



Riverside PACT Plan

Public Works Department

Mobility & Infrastructure Committee
May 13, 2021

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1

PACT COMPONENTS



Pedestrian Target Safeguarding

- Ensure public areas are safe, secure, functional and visually appealing
- Prevent Vehicular Attacks
- Reduce accidental collision

Active Transportation

- Improve connections for biking and walking
- Prioritize needed improvements
- Identify strategy for constructing improvements

Complete Streets Ordinance

- Create design standards
- Communicate development expectations
- Allows physical improvements to be included in new projects

Trail Master Plan Update

- Create a connected urban and rural trail system
- Evidence the quality of life through recreation and activity
- Invest and expand trails in the future



2

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2

PEDESTRIAN TARGET SAFEGUARDING

- Riverside is home to many unique festivals, places of gathering, mobility hubs, and vibrant pedestrian zones
- The PTS seeks to protect “soft targets” and crowded spaces



3

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3

KEY CONSIDERATIONS

- Natural Surveillance: create unobstructed views of surrounding areas, improve lighting
- Natural Access Control: ensure entrances are clearly defined, discourage access to private / structural areas
- Territorial Enforcement: use of physical features to express ownership & safety
- Maintenance: increase level of control



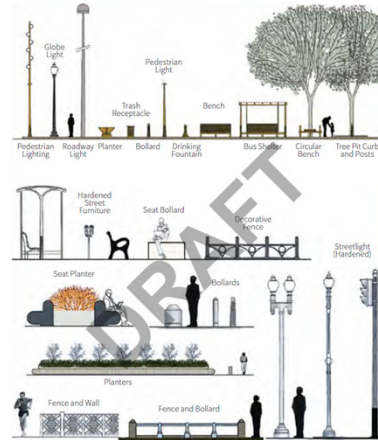
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4

TOOLBOX COMPONENTS

- New safeguarding components to be 33" – 40" in height
- Elements vary based on level of protection, curbside needs permanence, available space



5

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5

Active Transportation Master Plan

Plan Goals:

- Healthy Community
- Support Economic Prosperity
- Safety
- Accessibility
- Environmental Stewardship
- Socially Responsible



6

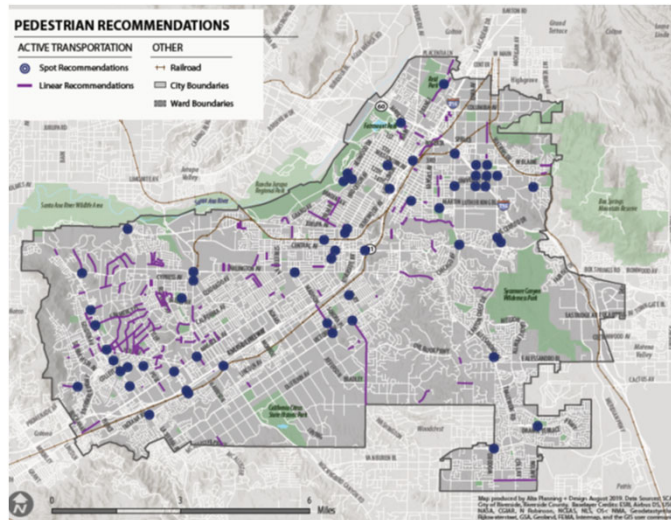
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6

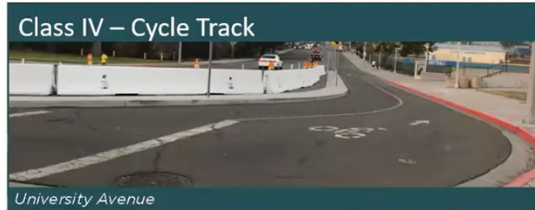
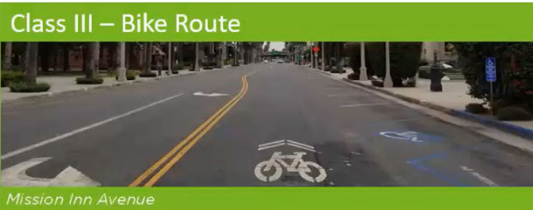
Pedestrian Improvements



