-street parking, creating dangerous situations for riders.
- Equestrian trails and connectivity was a hot topic of conversation. RRR members expressed pride in their equestrian activities, and wanted to see more equestrian facilities in the West End neighborhoods.
- Several questions were asked related to police enforcement of cycling behavior. Many of the comments regarding bicyclists and bike lanes were not positive.
- Several issues with RTA services and ridership were brought up.
- A general sense of underrepresentation was expressed during the meeting. Many of the residents described displeasure towards the City when it comes to the lack of attention and investment that Ward 6 and Ward 7 receives – in this context about equestrian trails.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Tim Bevins, Alta Planning and Design

Date: 2/20/20

Re: Riverside PACT – Outreach Event Summary

Ward 4 Community Meeting (2/19/20)

Alta staff attended a Ward 4 community meeting at the Orange Terrace Community Center, which focused on updates from Public Works, the Riverside Police Department and District Attorney's office, and a developer.

Observations

- Approximately 50 community members attended the meeting, and featured a lively discussion about traffic and pedestrian concerns in the community.

Key Topics of Conversation

- Riverside Public Works updated community members on ongoing roadway maintenance, upcoming pedestrian crossing improvements, and traffic signal modernization efforts.
- Alta staff presented a broad overview of the PACT effort, and the importance of community members making their voices heard via the online survey, which they were directed to.



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MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: Tim Bevins, Alta Planning and Design

Date: 2/27/20

Re: Riverside PACT – Outreach Event Summary

Blindness Support Services Meeting (2/22/20)

Alta staff attended the monthly Blindness Support Services Peer Support meeting, at the request of a community member engaged at a previous PACT outreach event. This organization provides services to blind and visually impaired community members in Riverside. About 20 participants attended the meeting, all of whom were visually impaired and were eager to share their experiences of walking and riding public transit in Riverside.

Key Topics of Conversation

- Sidewalks:
 - Participants noted that they need a minimum 4' of unimpeded sidewalk space in order to effectively use their cane.
 - For complicated or busy sidewalks, participants noted that textured pavement or a linear groove that one can follow with their cane would help them navigate these areas.
 - There was consensus around the desire for tactile indicators that can be felt with a cane prior to sidewalk obstructions. These could be small truncated domes, successive score lines, etc. The most common obstacles identified for this treatment were utility pole guy wires, public benches that do not have a solid base, and tree wells.

- Crosswalks:
 - For shared curb ramps that serve both sides of the street, participants noted the desire for a tactile indicator such as a groove line that they could follow with their cane to access the crosswalk.
 - Similarly, participants stated that it can be difficult to know whether or not one is in the crosswalk while crossing the street. A groove line running parallel to the crosswalk markings was suggested as a helpful aid.
 - Audio cues at crosswalks, particularly busy ones, are useful and appreciated. Participants mentioned that chirping indicators are harder to hear and easier to misinterpret than those that state the name of the street being crossed.
 - A tactile method for designating un-signalized intersections would be helpful.

- Transit:
 - Participants noted that the majority of persons who are blind/visually impaired are transit dependent, and as a result, access to/from public transit is of paramount importance. Fixed route buses, dial a ride services, and trains must be safe, efficient, reliable, timely and affordable.
 - Visually impaired transit users can have a difficult time locating bus stops if they do not have benches or shelters, and the bus stop sign itself is affixed to a post or a light pole. In these instances, a desire for a tactile indicator was expressed.
 - Participants discussed the proposed Vine Street Mobility Hub near the Riverside Downtown Mobility Hub, and their desire for it to feature exceptional blindness support as many of them rely heavily on Metrolink.
 - Participants discussed the desire for coordination between large developers and public transit agencies to provide paved pathways from bus stops to nearby destinations.

- Specific Locations:
 - Because of the group's reliance on public transit, Downtown Riverside was identified as a priority area for improvements as many bus lines and connections run through here.
 - Crosswalk enhancements such as those described above were called for near Beatty and Magnolia (where Blindness Support Services is located) and connecting to Riverside Plaza.
 - Participants mentioned that they encountered challenges navigating to the Downtown Riverside Metrolink station via University Avenue and 14th Street.
 - The intersection of Magnolia and Brockton is confusing to those with limited or no vision, and the island in particular is difficult to navigate.
 - The rail underpass on Streeter Ave, south of Lantana and north of Dewey, features a raised sidewalk that does not have a rail on its outer edge. Meeting participants expressed their desire for a rail that would keep them from walking off the sidewalk down the embankment.
 - The train tracks near the sidewalk on the north-east side of Van Buren and Arlington are confusing when utilizing a cane, and participants mentioned that it can feel as if they are walking into the street.

DRAFT



233 A Suite 703
San Diego, CA 92101
(619) 269-5982

MEMORANDUM

To: Nathan Mustafa, City of Riverside

From: , Alta Planning and Design

Date: 05/04/2020

Re: Riverside PACT – Outreach Event Summary

PACT Virtual Workshop April 22, 2020 and Rebroadcast April 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. Active Transportation Plan 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:

- **04/22/20 Live Presentation, Polling and Q&A**
- 564 active viewers (346 FB, 48 Zoom, 170 YouTube)
 - - view time ~6 mins
- Reached approximately 11,866 people
- 1,437 engagements (email, clicking, viewing, liking, posting, sharing)
- Received 31 comments/questions
- 19 additional survey inputs
- 16 mapping inputs
- Swift - 13-22 responses per question
 - 247 total responses
- **04/23/20 Rebroadcast – Live Q&A**
- 356 active viewers (247 FB, 12 Zoom, 97 YouTube)
 - - view time ~3.5 mins
- Reached approximately 9,609 people
- 1,430 engagements (email, clicking, viewing, liking, posting, sharing)
- Received 5 comments/questions
- 4 additional survey inputs
- 6 mapping inputs
- SWIFT - 1-3 responses per question
 - 38 total responses

Observations

- 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.

Key Topics of Conversation

- We received some great comments 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 included:
 - **Trails Master Plan:**
 - 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 (Pedestrian/Bike) Highest Vote Percentage:**
 - Ward 7 – La Sierra Ave & Hole St /Tyler St
 - Ward 6 – Van Buren Blvd & Jackson St/Van Buren Blvd
 - Ward 5 – Van Buren Blvd & Indiana Ave/Victoria Ave
 - Ward 4 – Madison St & Lincoln Ave/ Victoria Blvd
 - Ward 3 – Van Buren Blvd & Arlington Ave/Arlington Ave
 - Ward 2 – Chicago Ave & University Ave/ Victoria Ave
 - Ward 1 –Blaine St & Iowa Ave/ University Ave

Lessons Learned

- Difficult to get quality feedback and discussions in the webinar format.
- The presentation reached a lot of eyes but it is unclear how much of the content people consumed.
- For future online use, tailor the presentation to each platform the project team decides to utilize.
- Imperfect system but the project team received great results despite the restrictions in response to COVID-19.

DRAFT

Appendix E:
PACT Comment
Sheets



COMMENTS SHEET

Name: Anna Moore

Email (optional):

eightybanna@aol.com

Please use the space provided below to note any general comments you have to the Riverside PACT Plan. PACT Needs to coordinate w/ RTA!

RTA BUS Related

- Every bus stop should have a trash can for riders that are waiting @ the bench.
- *Lower the Riding Fee \$\$\$ Cost is too high! (senior + student)
- there should also be a canopy or shaded enclosure if the bus bench is in direct sun. TREES!
- All bus stops NEED to have the RTA map of that specific Route posted @ the stop. with times and day of the week for eastbound and westbound.

Streets

* Golden Ave. from Westwind st to Gramercy Ave.

Needs to be repaved asap. That section of street is horrible and so far gone past the point of just slurry. it will have to be tore out and completely

over Re-do

★ People who ~~have~~ ^{ride} bikes and scooters need the bike lane section of the street (pot holes in particular) filled in.

TRAILS. Ward 7 is big equestrian community w/ a lot of trails near the Santa Ana River. + Hidden Valley Nature Center. Trail access is huge amenity and is limited already. We need more parking areas for trail access @ the top of Tyler Ave. near Jarupa Ave + Van Buren.

★ Walking paths in and around Parks should have drinking fountains that are accessible to handicapped residents as well as pets. ~~And~~ And the fountains must be working.

Bus Related: RTA ↓

→ Bus stops use to have the route maps posted @ each stop but couple years ago they took them all away and moved to the text # for route info. that is no help if the rider does not have a cell phone!



COMMENTS SHEET

Name: AARON MOORE

Email (optional):

ATMOORE84AM@GMAIL.COM

Please use the space provided below to note any general comments you have to the Riverside PACT Plan.

IF THE CITY DOES NOT HAVE ENOUGH FUNDS THEY COULD MAKE SIDE WALKS IN PLACES THAT COULD USE THEM. MAKE THEM OUT OF HOT ASPHALT COMPACTED INTO A SIDEWALK AND CURB THEN TREATED WITH AN ADDITIVE/CONCRETE ADHESIVE THEN FINISHED WITH A CONCRETE SLURRY TO MAKE IT SILLED AND ~~FINISHED~~ FINISHED TO LOOK LIKE NORMAL CURB AND GUTTER WITH SIDEWALK. (JUST A THOUGHT) ACTIVE TRANSPORTATION LIKE PHYSICAL WALKING, RUNNING, BIKE (ECT.) OR JUST TRYING TO ^{GET} PEOPLE MOVED AROUND TO WHAT THEY WOULD LIKE TO DO. BRING BACK THE TRALEY AND HAVE THE RIDES FOR 50 CENTS. JUST IN THE CITY LIKE IN LARGE CERCOLES LIKE FROM DOWNTOWN GOING DOWN JURPA, STREET

ARLINGTON TO LASARRA THEN MAGNOLA TO ARLINGTON DOWN ARLINGTON TO CENTRAL THEN DOWN THE HILL INTO THE EAST SIDE AND AROUND THE DOTTED LINE IS NORTHSIDE TO WATKENS AROUND TO ALEXANDRA TO CENTRAL TO VAN BEARU TO CALIFORNIA TO COLETTA RIVERWALK TO INDIANA TO LASARRA TO ELSIBRANTA TO

WOOD, BACK TO VAN BUREN AND OVER TO TRAVELINE AROUND IN BIG OVELS
TO IN CORPERATE ALL OF RIVERSIDE REALY BRINGING THE CITY
TOGETHER AS A HOLE. THAT WOULD BE AMAZING!!! YOU COULD
EVEN CHARGE 1.00 DOLLER, BUT THEN GIVE A TRANSFER TO PEOPLE THAT
WOULD LIKE ONE. TO CHANGE TO THE OTHER TRALEX AT ONE OF THE
TWO SPOTS WERE THEY OVERLAP EACH OTHER. THAT WOULD
GET PEOPLE TO GET ALMOST ANYWHERE OR AT LEST
REALY CLOSE TO WEREVER THEY WOULD LIKE OR
NEED TO GO FOR REALY INEXPESIVE. I THINK PEOPLE
WOULD RIDE SOMETHING LIKE THAT. NOT LIKE THE
RTA BUT "RIVERSIDES TRALEYS". I REMBER WHEN THEY
FRIST CAME OUT THEY WERE FREE TO RIDE BUT
THAT DID NOT LAST TO LONG THEN YOU HAD TO PAY!!
THEN THEY JUST STOPED ALTOGETHER.

PUTTING
ALL THE
CITY
TOGETHER

PUTTING
ALL RE
CITY
TRALEY

PUTTING
ALL
COMMENTS
TOGETHER

PUTTING
ALL
C
T

MORE REQ OF BUSES

ACCESSIBILITY ISSUES

PARKING IN BUS LANES

GAPS IN GRAMMERCY FOR EQUESTRIAN

STREET CLEANING

DRAFT



COMMENTS SHEET

Name: Justin

Email (optional):

Please use the space provided below to note any general comments you have to the Riverside PACT Plan.

~~On Mitchell~~ Sidewalk and horse trail stops
on Mitchell between Gramercy & ~~Stover~~
Campbell and needs to be completed.
Sidewalk need to be continued ~~on~~ on Campbell
east of Stover Ave for the kids who
walk to school.



COMMENTS SHEET

Name: Rudy Gonzales
Email (optional):

Please use the space provided below to note any general comments you have to the Riverside PACT Plan.

I Would like to see more 'nature' left for residents
Nature trail, bike trail/places are important for safety
It is very nice to leave 'open space' and have a
safe way to + from these areas



COMMENTS SHEET

Name: Robert L. Treen

Email (optional):
rtreen1937@gmail.com

Please use the space provided below to note any general comments you have to the Riverside PACT Plan.

At street corners with wheelchair ramps safety steel poles offset to allow bikes wheelchairs to pass but block autos especially on commercial busy streets

Victoria Avenue ^{Better} bike lanes marked and No Parking zones enforced
Directions to allow the 3 Feet From bicycles.

DRAFT

Appendix F:

Trail Design Details

Design Guidelines

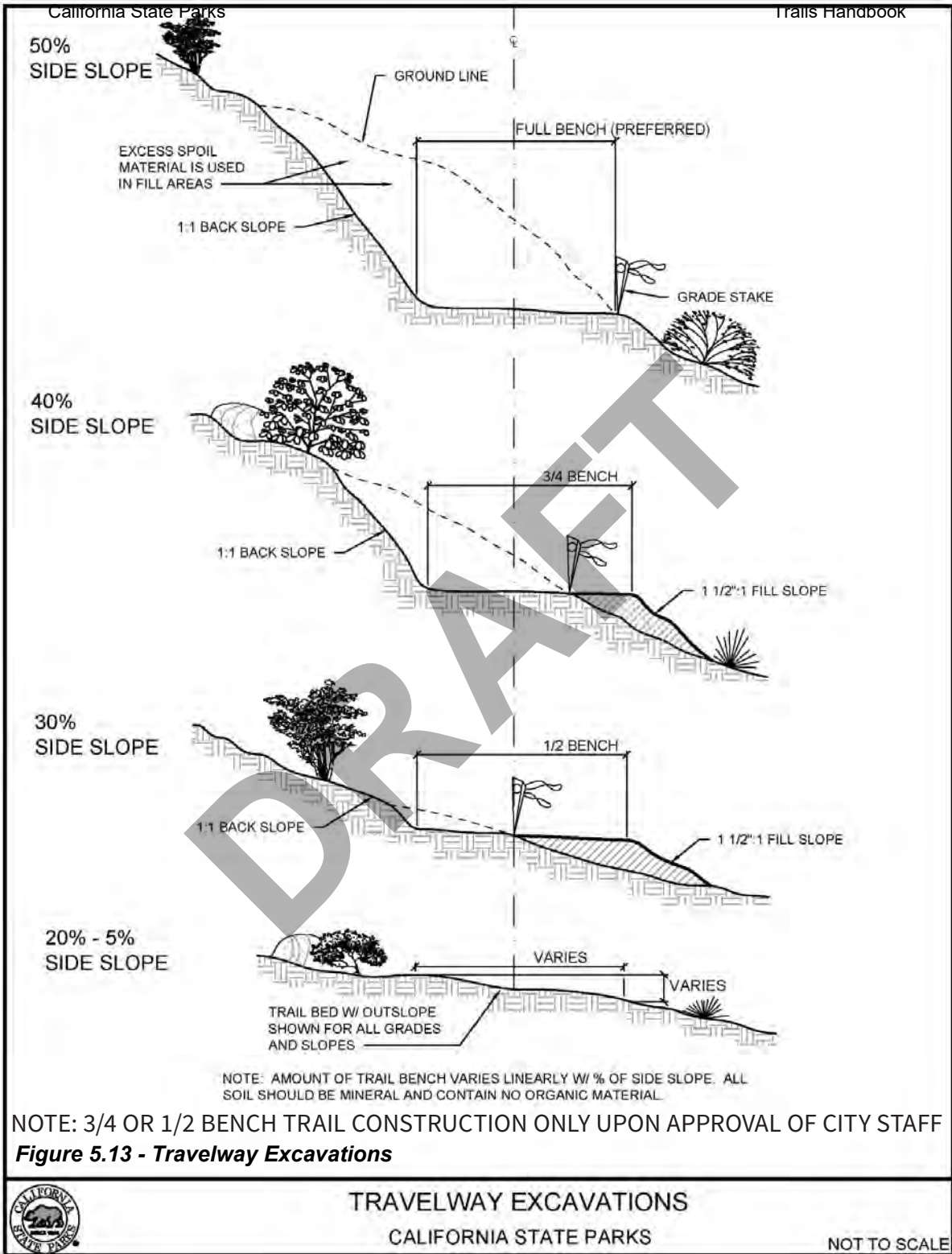
The following pages include select design details from the California State Parks Trails Handbook (2019). These include:

