

## Riverside PACT Plan - Update

Public Works Department

**Transportation Board  
July 7, 2021**

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### BACKGROUND

- On November 18, 2016, Public Works submitted a SCAG grant proposal to prepare a Citywide Active Transportation Plan
- On July 24, 2018, the City Council authorized Public Works to submit a second grant through Caltrans to prepare a Pedestrian Target Safeguarding Plan
- In early 2019, SCAG advised that both requested projects could be combined into a single document accommodated with \$250,000 in SCAG funding plus a City match of \$125,000



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## BACKGROUND CONTINUED

- On May 7, 2019, the City Council approved the SCAG proposal and accepted a 250,000 SCAG grant award
- Negotiations between SCAG and City staff resulted in inclusion of a Complete Streets Ordinance as part of the City's planning efforts
- On December 17, 2019, the City Council approved an appropriation of funds to further add the Trail Master Plan Update element as a fourth and final component of the strategic PACT Plan



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## BACKGROUND CONTINUED

- On November 16, 2020, the Parks and Recreation Commission received an update on the Trails Master Plan component of the Riverside PACT and provided input
- The Parks, Recreation and Community Services Director concurs with the recommendations



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## BACKGROUND CONTINUED

- On May 13, 2021, the Mobility and Infrastructure Committee reviewed this matter and recommended that the City Council approve and adopt the final version of the Riverside PACT Plan
- On July 20, 2021, the City Council is scheduled to consider approval of the PACT Plan and adoption of an ordinance to add Chapter 13.19 to the RMC to establish the Complete Streets Ordinance



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## 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



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## 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



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## 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



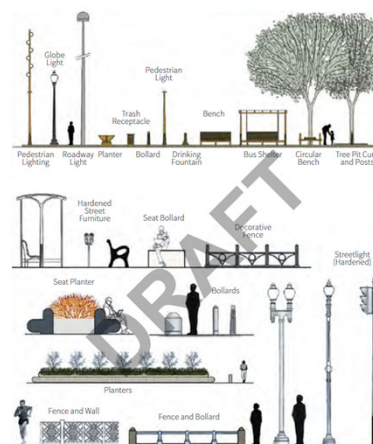
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## TOOLBOX COMPONENTS

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



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## ACTIVE TRANSPORTATION MASTER PLAN

Plan Goals:

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



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## PEDESTRIAN IMPROVEMENTS

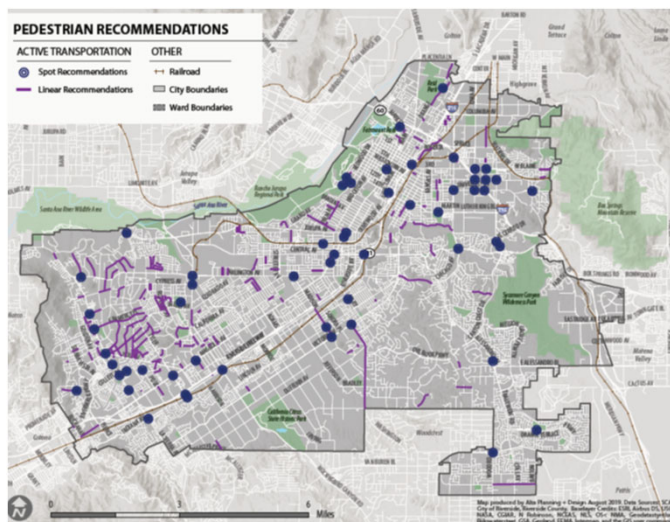


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## PEDESTRIAN RECOMMENDATIONS



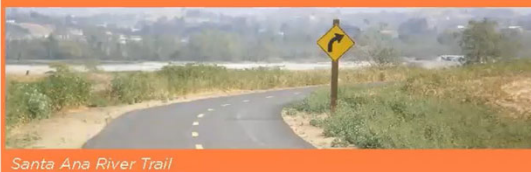
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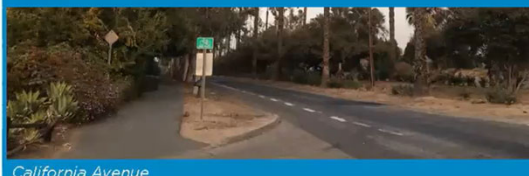
## BIKEWAY TYPES