Pedestrian Recommendations



Bikeway Types

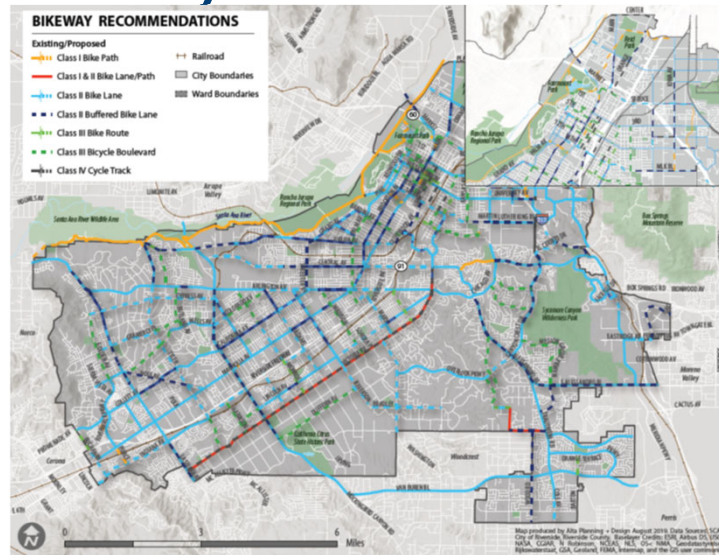


9

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Bikeway Recommendations



10

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10

COMPLETE STREETS ORDINANCE



11

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11

FEEDBACK RECEIVED

- Clarify: CSO not intended to require right-of-way acquisition beyond property frontage
- Clarify: Improvements will be context-sensitive
- Clarify: language regarding maintenance expectations vs. existing City code



12

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12

PRIVATE DEVELOPMENT

The development standards identified in the CSO apply to the projects meeting the following thresholds:

- Projects generating more than 110 daily vehicle trips or exceeding the following development quantities:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office or mixed use
 - 15,000 sq. ft. of light industrial
 - 63,000 sq. ft. of warehousing
 - 79,000 sq. ft. of high cube transload and short-term storage warehouse



Projects meeting these thresholds are not eligible for in-lieu payment of transportation development impact fee.



13

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DEVELOPMENT STANDARDS: VEHICLE WAYS

All private streets, private drives, or public streets shall meet Vehicle Ways Development Standards including:

Vehicle Lane Widths

- Travel lanes shall be 10 feet in width
- 11 foot lanes are allowable in some scenarios such as:
 - High truck volume roadways
 - Bus routes
 - Lanes adjacent to opposing traffic



On-Street Parking

- Parking lanes shall be 7'
- 8' parking may be permitted in locations with high parking



14

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DEVELOPMENT STANDARDS: BIKEWAYS

Private Development projects shall install bikeway improvements to support additional units and square footage.

- See the Active Transportation Plan for specific bikeway recommendation locations.
- All requirements for bikeways must meet and reference the California MUTCD



15

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15

DEVELOPMENT STANDARDS: TRAILS

Private, public, and school development shall install and maintain master planned trails within or adjacent to the proposed development, as well as connector trails within development.

- See the Trails Master Plan for specific trail routes, design guidelines, and construction standards.
- The draft Trails Master Plan is available on the City website: https://www.riversideca.gov/park_rec/planning-projects/trails-master-plan-2030



16

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16

DEVELOPMENT STANDARDS: INTERSECTIONS

All new development projects, including residential, commercial, mixed use or other, shall provide treatments based on impacts of the development determined to directly affect any intersections in the immediate vicinity.

- **Intersection Treatments may include:**
 - Signal Timing at Signalized Intersections
 - Crosswalks
 - Median Refuge
 - Curb Extensions
- **Traffic Calming treatments may include:**
 - Mid-Block Curb Extensions
 - Chicanes
 - Bulb-outs



17

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17

DEVELOPMENT STANDARDS: PEDESTRIAN ZONES

Passage during Construction & Connections

Maintain pedestrian access during construction. All new development shall provide a minimum of one pedestrian and one bicycle connection as a part of the project.

Street Trees

All development projects shall provide street trees to establish a shaded environment and give character to the street.

- Calculated at the average rate of one canopy tree for every 30 feet of frontage.

Landscaped Parkway Areas

All landscaped areas within the right-of-way shall comply with Public Works and CSO landscape specifications and guidelines.



18

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18

DEVELOPMENT STANDARDS: PEDESTRIAN ZONES

Setback Area

Project shall provide for minimum sidewalk and landscaping requirements dependent on land use.

Bus Boarding Areas

All new development projects of a minimum of 25 units or 25,000 square feet and located within one half mile of a transit stop shall install and/or upgrade one bus stop with bus boarding area, which meet design standards provided in the CSO document.



19

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19

DEVELOPMENT STANDARDS: PEDESTRIAN SAFEGUARDING

Street furnishings such as bollards, boulders, light poles, benches, and public art **can act as pedestrian safeguarding elements** and should be selected and strategically located within the furnishing zone to serve as deterrents to vehicle intrusions.



20

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20

DEVELOPMENT STANDARDS: PEDESTRIAN SAFEGUARDING

Public Space Standards

All new projects that include a public space such as a plaza or park in excess of 2,500 square feet or 200 linear feet abutting a public right of way shall include pedestrian safeguarding design.

- No more than four feet of space between any of the street furnishing elements
- Incorporate two layers of linear street furnishing linear alignments along the public space adjacent to roadways.
- No element less than 33'' in height.
- With the exception of light poles no element shall exceed 40'' in height.



21

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21

TRAILS MASTER PLAN UPDATE

- Update to the 1996 Trails Master Plan
- As a result of community outreach and in order to provide a more robust, interconnected, sustainable, and equitable trail system:
 - New trail segments added
 - Trail development standards updated and refined
 - Projects prioritized



22



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22