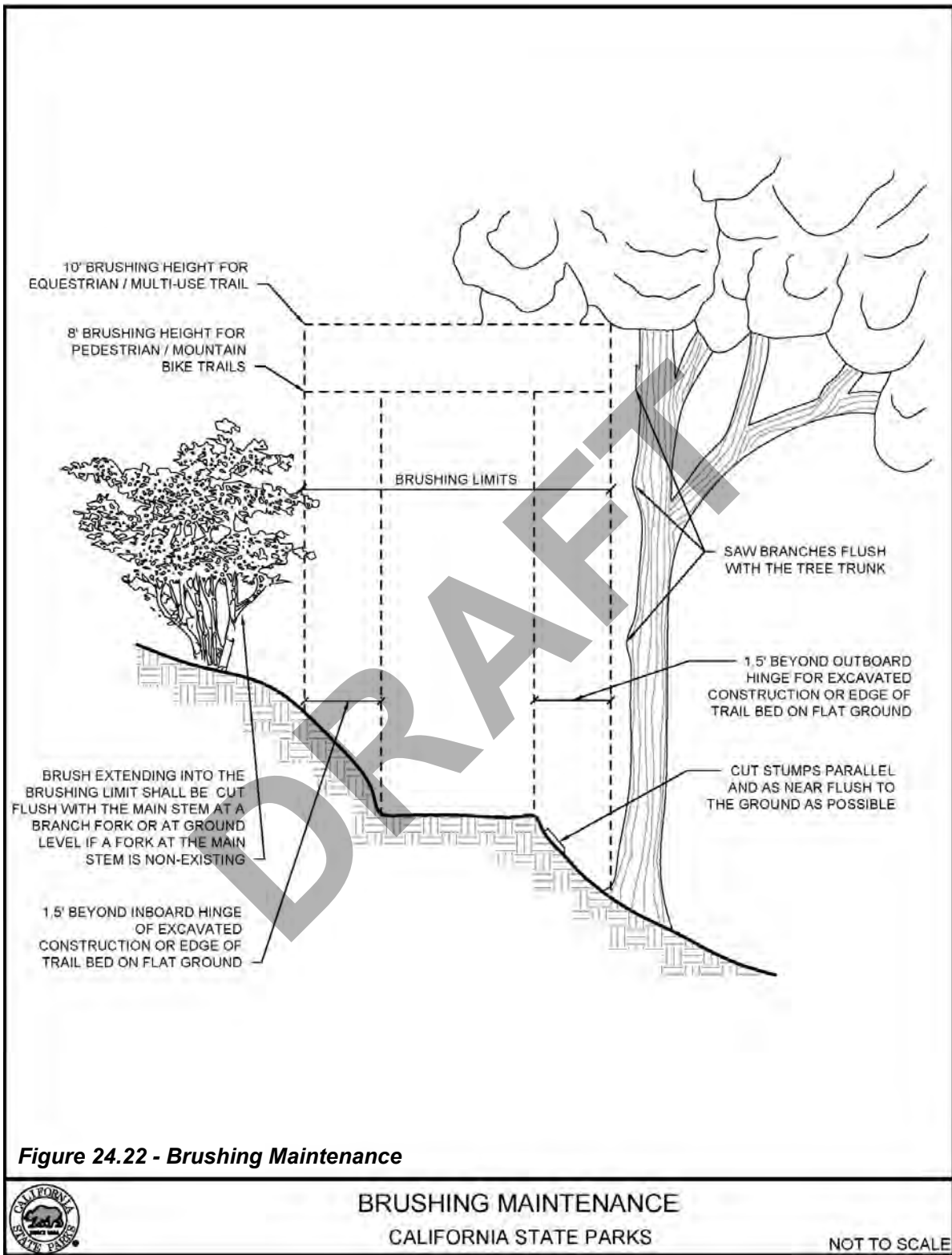
- Travelway Excavation
- General Brushing
- Clearing and Brushing Travelway
- Railings
- Typical Switchbacks
- Puncheons
- Wooden Steps
- Rock Steps
- Equestrian Steps
- Split Rail Gate
- Timber Planking
- Equestrian Puncheon

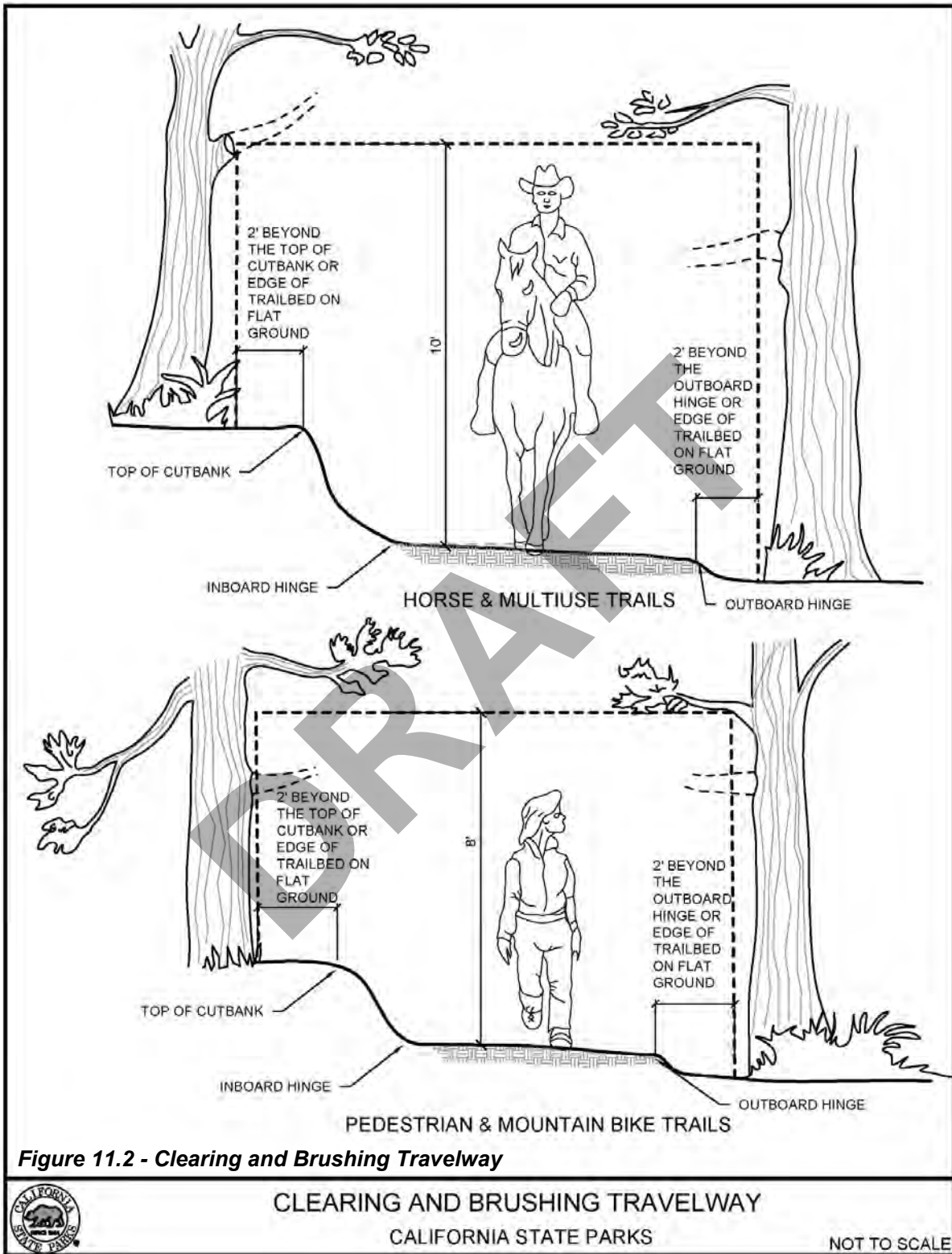
Following the above information are details showing types of fence construction. These include:

