

Riverside PACT Plan

Public Works Department

City Council
August 17, 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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MOBILITY & INFRASTRUCTURE COMMITTEE REVIEW

- On May 13, 2021, the Mobility and Infrastructure Committee reviewed this matter.
- The Committee unanimously recommended that the City Council approve and adopt the proposed Riverside PACT Plan.



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PARKS AND RECREATION REVIEW

- 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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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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COMMUNITY ENGAGEMENT



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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.

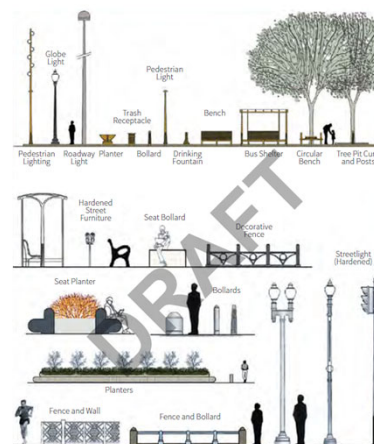


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TOOLBOX COMPONENTS

- 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

Pedestrian Refuge Island



Lead Pedestrian Interval



Protected Intersection

Pedestrian Scramble

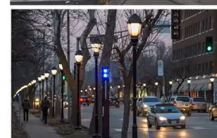


Pedestrian Signal



Midblock Crossing

Crosswalk & Curb Ramp



Pedestrian Lighting



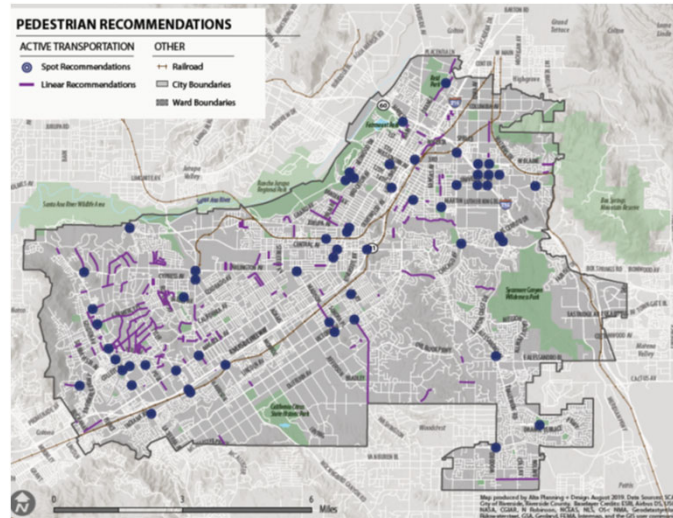
Curb Extension



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PEDESTRIAN RECOMMENDATIONS



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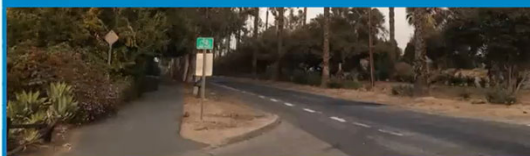
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BIKEWAY TYPES

Class I – Bike Path



Class II – Bike Lane



California Avenue

Class III – Bike Route



Mission Inn Avenue

Class IV – Cycle Track



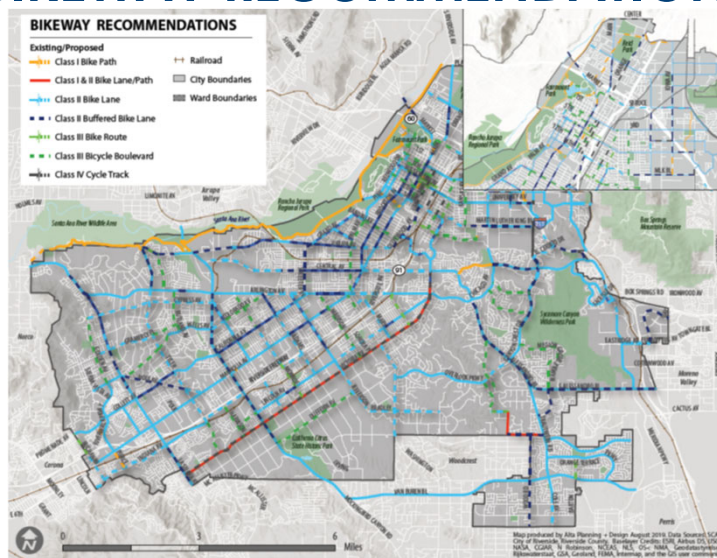
University Avenue

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BIKEWAY RECOMMENDATIONS



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COMPLETE STREETS ORDINANCE



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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: 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 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.