Class I – Bike Path



Santa Ana River Trail

Class II – Bike Lane



California Avenue

Class III – Bike Route



Mission Inn Avenue

Class IV – Cycle Track



University Avenue

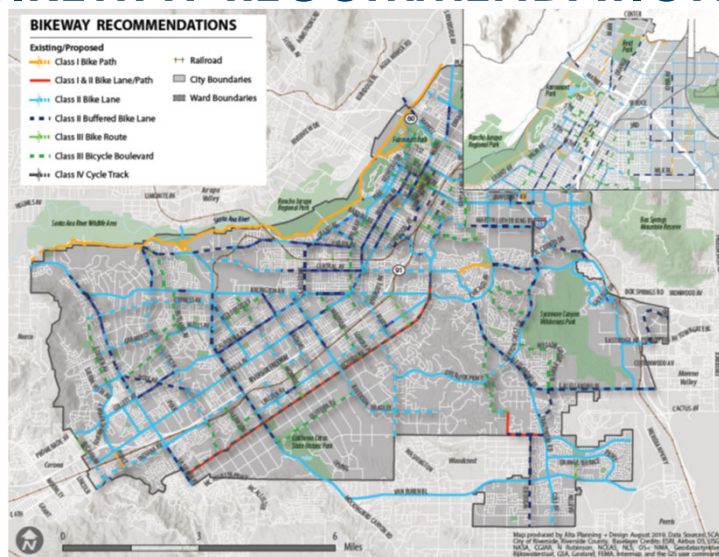


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## BIKEWAY RECOMMENDATIONS



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## COMPLETE STREETS ORDINANCE



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## 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



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## 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.**



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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



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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



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## 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](https://www.riversideca.gov/park_rec/planning-projects/trails-master-plan-2030)



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## 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



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## 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



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## 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



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## 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



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## 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; and
- With the exception of light poles no element shall exceed 40'' in height



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## TRAILS MASTER PLAN UPDATE

- Trails Master Plan was adopted by City Council in 1996
- Trails from the Northside Specific Plan and additional trails added in greenbelt
- Projects prioritized based on connectivity, health & equity, community-identified need, and regional goals



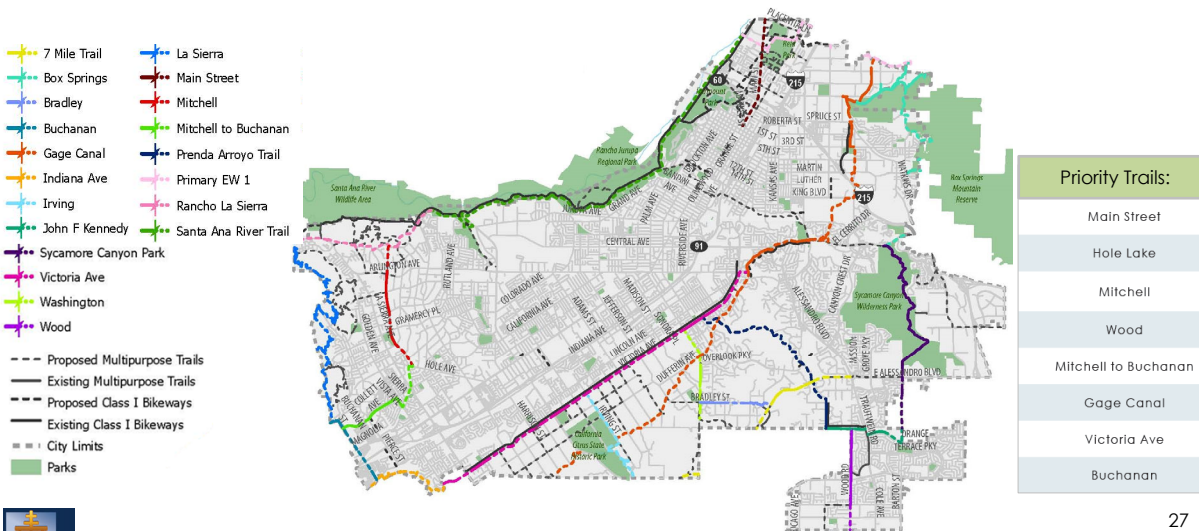
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## TRAILS MASTER PLAN UPDATE



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## RECOMMENDATIONS

That the Transportation Board:

- Receive an update on the comprehensive Riverside PACT Plan; and
- File the update on the comprehensive Riverside PACT Plan

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