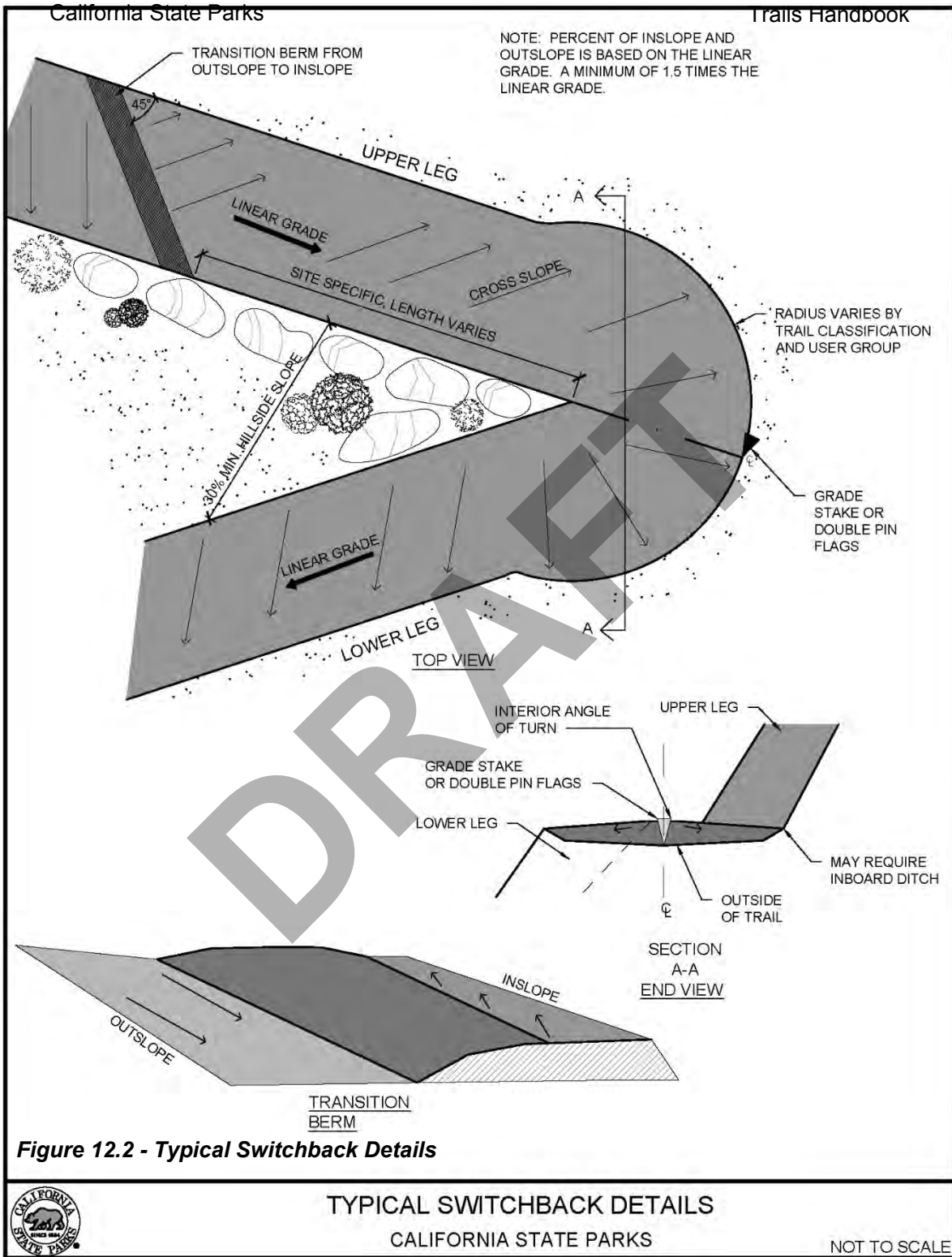
- Post and Rail
- Post and Cable

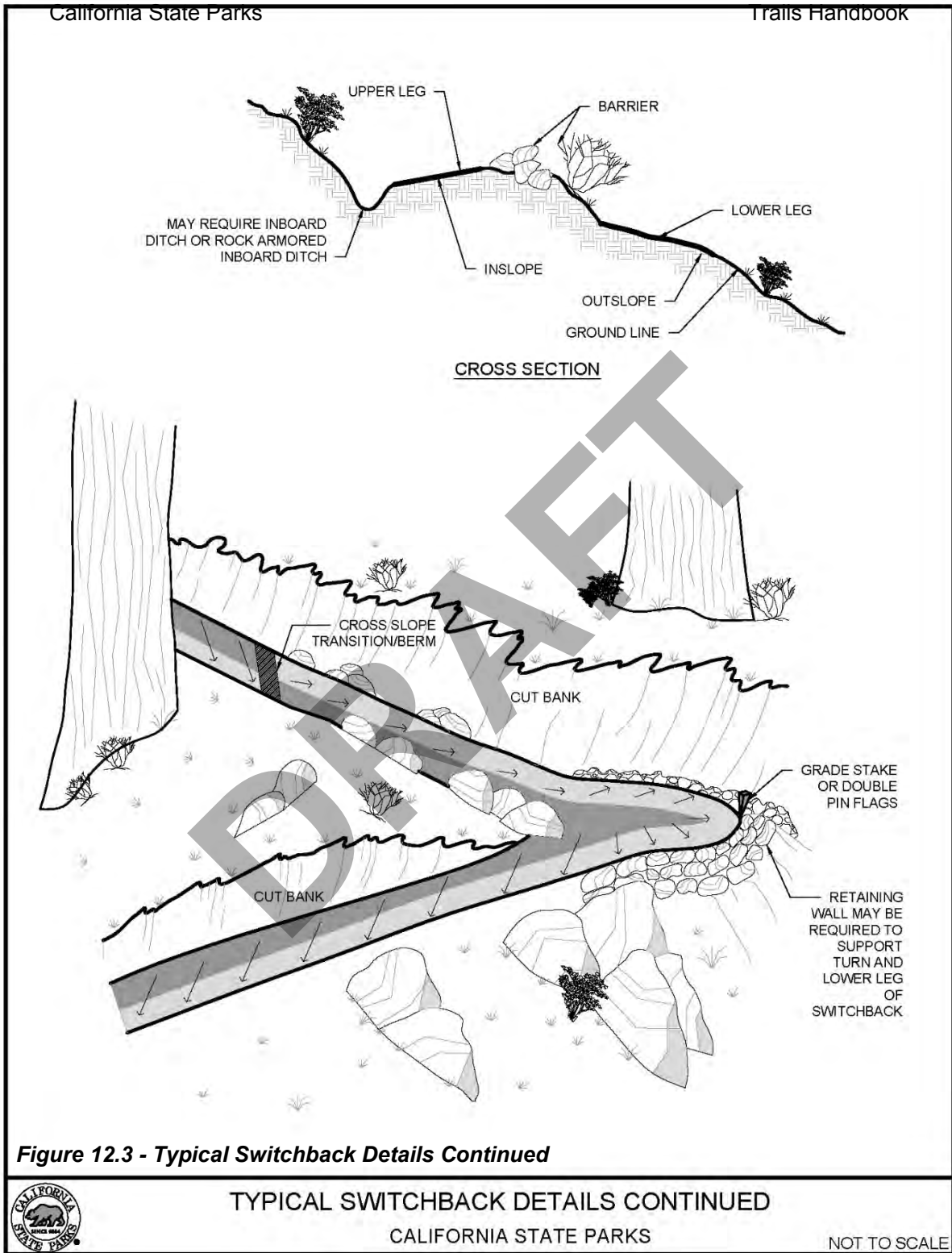
DRAFT

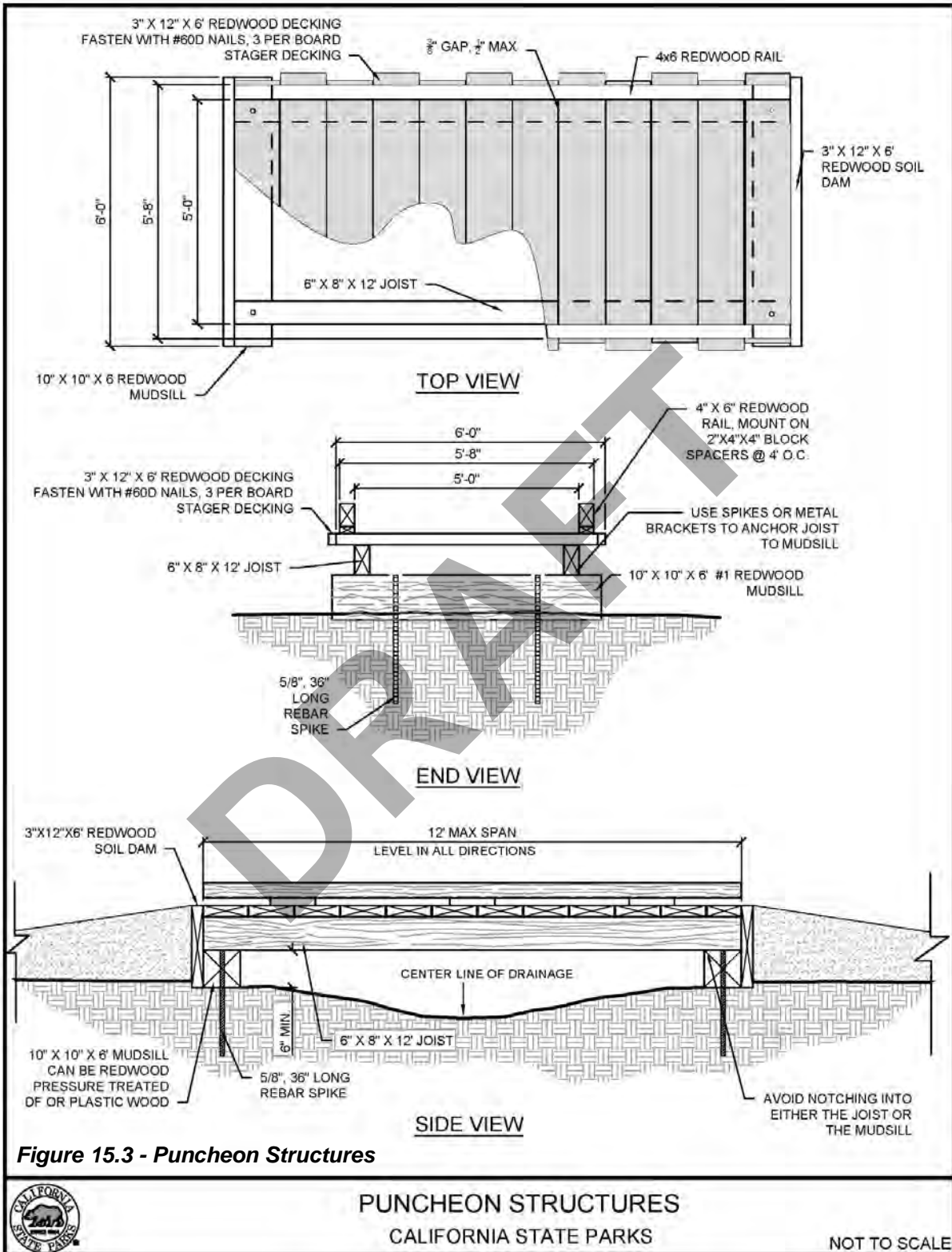


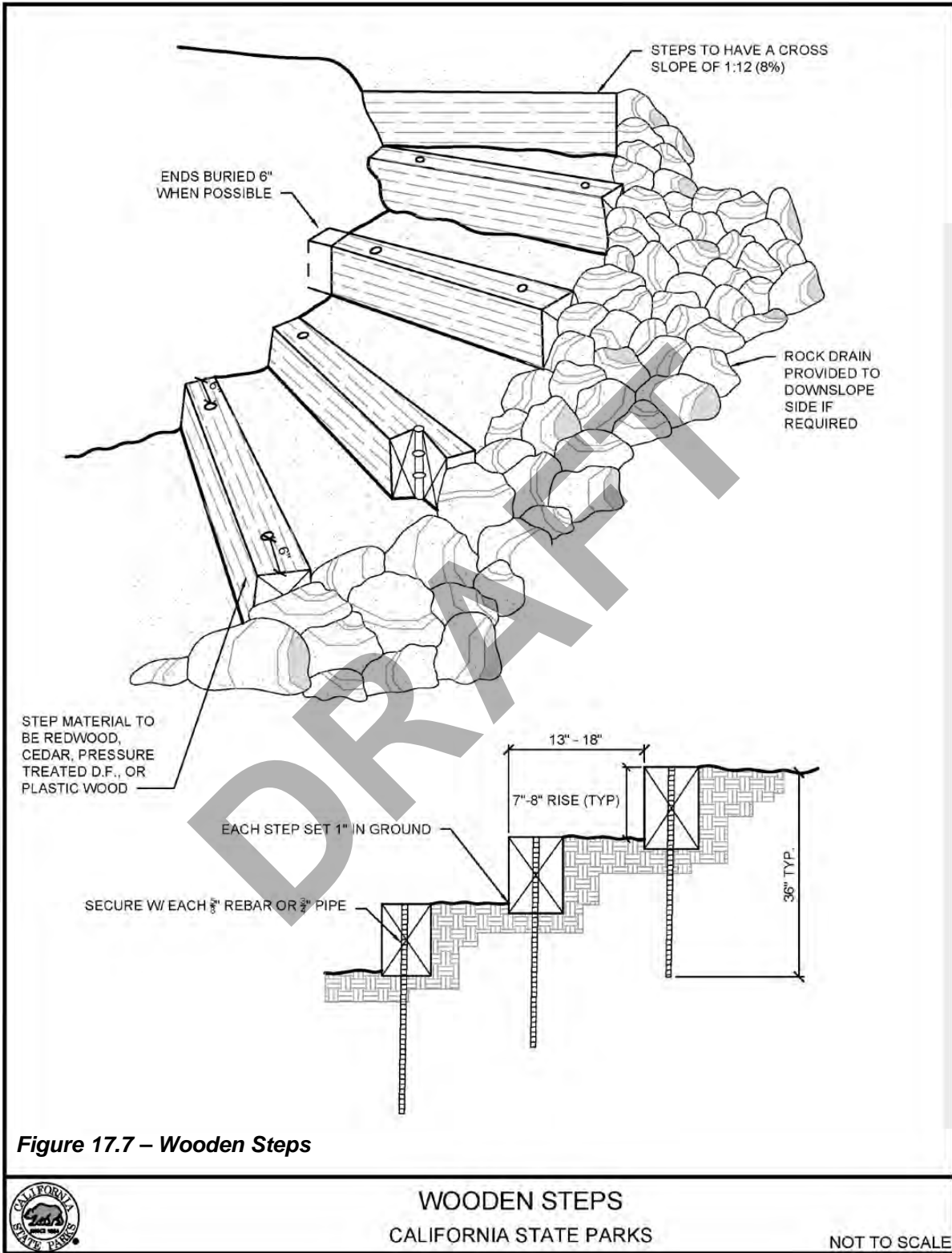












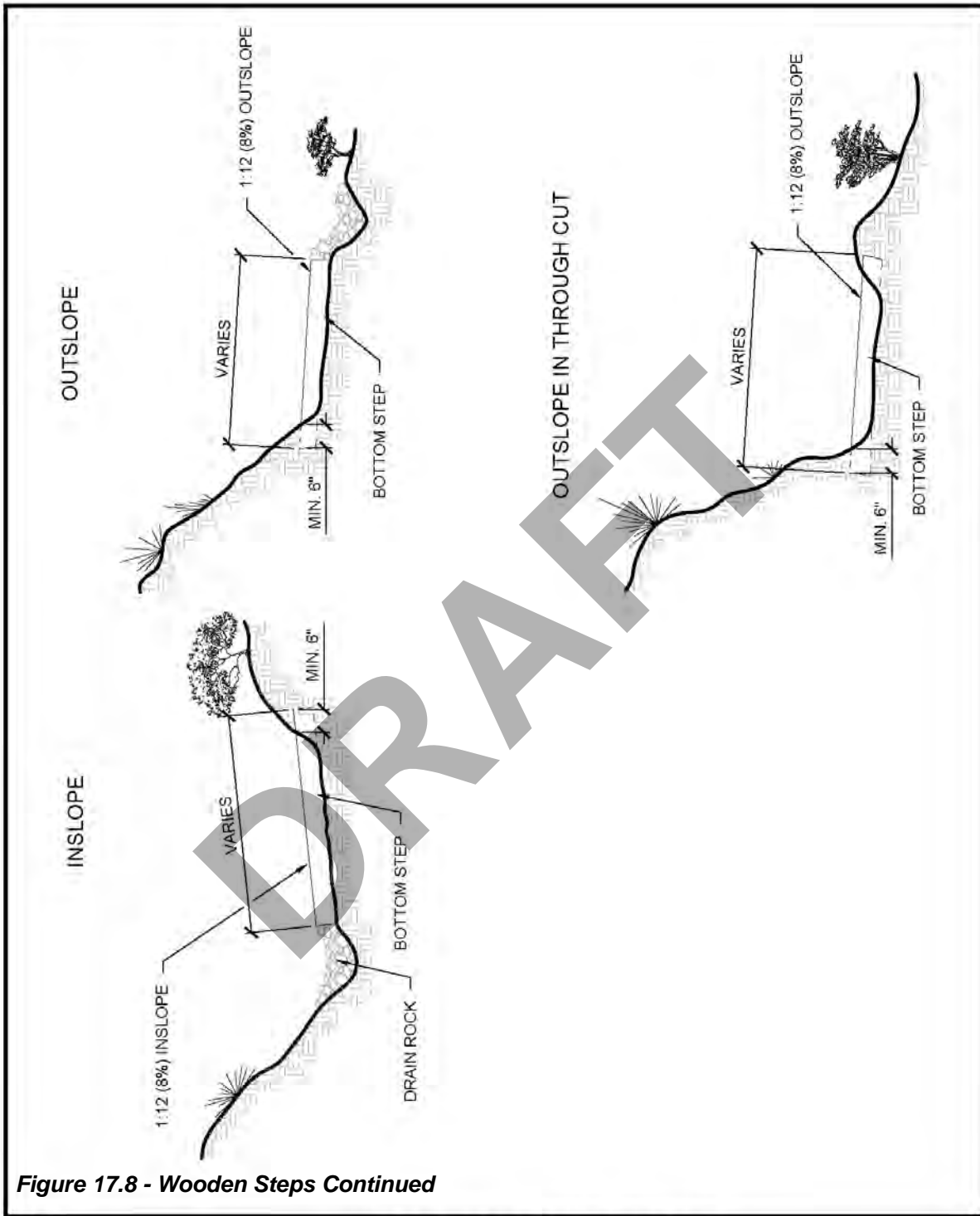


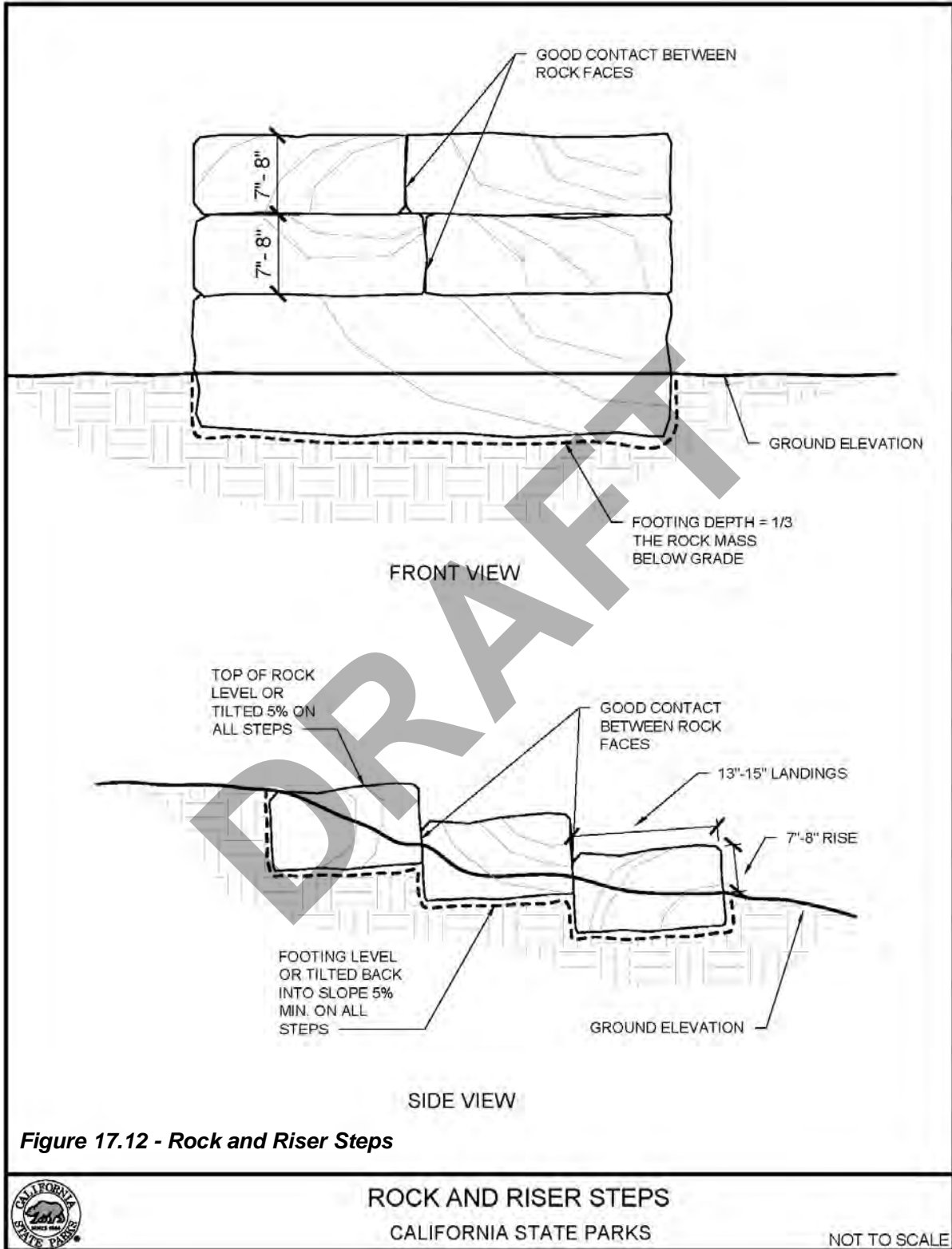
Figure 17.8 - Wooden Steps Continued