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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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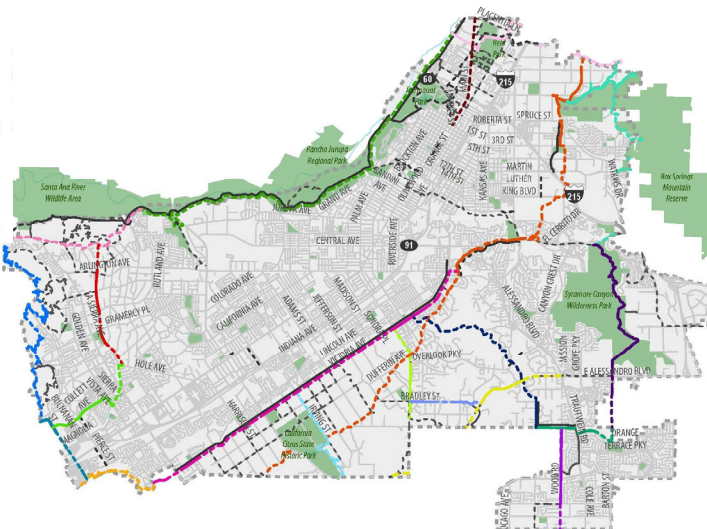


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TRAILS MASTER PLAN UPDATE

- 7 Mile Trail
- Box Springs
- Bradley
- Buchanan
- Gage Canal
- Indiana Ave
- Irving
- John F Kennedy
- Sycamore Canyon Park
- Victoria Ave
- Washington
- Wood
- La Sierra
- Main Street
- Mitchell
- Mitchell to Buchanan
- Prenda Arroyo Trail
- Primary EW 1
- Rancho La Sierra
- Santa Ana River Trail

- Proposed Multipurpose Trails
- Existing Multipurpose Trails
- Proposed Class I Bikeways
- Existing Class I Bikeways
- City Limits
- Parks



Priority Trails:

Main Street
Hole Lake
Mitchell
Wood
Mitchell to Buchanan
Gage Canal
Victoria Ave
Buchanan

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STRATEGIC PLAN ALIGNMENT

The PACT aligns with the five cross cutting threads of the Strategic Plan as follows:

1. **Community Trust** – Throughout the PACT process the community was extensively consulted, informed and empowered. The PACT team: maintained an interactive bilingual project webpage which included maps and a community survey, hosted technical advisory committee meetings, hosted three community workshops, hosted 10 walking audits, attended 42 stakeholder meetings, sent out over 1,000 individual emails and hosted virtual meetings with a cumulative attendance of over 1,000 virtual attendees and over 20,000 social media impressions. Special thanks to participants in the PACT technical advisory committees.
2. **Equity** – PACT Goal 6.0 is to promote equitable and socially responsible investment across Riverside that bolsters community resilience.
3. **Fiscal Responsibility** – The PACT includes a comprehensive implementation plan which identifies funding pathways for the projects included within its recommendations. The PACT additional includes the information needed to empower staff to easily prepare grant applications for included projects, including safety, demographic, and cost data.
4. **Innovation** – The PACT plan is the first of its kind for Riverside – an integrated alternative transportation and pedestrian safety plan for both on and off-street facilities, and is strengthened by the inclusion of the Complete Streets Ordinance which codifies the key features of each plan component.
5. **Sustainability & Resiliency** – Each PACT goal supports the City's triple bottom line approach to sustainability, and its attention to community health, safety and accessibility support resident resilience.



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RECOMMENDATIONS

That the City Council:

1. Adopt a resolution to approve the proposed comprehensive Riverside PACT Plan and all four components of the PACT Plan including Riverside Pedestrian Target Safeguarding, Active Transportation Plan, Complete Streets Ordinance, and the Trails Master Plan; and
2. Introduce and adopt an ordinance to add Chapter 13.19 to the Riverside Municipal Code (RMC) establishing the Complete Streets Ordinance.



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