WOODEN STEPS CONTINUED

CALIFORNIA STATE PARKS

NOT TO SCALE



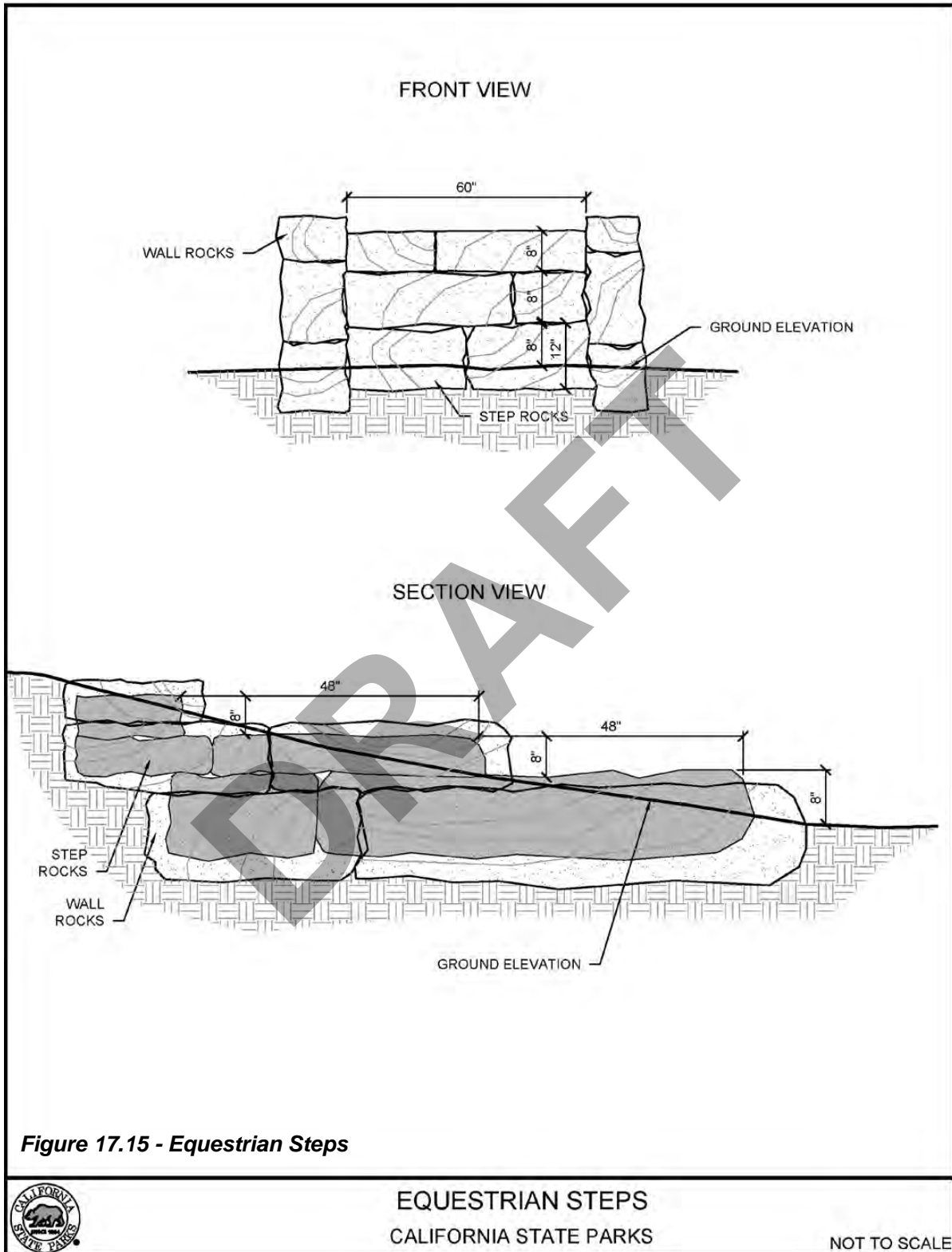
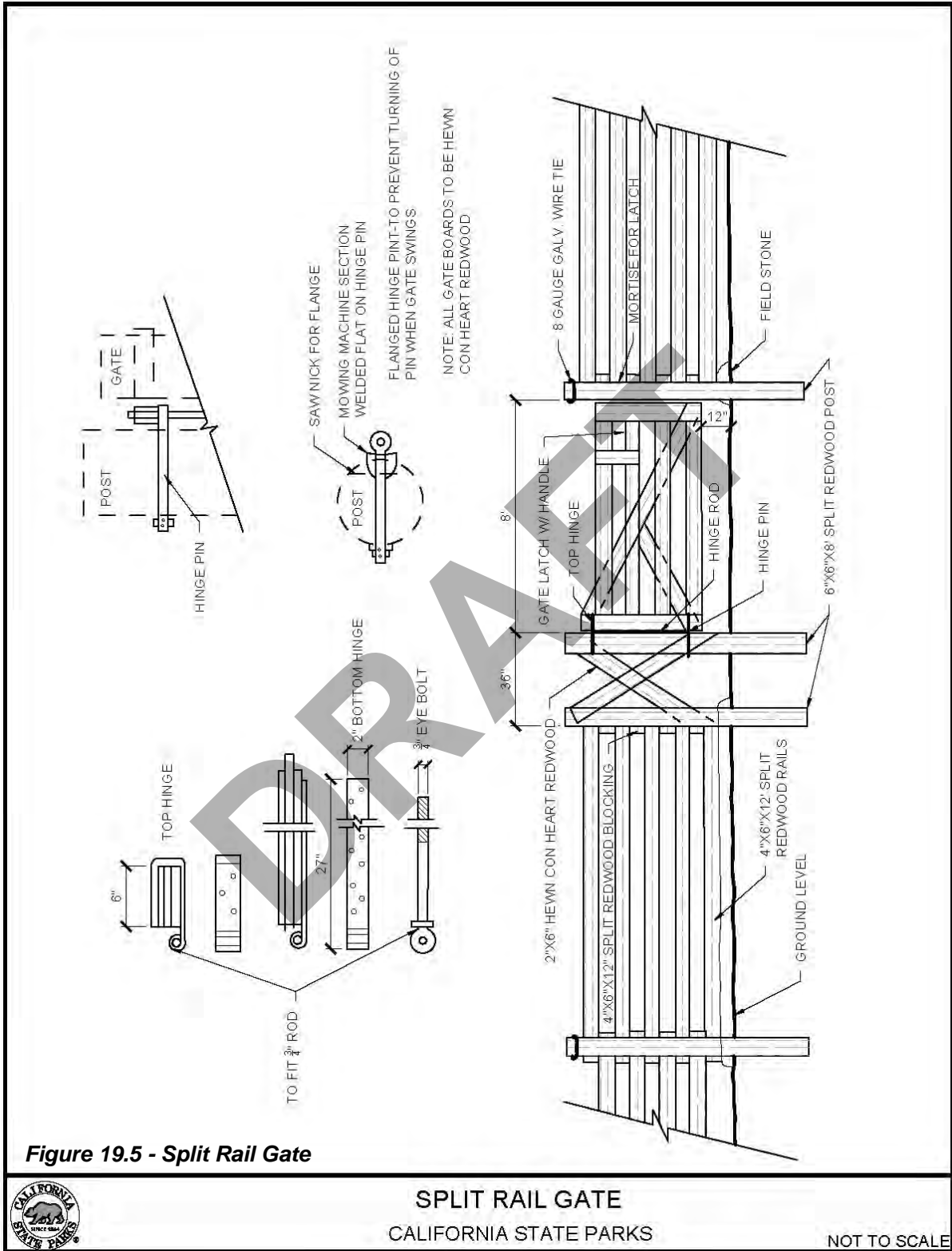


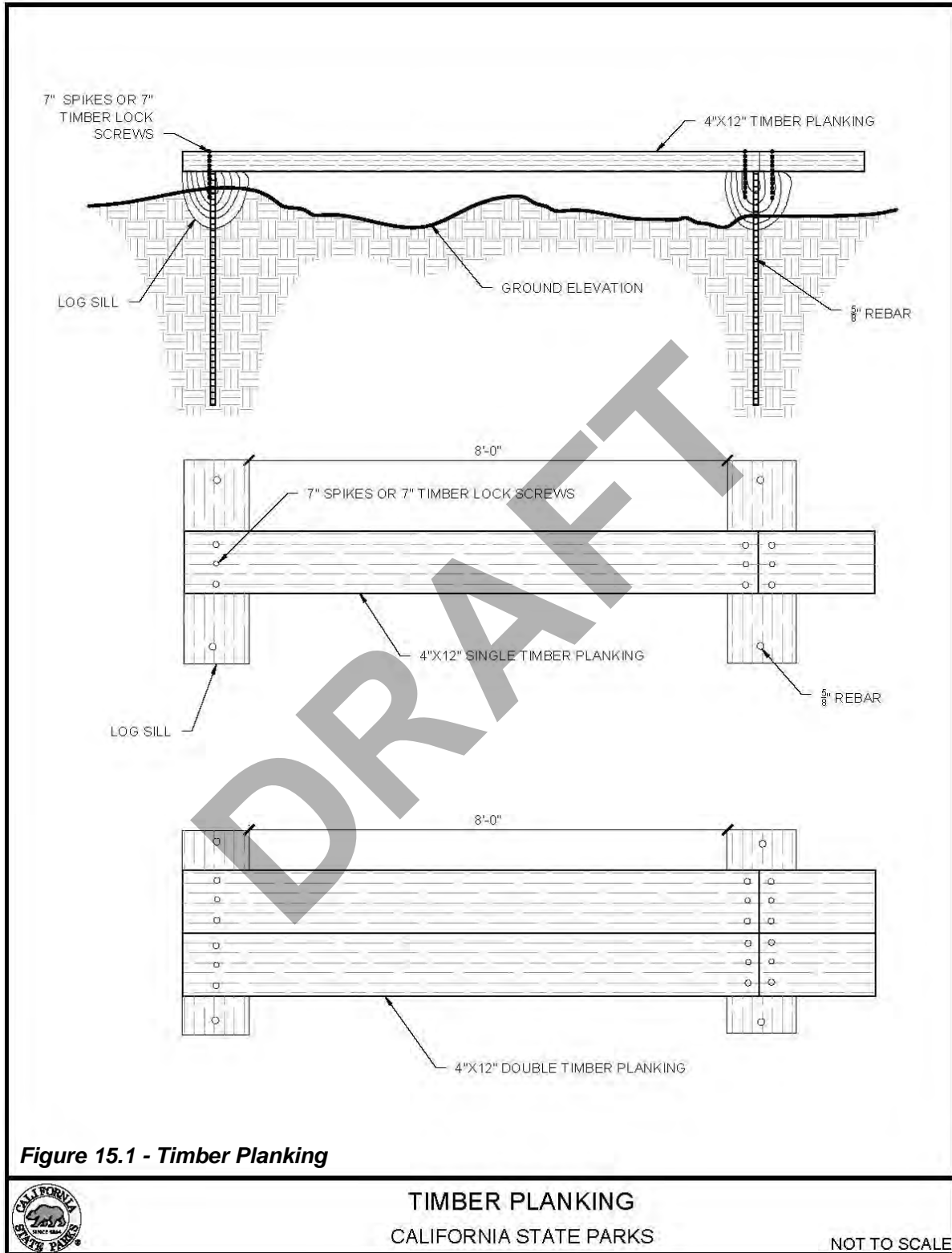
Figure 17.15 - Equestrian Steps



EQUESTRIAN STEPS
CALIFORNIA STATE PARKS

NOT TO SCALE





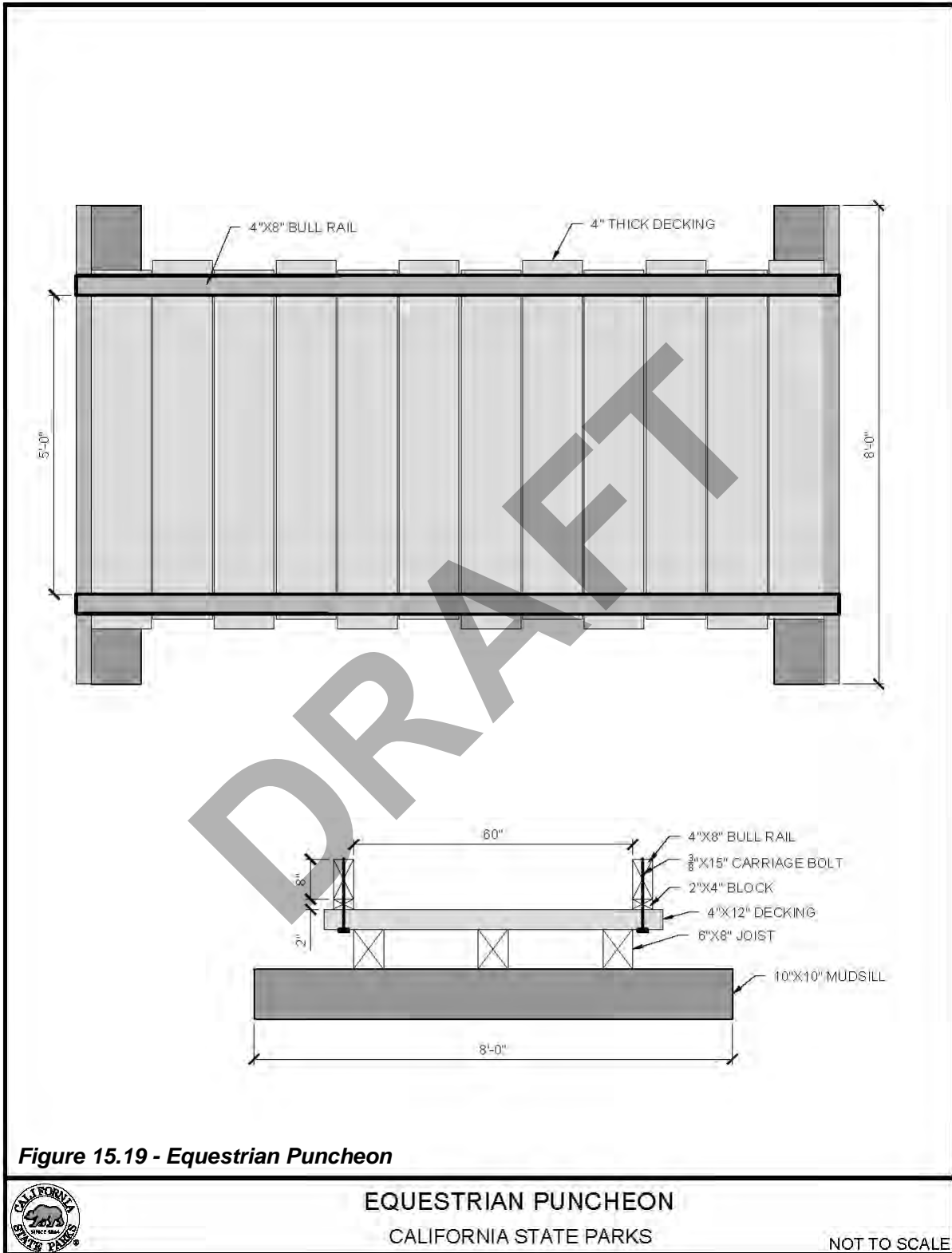
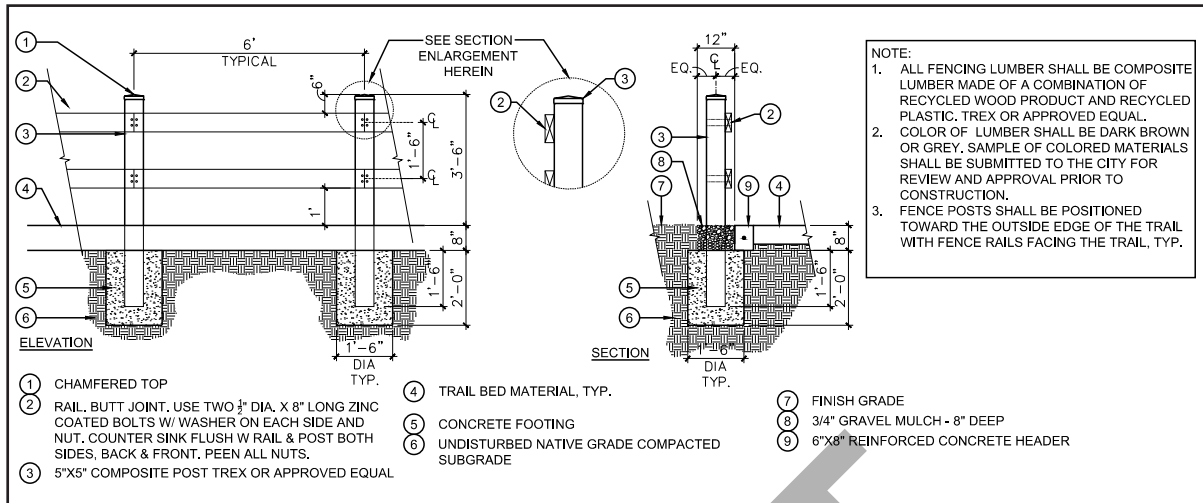


Figure 15.19 - Equestrian Puncheon

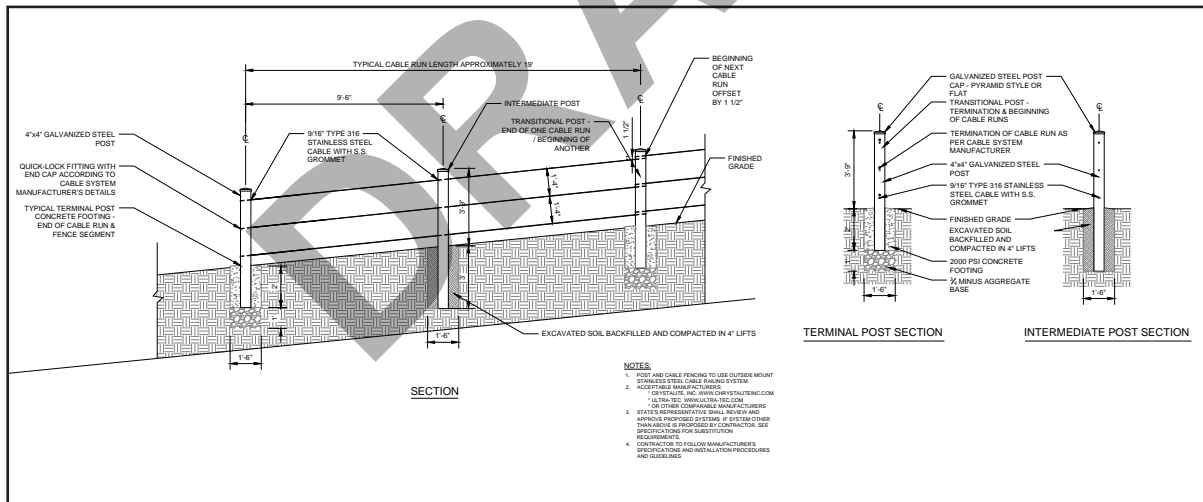


EQUESTRIAN PUNCHEON
CALIFORNIA STATE PARKS

NOT TO SCALE



Sample post and rail fence construction detail



Sample post and cable fence construction detail

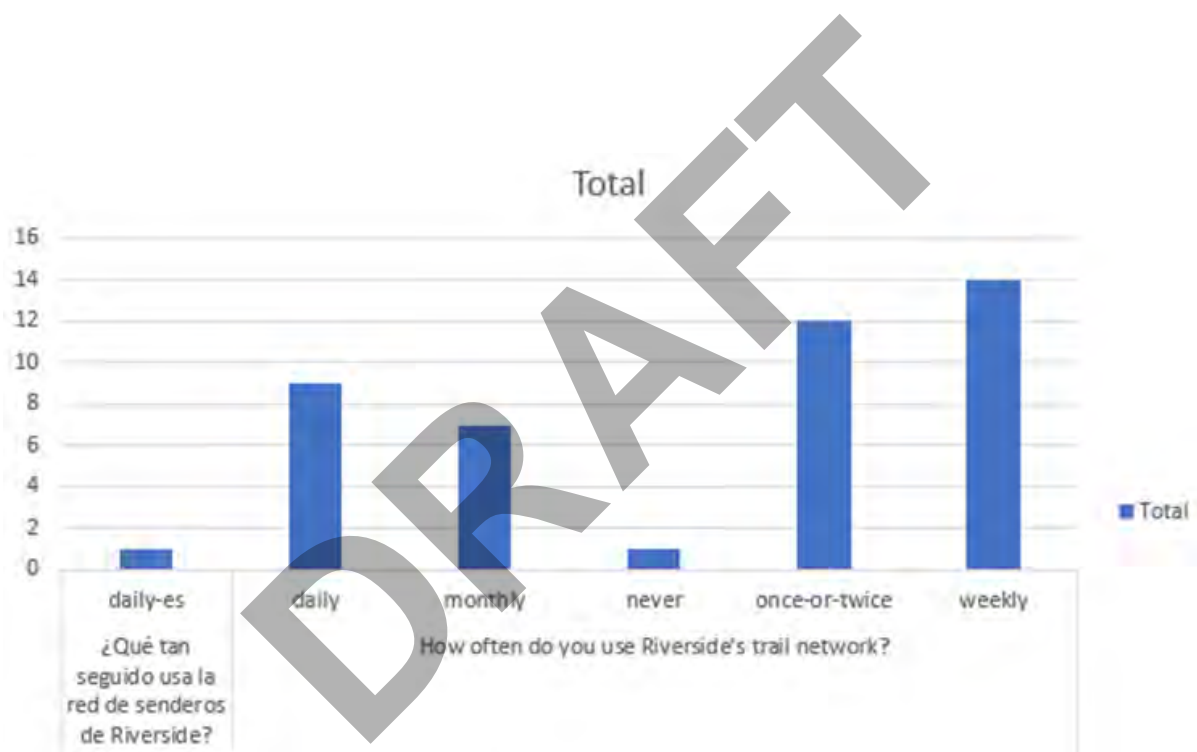
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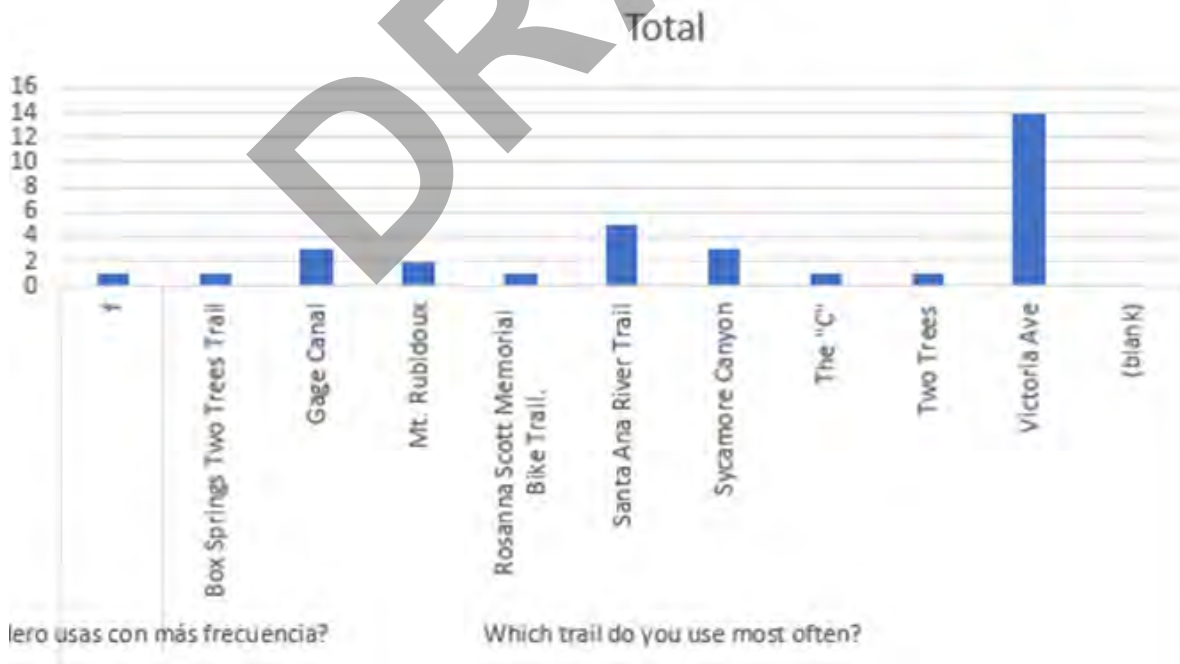
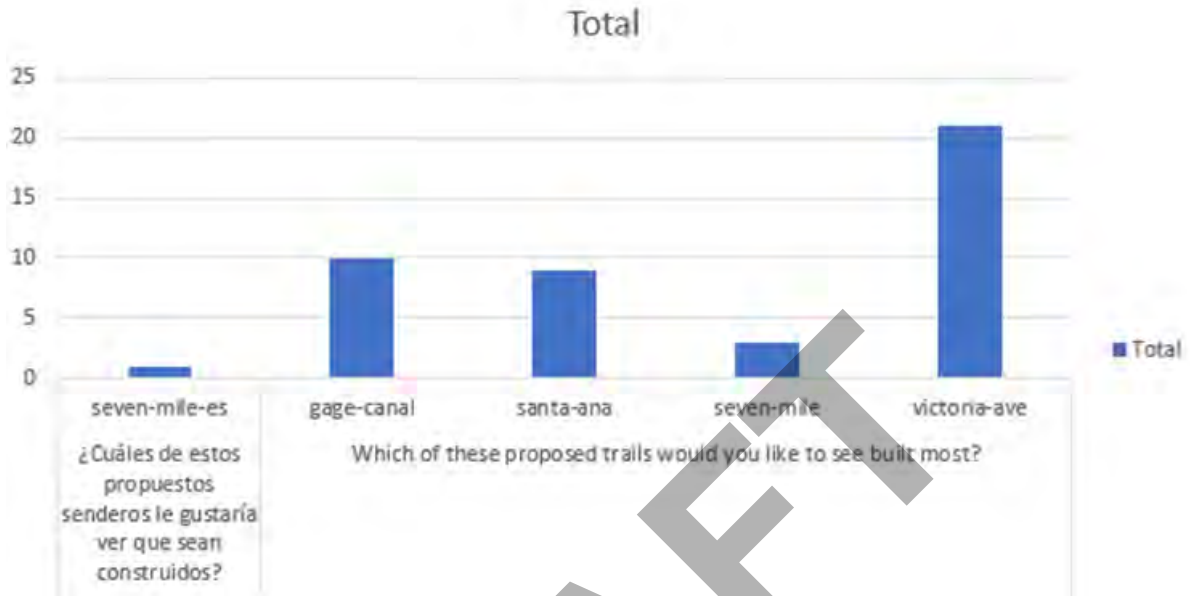
Appendix G:
Public Outreach
Summary

Public Outreach Summary

WEB MAP SURVEY RESULTS

The web map survey ran from March 17, 2020 - June 15, 2020. Results are shown on the following pages.

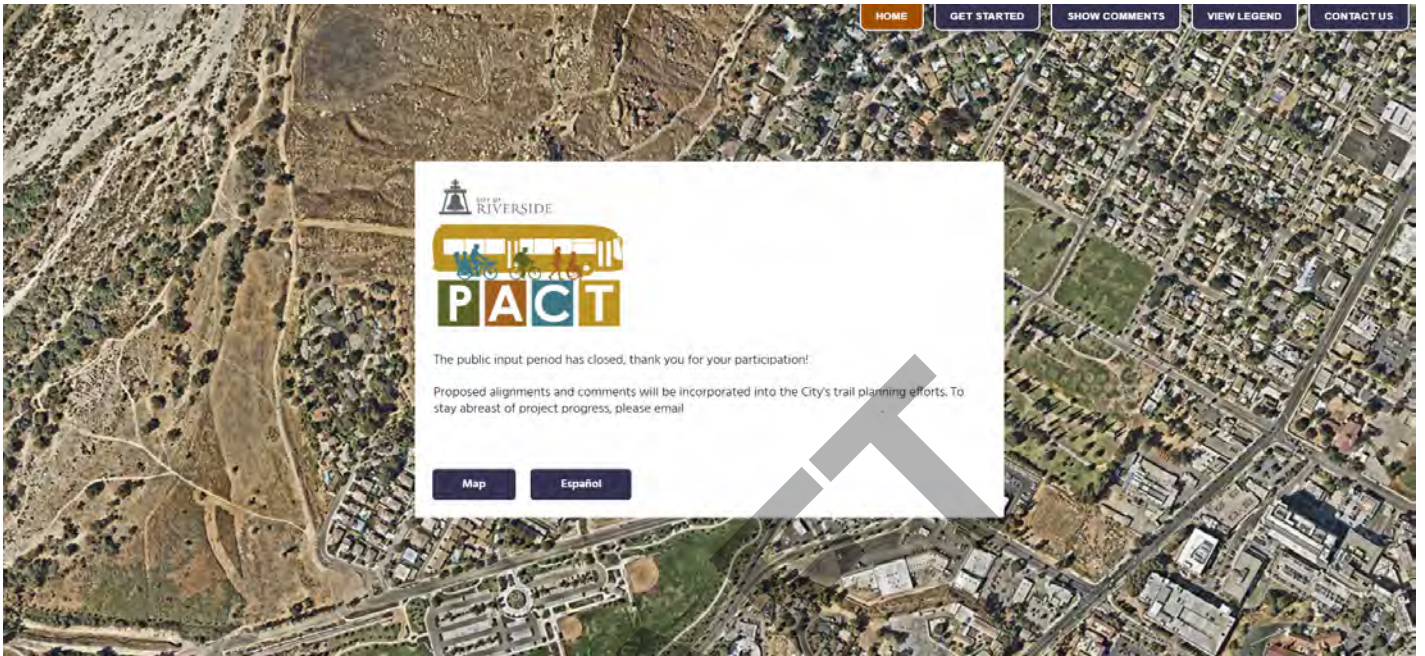




Is there a gap in Riverside's trail network you would like to see addressed? Please be specific.

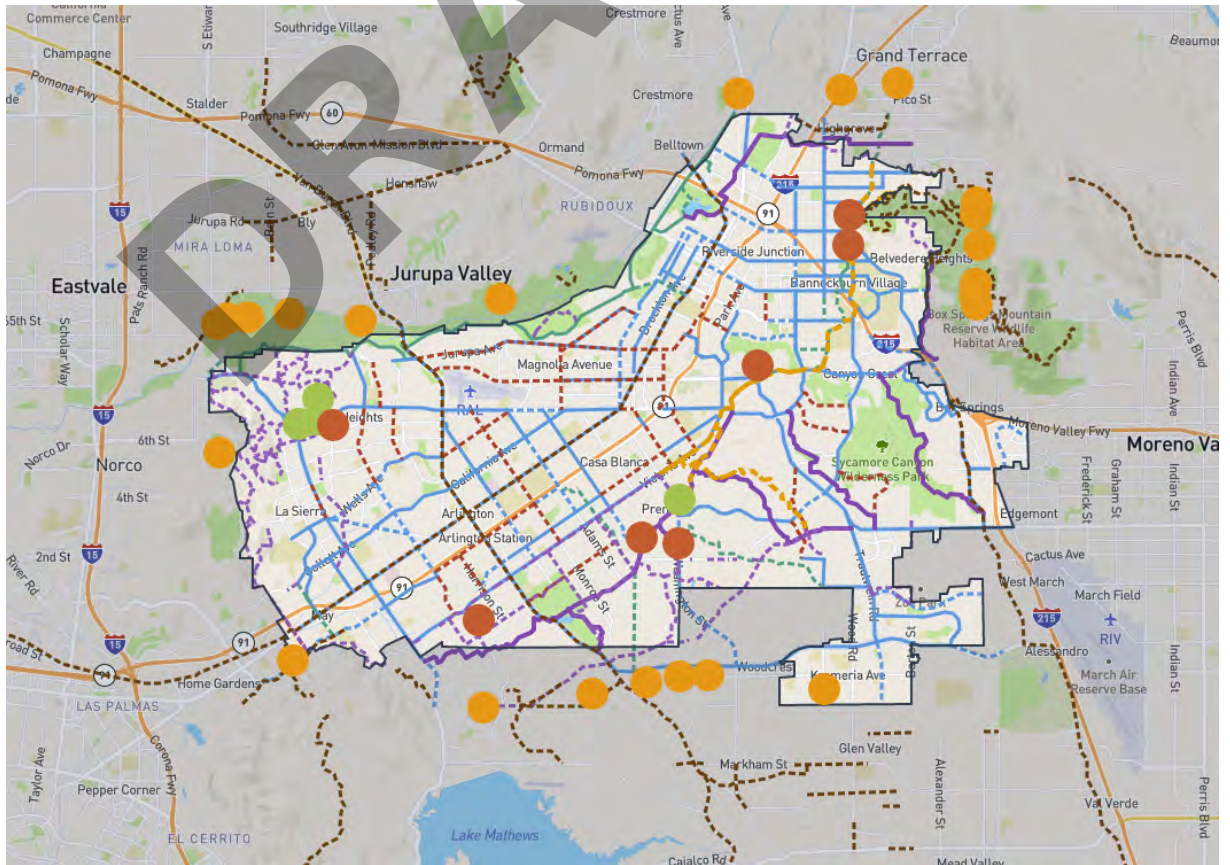
- A connection between the Sycamore Canyon wilderness area north of Alessandro Blvd and the open space area south of Alessandro Blvd (West of Meridian)
- I would like to see a trail connection (away from streets) between the neighborhood of Woodcrest and the Gage Canal. Perhaps opening a connection between Gratton Street and Constable Road, or the other proposed trails that are on the map.
- The trail to the "C" needs access from UCR
- There are a few cracks, holes here & there but nothing that runners can't get around
- Need more bike paths that are not in roads with cars. Victoria Ave needs flashing stoplights.
- University to Victoria Avenue's bike paths. Bike routes painted in color coded markings through quiet residential neighborhoods.
- A safe connection corridor between SART and Victoria avenue. Possibly up La Sierra.
- Can't find info on proposed? Seven mile trail? Connect Northside neighborhood trail (off Rivera) to SART.
- There is a gap near John Street.
- Victoria Avenue trails, especially on the south side.
- The City should establish a plan to complete the (currently) erratic and inconsistent trail system on Victoria Ave. The outbound side should be asphalt and the inbound side should be decomposed granite. And the trail system should run, at a minimum, from Arlington Ave to La Sierra Ave.
- Victoria Ave Madison south
- Inbound Victoria Ave.
- Trigger the light to change when a bicycle is present in the travel lane. It's hazardous to try to cross the right-turn lane in front of cars in order to press the pedestrian button for a light change.
- The gage trail would be good too
- We walk gage canal a lot. It really feels like you are on a non residential trail
- West side of Riverside nearest Country Lane Homes (La Sierra/Dufferin) connecting to Gage Canal
- Honestly, I do not know.
- I want to be able to bike from my home to different places. It is simply not safe to do so. Thus, more biking options and trails well away from speeding cars is what I request.

Web map landing page and input map with public comments



Map Legend

- User Comments**
 - Desired Improvement
 - Desired Trail Facilities
 - Desired On-Street Facilities
- Existing Facilities**
 - Class I - Bike Path (Existing)
 - Class II - Bike Lane (Existing)
 - Trails (Existing)
 - Trails - Non-Equestrian (Existing)
- Proposed Facilities**
 - Class I - Bike Path (Proposed)
 - Class II - Bike Lane (Proposed)
 - Class III - Bike Routes (Proposed)
 - Trails (Proposed)
 - Trails - Non-Equestrian (Proposed)
 - Riverside County Trails (Proposed)
 - Trail Crossing Stop Sign (Proposed)
 - Trail Crossing Traffic Signal (Proposed)
 - Connection to County Designated Trails (Proposed)



DRAFT

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Appendix H: Planning and Design Best Practices

Best Practices

User Types

Riverside trails serve a variety of users, including bicyclists, pedestrians, and equestrians, all of whom have different characteristics and needs. Urban trails, also known as Class I facilities or multi-use paths, also serve users with mobility disabilities. Class I facilities are described in more detail in the Active Transportation portion of this Plan. Trails are not intended for use by off-highway vehicles (OHV).

PEDESTRIANS / RUNNERS / HIKERS

- Speed of Travel: 1 to 3 mph
- Comfortable on trails that are grade-separated from vehicles and fast active users. May use both paved and unpaved trails.

BICYCLISTS

- Speed of Travel: 6 (slow/child bicyclists) to 25 mph (experienced/fitness bicyclists)
- Road bicyclists prefer fewer crossings, paved separated paths, and room for fast users to pass slower users. Mountain bikers prefer natural surface trails.

EQUESTRIANS

- Speed of Travel: 3 to 8 mph (trot)
- Prefer a soft surface tread separated from people riding bicycles. In park areas,

equestrian use can be compatible with people hiking.

Accessibility

Trails should be accessible to users of all ages and abilities, given environmental limitations. Wheelchair users and people pushing strollers can use unpaved trails if they are designed to American with Disabilities Act (ADA) standards and utilize firm surface material. In some cases, natural-surface trails or those with steep grades may not be accessible to users with mobility disabilities.

ADA Standards

The United States Access Board issued updated provisions to the 2004 ADA-ABA Accessibility Guidelines in 2014. These updated provisions, also referred to as the “Final Rule,” include new provisions for accessibility standards for trails¹.

The trail accessibility standards are not included in the Department of Justice’s (DOJ) 2010 ADA Standards for Accessible Design², which apply to sidewalks and other urban transportation routes.

Accessibility guidelines for trails apply to pedestrian-designated trails that connect to accessible trailheads or other trails. They do

¹ *United States Access Board (2014): A Summary of Accessibility Standards for Federal Outdoor Developed Areas*

² https://www.ada.gov/2010ADASTandards_index.htm

not apply to trails primarily designated for bicyclists or equestrians.

Accessible trails require a minimum width of 36 inches, the use of “firm and stable” surface materials, and grades of less than 5% (except in short segments with resting intervals) (Table 9). Other design standards are related to cross slopes, passing spaces, resting intervals, and tread obstacles.

In certain conditions where meeting these standards would be exceedingly difficult, such as in wilderness areas or areas with very steep slopes, trails are exempt from the requirements.

Connectivity

Trails that connect to other trails and major destinations create a network of recreation and transportation facilities that serve a greater number of users.

Amenities

Where there is sufficient right-of-way available at access points, amenity areas including seating, bottle filling stations and drinking fountains, interpretive signage, and shade structures should be considered.

Management & Maintenance

A strong management structure provides oversight and coordination for the trail. A well-developed maintenance plan ensures

trails are adequately maintained to provide a comfortable experience for trail users.

Trail Corridor Width

Trail corridor widths typically range up to 12 feet, depending on the land context, available right-of-way, and anticipated use of the trail. Two-way shared-used paths should be at least 8 feet wide to adequately serve expected users. However, 10 to 12 feet is recommended in areas with higher concentrations of users. Sidepaths can be placed adjacent to trails to accommodate different user groups, and should be a minimum of 4 feet wide in areas with constrained right-of-way or low expected use. Trails in more rural or park areas can be as narrow as 4 feet in certain conditions.

Trail Grade

Natural surface trails should have a sustained gradient of less than 12%, though short segments of up to 15% to 20% may be acceptable in certain situations. Bike routes with grades steeper than 15% are often difficult to travel uphill. Urban trails should have a grade of less than 5% in order to serve users of all ages and abilities.

Fall-Line Orientation

For long-term sustainability, an unpaved trail should avoid a fall line orientation, which is a route that drops directly down the hillside. Fall-line trails follow the same

TABLE 9 : ADA STANDARDS: MAXIMUM RUNNING SLOPE & SEGMENT LENGTH

MINIMUM SLOPE	MAXIMUM SLOPE	MAXIMUM LENGTH OF TRAIL SEGMENT
1:20 (5%)	1:12 (8.33%)	200 feet
1:12 (8.33%)	1:10 (10%)	30 feet
1:10 (10%)	1:8 (12%)	10 feet

TABLE 10 : NATIONAL PARK SERVICE TRAIL SLOPE RECOMMENDATIONS

STANDARDS	RECREATION SETTING			
	URBAN	RURAL	SEMI-PRIMITIVE	PRIMITIVE
Maximum Sustained Slope (Hiking)	10%	10%	15%	Varies
Maximum Sustained Slope (Accessible Areas)	5%	8%	12%	Varies
Maximum Slope (Hiking)	15% for 100 feet	20% for 100 feet	30% for 100 feet	Varies
Maximum Slope (Accessible Areas)	8% for 30 feet	10% for 50 feet	10% for 50 feet	Varies
Maximum Cross Slope	3%	5%	8%	Varies

Source: National Park Service - Handbook for Trail Design and Construction and Maintenance - 2015

path that water flows, resulting in segments that are difficult, if not impossible, to drain. In general, trails should have a gradient no steeper than 1/2 the native side slope gradient. An exception to this rule is for hill climb trails, which are stabilized with hardened steps or stairs.

Trail Drainage

One of the most important considerations for sustainable unpaved trails is maintaining natural drainage patterns. Trails need to be drained by drain dips (reverse grade dips or rolling dips) installed at frequent (100 to 175 foot) spacings. The larger (deeper) the dip the longer the life expectancy. These dips prevent water from concentrating on trails, and also force water from them frequently, preventing concentrated flows that can erode the trail surface.

Switchbacks

To the extent feasible, trails should be laid out to avoid or minimize switchbacks as users often “cut” the switchback which can lead to erosion problems.

Steep Unstable Slopes

In more rural or park areas, trails should avoid crossing steep unstable slopes wherever possible to prevent erosion and to ease passage by visitors.

Swales and Valley Bottoms

In general, trails along valley and swale bottoms should be avoided as they can be difficult to drain and tend to be wet and subject to getting muddy and rutted.

Full Bench Construction

All new natural surface trails should be constructed using full bench construction, meaning cutting the full width of the tread into the hillside. The tread must be outsloped at least 5 percent. Full bench construction results in trails that are more durable and require less maintenance than those built using partial-bench construction.

Equestrian Facilities

Equestrian facilities may be part of shared-use paths that accommodate multiple modes or may be separated by a buffer. In areas with higher concentrations of users and along paved trails, a separated



Long, straight sections of steep trail can lead to long-term erosion issues

sidepath for horseback riding is preferable to minimize conflicts between user groups. These equestrian-only trails are also known as bridle trails or bridle paths, and should be separated by at least a 6-foot buffer in trail corridors with high concentrations of users. In areas with lower concentrations of users or with constrained right-of-way, a 2- to 3-foot buffer can be used.

In park areas with steep grades, steps should be designed to allow horses to comfortably navigate them. These steps should ideally be no higher than 12 inches tall.

OHV Use Prevention

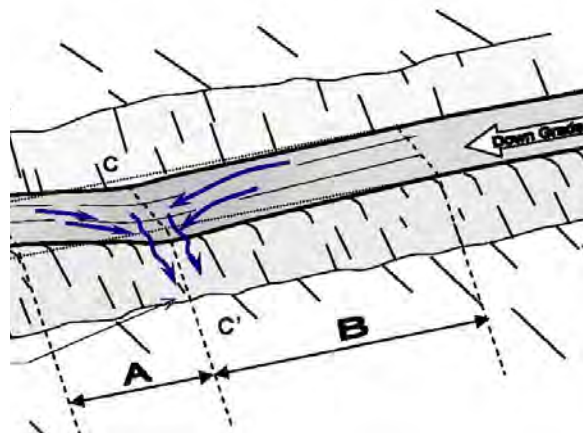
OHV use can significantly impact any trail. Potential strategies to prevent OHV use include avoiding alignments in close proximity to established OHV routes and areas where OHV use might be tempted to extend down the trail. Where unable to avoid OHV routes, physical barriers, trail width, and the spacing of drain dips can also be used. The proximity of potential switchbacks to established OHV trails may further encourage misuse of the proposed trail alignments and/or result in trail damage.

Safety

Trails should be designed with Crime Prevention Through Environmental Design principles, such as natural surveillance, territorial reinforcement, natural access

control, and maintenance. Trails should have high visibility for legitimate users and keep unwanted behavior under observation.

In urban settings, low fencing, hardscape, landscaping, and topography should be used to separate private areas from public areas and control access. Trails should be separated from vehicles by curbs/hardscape, open-style fencing, and landscaping.



Drain dips can help alleviate drainage problems on steep trails

WAYFINDING

A comprehensive wayfinding system is important for making sure trails are safe, accessible, and well-used. Wayfinding provides users with a sense of direction and security, and alerts them of upcoming destinations and trail connections.

Important aspects of wayfinding include:

- Improved awareness of trails;
- A greater sense of security and comfort;
- Enhanced environmental protections as trail users are notified to keep on the trail and out of sensitive areas; and
- Information to inform users of the intensity and length of the trail.

New wayfinding signage should be consistent with existing wayfinding systems in Riverside. Should a new signage design theme be desired, the City should undergo a comprehensive wayfinding design process to determine a design theme that will be standardized across multiple trails and properties. A wayfinding system should have a uniform design style, including graphics and icons, colors, fonts, materials, shapes, and proportions.

Accessible Signage Design

Wayfinding should be accessible to all trail users, regardless of language or cognitive ability. In areas with high concentrations of non-English speakers, consider

implementing signs in multiple languages. Do not rely only on text; instead, utilize icons, graphics, and consistent colors. Follow ADA guidance for sign placement, offsets, and text sizes. Signs should include information about trail surface, slope, and distance.

Fonts & Text Hierarchy

Aside for fonts used for logos, a single sanserif font family should be used across an entire wayfinding system. A hierarchy of size and font properties such as bold font or italics should be used to communicate tiers of detail. Color

A minimal color palette should be used across all signs in a wayfinding system. As a general rule, maintain standard background, logo, and text colors.

Branding & Iconography

The City of Riverside could implement a branding scheme to create a strong identity for its trail system as a whole or for individual trails.

Types of Signage

There are several types of signage typically used in wayfinding systems. These include:

- Gateway/Monument Sign: Placed at major trail access points, gateway signs enhance the visibility of the trail.
- Direction Signs: Direction signs provide directional and distance information to

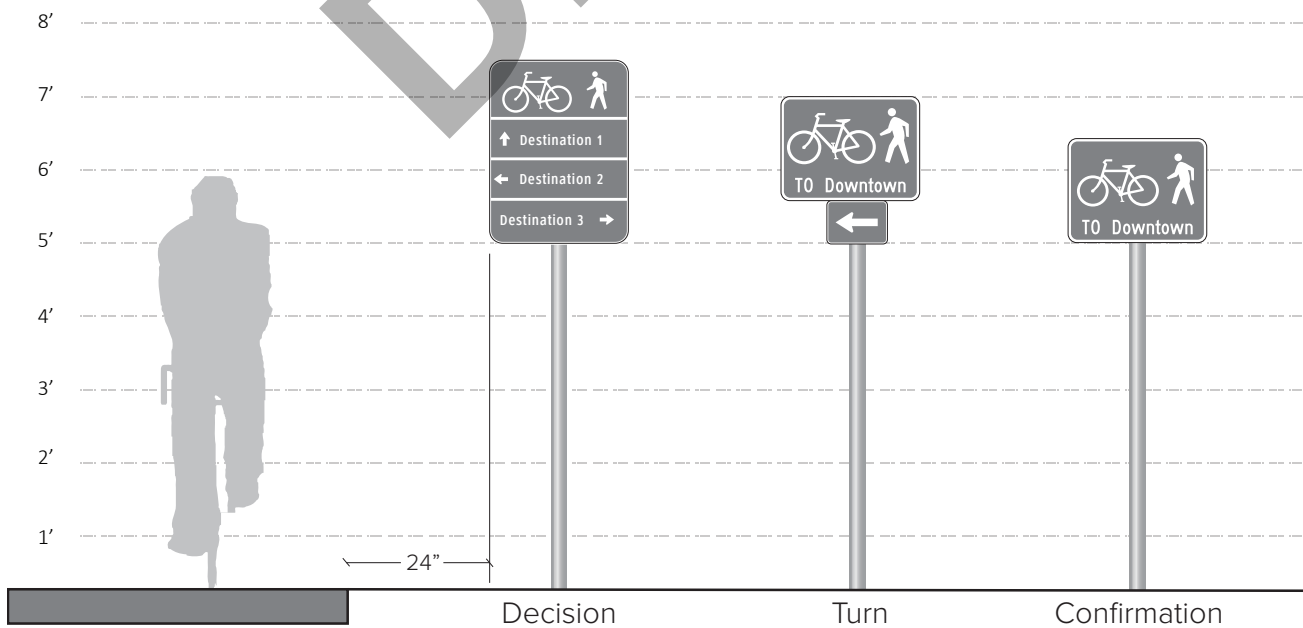
destinations, trail amenities, and other trails.

- Trailhead Kiosk: Placed at access points, trailhead kiosks are the first point of orientation for trail users.
- Confirmation Posts: Confirmation posts inform users they are on a designated trail and include, at minimum, an arrow indicating the intended direction of travel.

- Mile Marker: Mile markers allow trail users to track how far they have traveled. Mile markers are generally placed every 1/4 to 1/2 mile.
- Interpretive Signs. These signs provide educational, historical, or cultural content that informs, educates, and entertains the public.

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FIGURE 44 TYPICAL NAVIGATIONAL SIGNAGE



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Appendix I: Existing Plans and Context

Existing Plans and Context

TRAILS MASTER PLAN (1996)

The 1996 Trails Master Plan has guided trail development in the City for over 20 years, focusing on developing a network of trails throughout the natural areas that surround the City, along with connections from these trails to nearby neighborhoods and trails traversing the City's interior. It establishes minimum trail standards such as easements, setbacks, grading, fencing, and trail surfacing, as well as cross section illustrations of typical trail treatments and material specifications. The 1996 Plan also does not include a prioritized list of trails by need, type, ward, or public input. This guidance has been modernized and expanded to include a larger range of existing and proposed trail typologies found in this update.

GENERAL PLAN 2025 (2007)

The Circulation and Community Mobility Element of the City's General Plan includes a subsection on walking and biking in Riverside that establishes a vision to "provide an extensive and regionally linked public bicycle, pedestrian and equestrian trails system." This vision is supported by 13 policy objectives that provide guidance

for expansion of the City's trail network, including maximizing connections between trails and major activity centers and neighborhoods, linking to the trails of adjacent jurisdictions, and incorporating trails into future development projects.

BICYCLE MASTER PLAN (2007; 2012)

Riverside's Bicycle Master Plan, adopted in 2007 and updated in 2012, recommends several Class I Bike Paths such as the completion of the Gage Canal Trail and providing connections to the Santa Ana River Trail. The Bicycle Master Plan also proposes guidelines to encourage trail usage, and calls for coordination with the County to connect City trails with the County's network of regional trails.

DOWNTOWN SPECIFIC PLAN (2002; 2017)

The Downtown Specific Plan proposes a network of urban trails primarily geared toward pedestrians and cyclists, including a scenic downtown trail loop that could lead to historic and cultural elements, as well as extending west to capture the area's natural elements such as Fairmount Park, Mount Rubidoux, and the Santa Ana River Trail.

NORTHSIDE SPECIFIC PLAN (2020)

The Draft Northside Specific Plan (expected

to be adopted in 2020) proposes an extensive open space network, including the restoration of the Springbrook Arroyo to a natural channel, accompanied by a series of natural surface trails. In addition to interior trails in parks, the draft plan proposes connecting trails running along Main Street, Orange Street, and Center Street, among others.

LA SIERRA UNIVERSITY SPECIFIC PLAN (1997)

The La Sierra University Specific Plan references the 1996 Trails Master Plan's call for a multi-purpose trail along Collett Avenue, which is now built.

MISSION GROVE SPECIFIC PLAN (1996)

The Mission Grove Specific Plan calls for the construction of a semi-improved access trail within the arroyo in Sycamore Canyon Park, which has since been built.

RANCHO LA SIERRA SPECIFIC PLAN (1996)

The Rancho La Sierra Specific Plan establishes a vision for a public trail network linking area neighborhoods with the Santa Ana River Trail as well as connections to trails through Norco Hills. Though much of the development specified in this plan has not yet been developed, a trails network

connecting to the Santa Ana River Trail is in place.

SYCAMORE CANYON SPECIFIC PLAN (1991)

The objective of the Sycamore Canyon Specific Plan is to protect the area's natural hillsides and arroyo areas, and provide a network of trails within the Canyon. The trails existing on the land designated as public park and habitat conservation land at the time of Specific Plan adoption were adopted in the plan.

SYCAMORE CANYON PARK CONCEPTUAL DEVELOPMENT PLAN

The Sycamore Canyon Park Conceptual Development Plan included conceptual plans for the overall development of Sycamore Canyon Park.

STEPHEN'S KANGAROO RAT HABITAT CONSERVATION PLAN (1996)

Urban development through the 1970s and 1980s led to population decline among the Stephen's Kangaroo Rat species, landing it on the endangered species list in 1988. The Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) includes passive recreational activities such as hiking and wildlife observation as an encouraged

managed activity.

The SKR HCP does not contain specific guidelines for design, construction, use, and maintenance of trails, rather, the management plan offers trail planning considerations, defines appropriate recreation activities and provides recommendations for ensuring the compatibility of uses.

COMPREHENSIVE PARKS, RECREATION, AND COMMUNITY SERVICES MASTER PLAN (2020)

The 2020 Parks Master Plan identifies trails as one of the City’s top facility needs, a conclusion supported by analysis of existing offerings and public input that ranked trails among the most supported and requested improvements. In addition to recommending that the City explore creating trail connections where possible to expand its overall trail network, the Plan recommends a Trails Master Plan Update to “ensure the viability of trail implementation under current development conditions and to ensure connectivity with regional trails beyond city limits.” The Parks Master Plan identifies 6 opportunities for expanded trail systems:

- Update existing Trail Master Plan and trail design and construction standards.
- Develop a joint use agreement with Riverside County Parks and local non-

profits to work towards the construction of a trail route over or under the Perris Valley Metro Link line to provide access to Box Springs Mountain Reserve and from the City to the “C” Trail.

- Update Sycamore Canyon Wilderness Park Stephens’ Kangaroo Rat Management Plan and Updated Conceptual Development Plan (1999) based on a suitability and sustainability analysis of the current inventory of trails in the park.
- Develop a Master Plan for 7 Mile Trail working in conjunction with Riverside Public Utilities, County of Riverside, and other appropriate agencies.
- Continue to work with Riverside Public Utilities, County of Riverside, and other public agencies to explore further opportunities for opening of waterways/ drainage areas such as Gage Canal for trail use.
- Explore opportunities to develop Green Streets or Linear Parkways within the park poor sections of the town.

RIVERSIDE COUNTY COMPREHENSIVE TRAILS PLAN (2018)

The 2018 Riverside County Comprehensive Trails Plan addresses the nearly 4,000 miles of planned and existing trails within the Riverside County Parks and Open-Space

District, and overseen by a mix of federal, state, county, and local communities in the County. The plan establishes three primary goals: 1) the creation of a backbone trail network that is feasible, compatible with other plans, leverages trails within other jurisdictions, and closes gaps in a countywide trail system; 2) providing guidance for the design of trails which are accessible, usable by a variety of users, and connect to major destinations and other trails; and 3) sharing recommendations for continued management of regional trails. The backbone trail network incorporates elements of the Santa Ana River Trail and the Juan Bautista De Anza Historical Trail that lie within the City of Riverside.

opportunities are included in this plan and the City's Trails Master Plan to connect from the City trail network to Box Springs Mountain Reserve.

**RIVERSIDE COUNTY BOX
SPRINGS MOUNTAIN RESERVE
COMPREHENSIVE TRAILS MASTER
PLAN (2015)**

The Box Springs Trails Master Plan was created to establish a vision for improved trails and increased connectivity within the 3,400 acre reserve. While much of Box Springs is situated outside of the city, a portion of the land falls within Riverside's northwestern border. This plan identifies the "C" Trail, a steep 0.95-mile trail leading to the concrete UC Riverside "C" as a trail-improvement opportunity that is partially situated within city limits. Several other

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Appendix J: Network Prioritization

Trail Network Prioritization

The following pages include maps detailing how trail segments scored against the different criteria used in the trail network prioritization process.

FIGURE 45 : CALENSVIROSCREEN SCORE

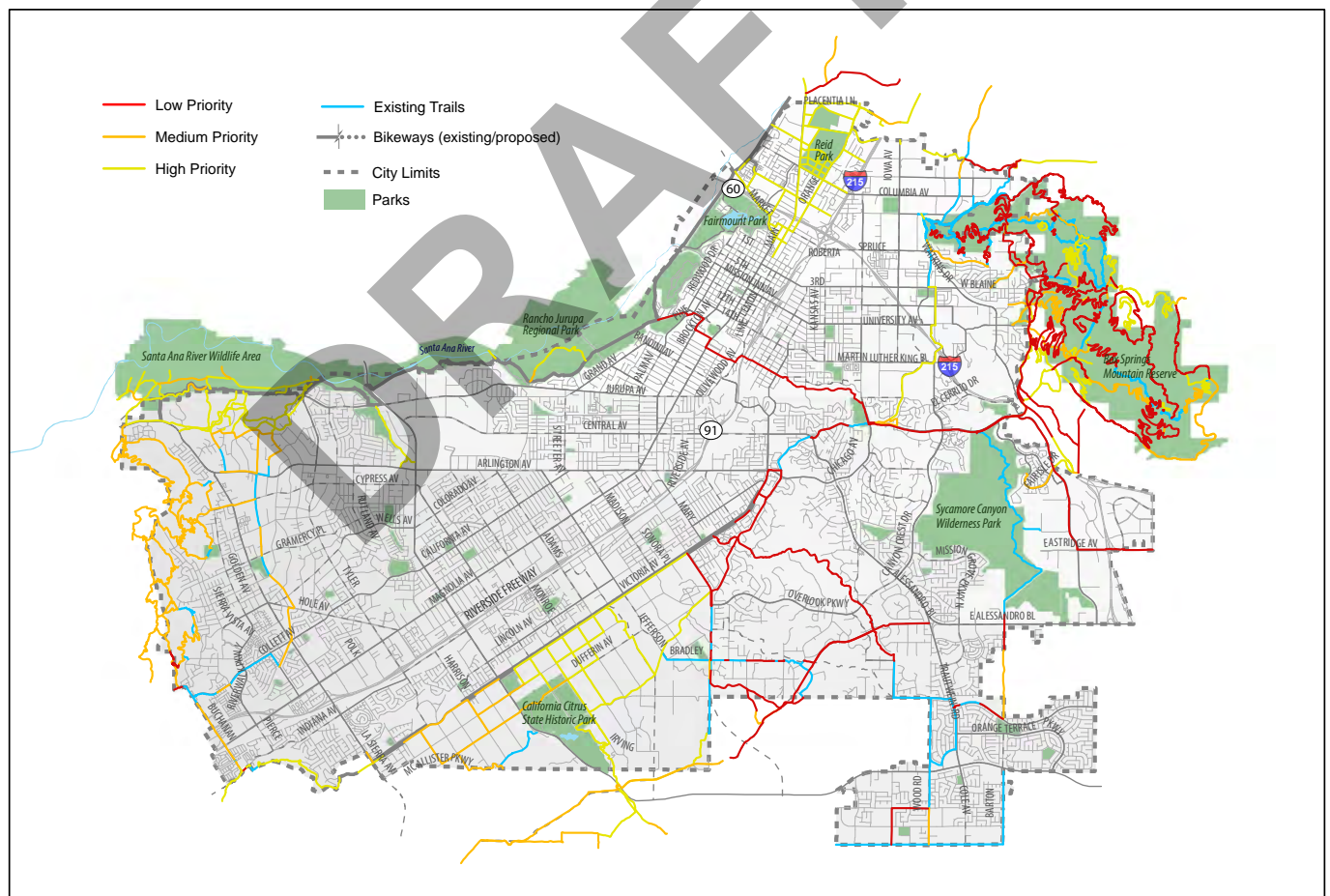


FIGURE 46 : SAFETY - ADJACENT COLLISIONS

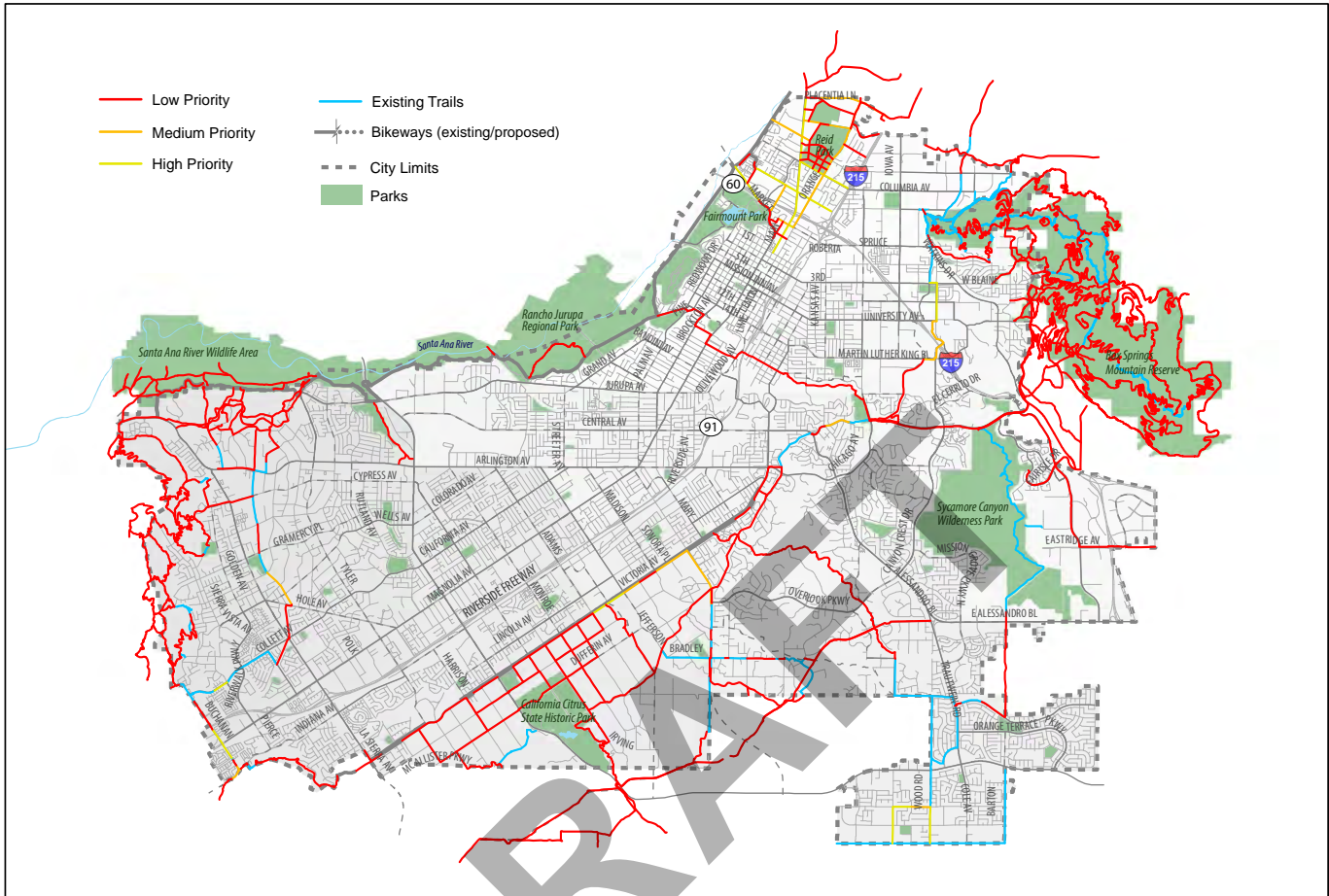


FIGURE 47 : DISADVANTAGED COMMUNITIES - FREE AND REDUCED MEALS PROGRAM SCORE

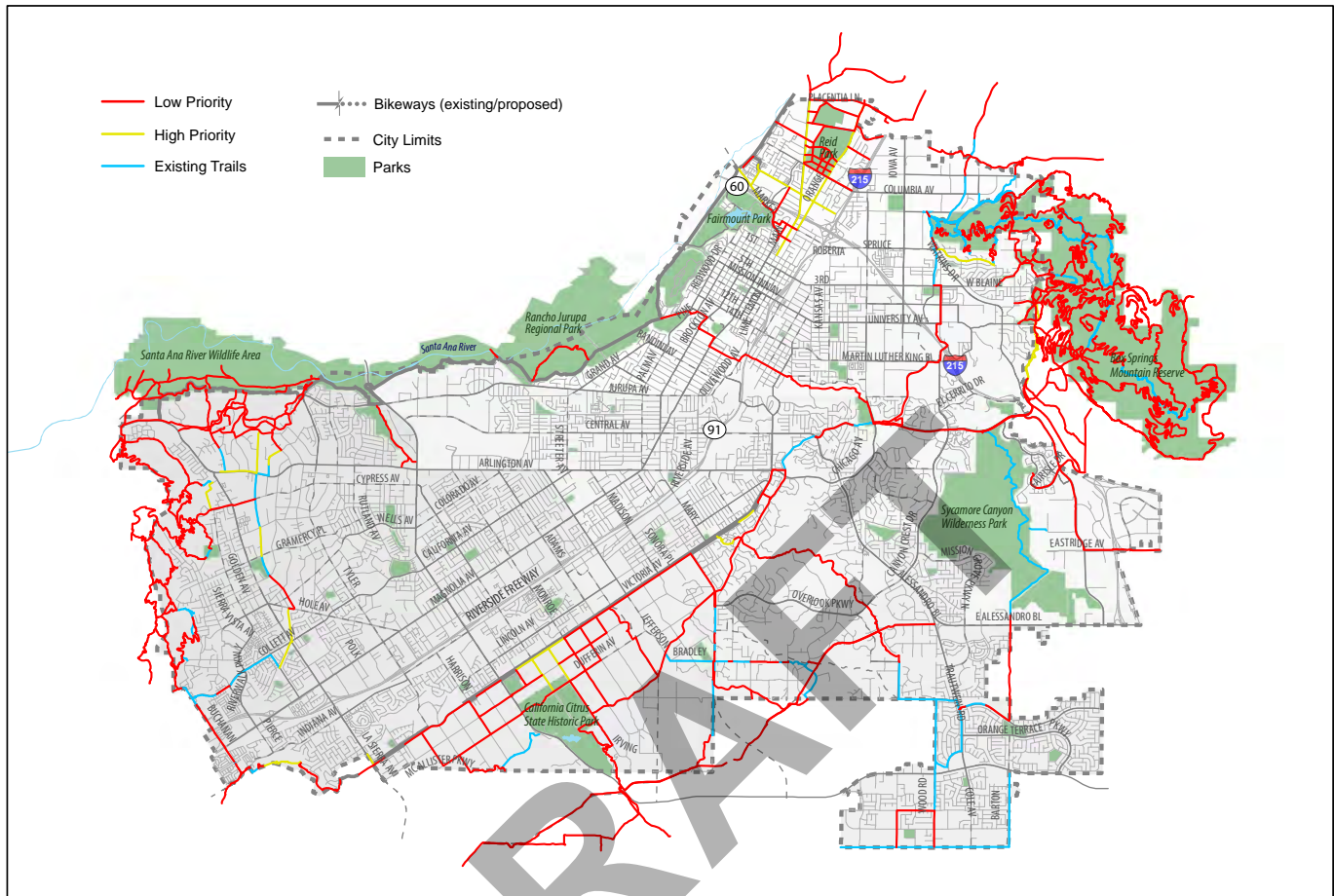


FIGURE 48 : GAP CLOSURE SCORE

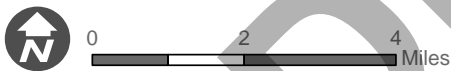
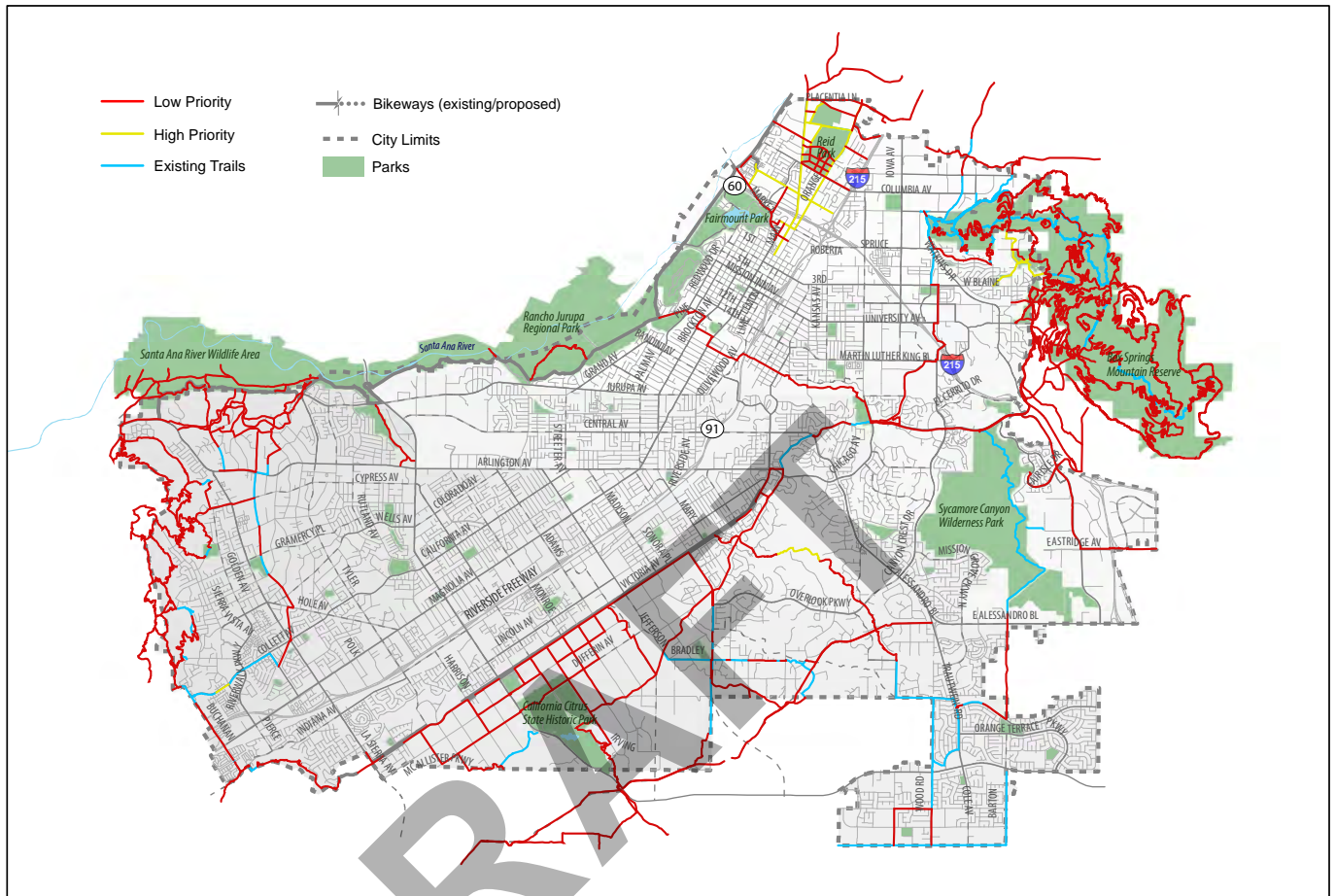


FIGURE 49 : DISADVANTAGED COMMUNITIES - INCOME SCORE

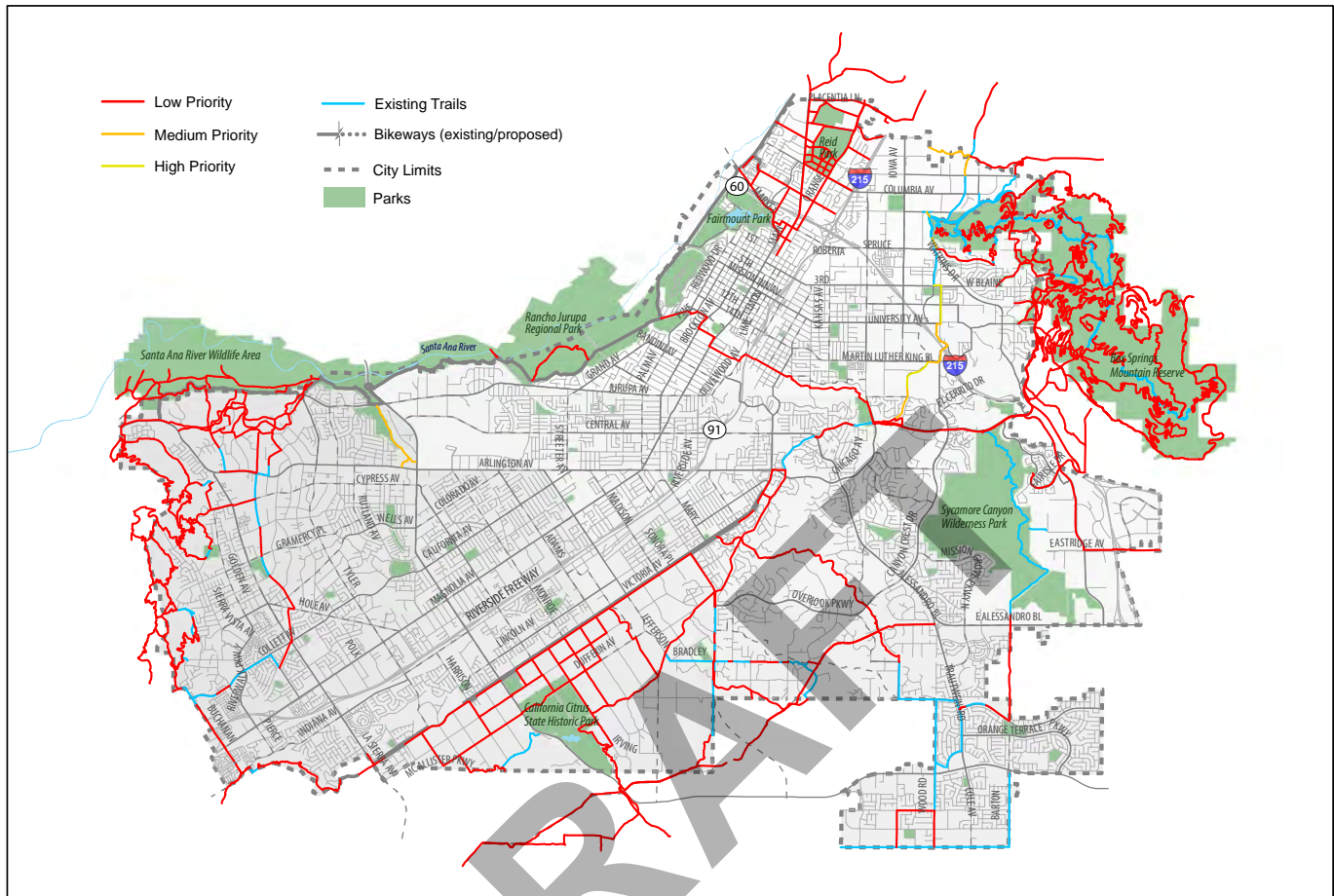


FIGURE 50 : CONNECTIVITY: LIVE, LEARN, WORK, PLAY SCORE

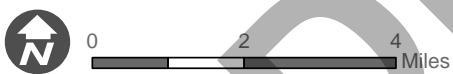
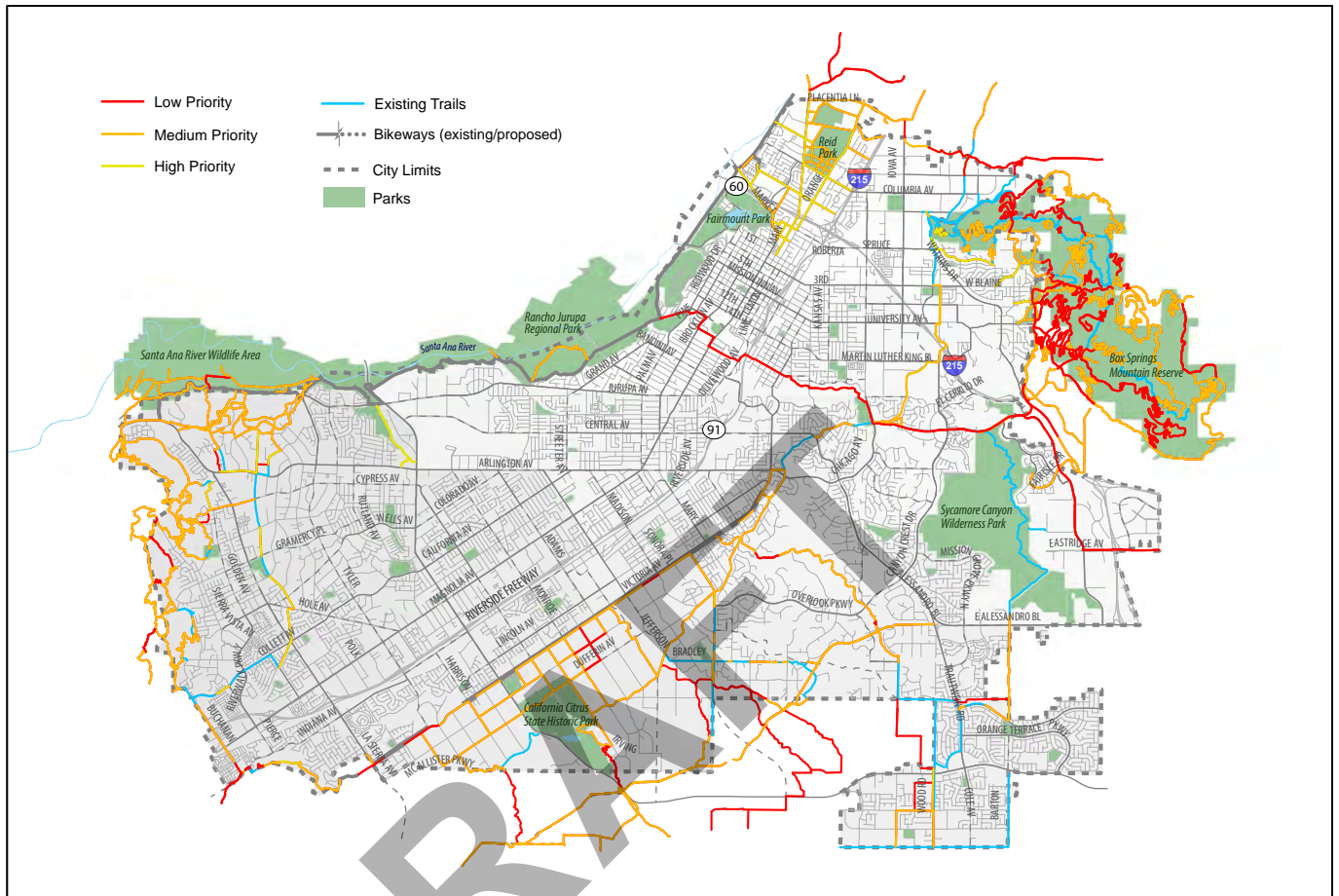


FIGURE 51 : LOCAL TRAIL SCORE

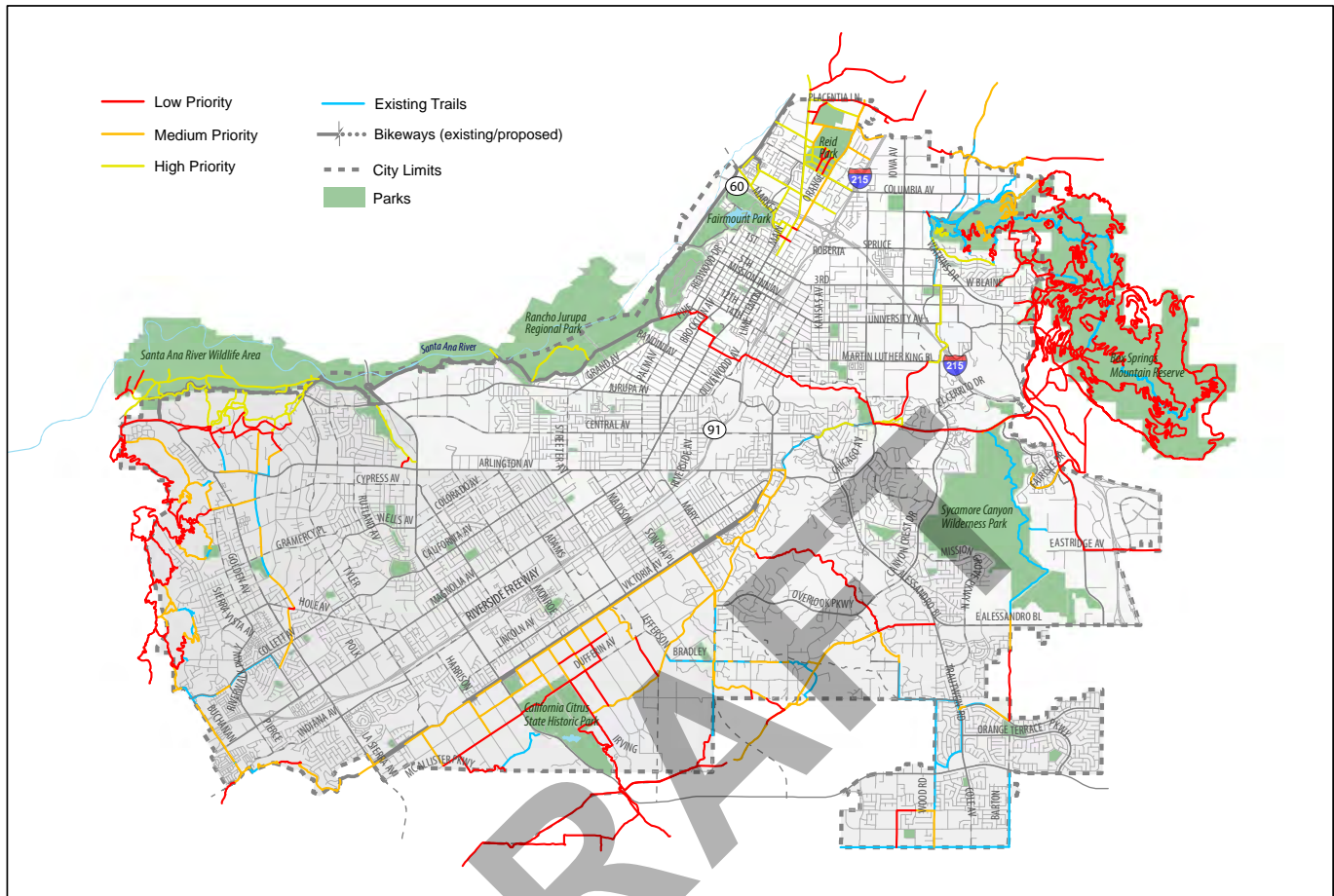


FIGURE 52 : REGIONAL TRAIL SCORE

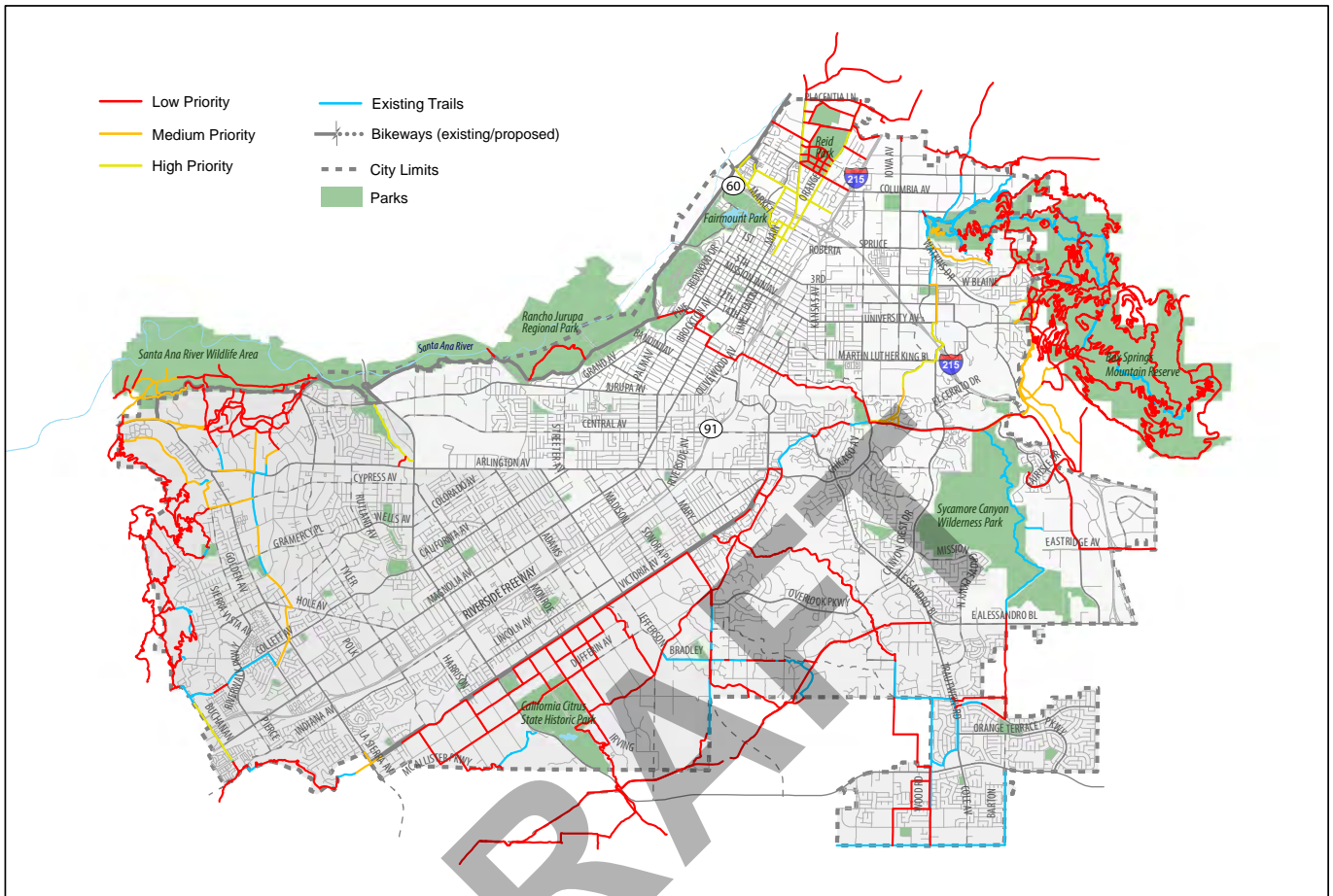


FIGURE 53 : PUBLIC SUPPORT SCORE

