



5. CIRCULATION AND COMMUNITY MOBILITY

Circulation and Mobility and the Neighborhood Vision

The Neighborhood Vision for Circulation reflects input from residents at the community meetings discussed in Section 2. Thus the Neighborhood Vision embodies the Neighborhood's desires for:

- Protection of the single family neighborhoods from the negative impacts of on-street parking by students who live in rented single family homes;
- Slower automobile travel speeds in the Neighborhood;
- Better pedestrian and bicycle connections to UCR, nearby shopping and entertainment venues, parks and open space areas;
- Public transit and bicycle access to Downtown and the Riverside Marketplace;
- Better hiking trail access to the adjacent foothills and mountains;
- Restriction of off-road vehicle access to the natural areas at the easterly edges of the University Neighborhood; and
- Reduction in cut-through traffic.



Some of the major Circulation and Mobility recommendations are illustrated in Figure 5 - Circulation and Mobility.

Relationship to General Plan 2025

The Circulation and Community Mobility Chapter of the General Plan 2025 acknowledges that Riverside's traffic and congestion woes will need to be resolved by developing a comprehensive strategy that includes focusing development near existing transportation corridors, ensuring land uses are supported by an efficient local roadway network, embracing innovative solutions to freeway congestion, and supporting alternative modes of transportation. The General Plan 2025 proposes to shape future growth by directing a major proportion of the anticipated population growth to infill sites, thereby encouraging smart growth by creating walkable, mixed-use districts comprised of retail, higher density residential and local or regional retail uses adjacent to enhanced public transportation.



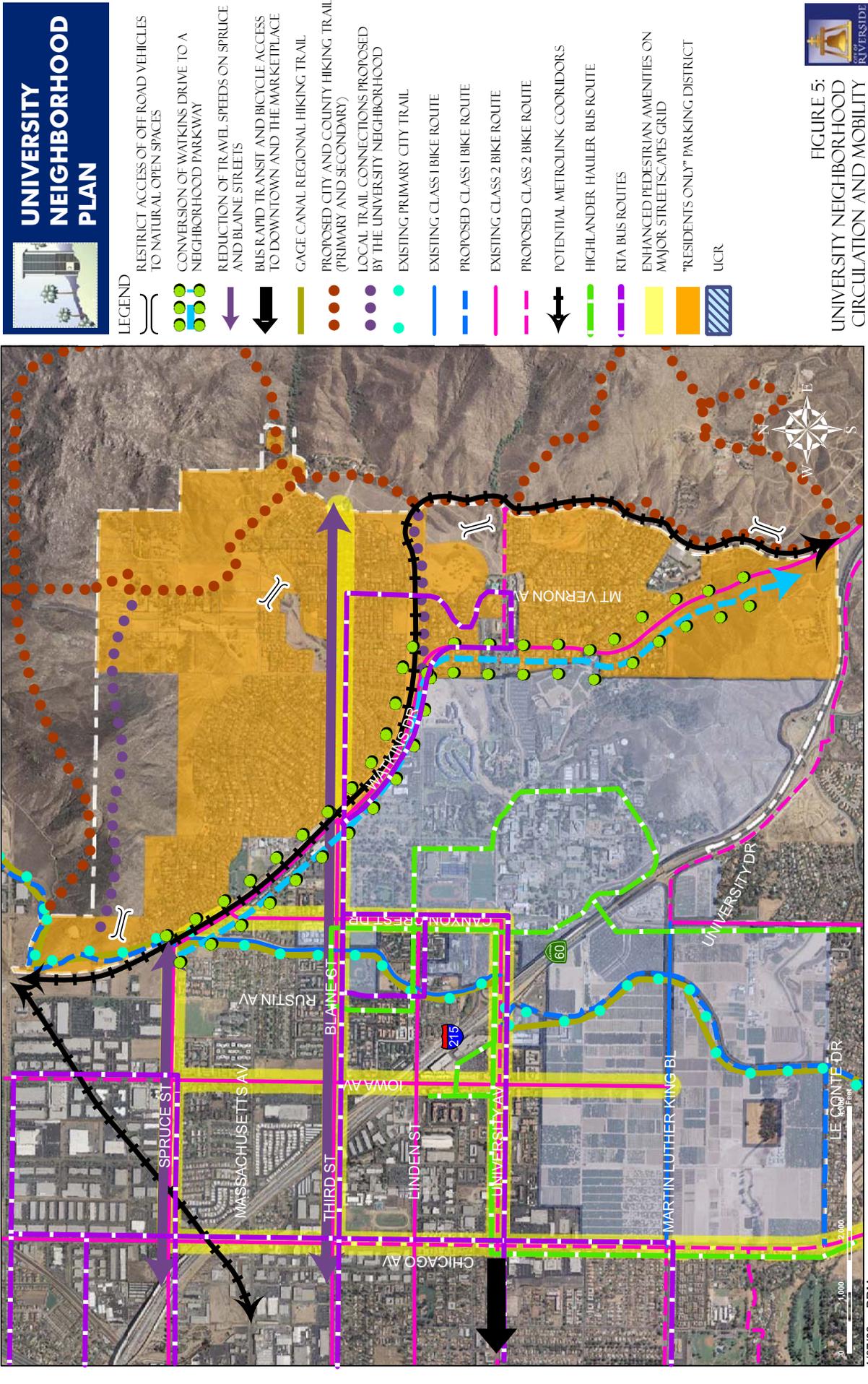


Circulation and Community Mobility Challenges and Opportunities

The Challenges and Opportunities to achieving Circulation and Mobility Vision for the University Neighborhood include the:

- Limited community knowledge of the potential to use an existing City ordinance that can eliminate on-street, non-residential parking in residential neighborhoods;
- Inadequate or poorly designed parking in apartments;
- Neighborhood division created by presence of I-215/SR-60 freeway;
- Conflict between the Neighborhood's desire to slow traffic, and the need for citywide arterials to move residents from throughout the City to varied destinations at reasonable speeds and reasonable travel times;
- Emerging, but currently not in place, Bus Rapid Transit system that will link the University Neighborhood to Downtown, the Marketplace and educational and cultural resources along University Avenue;
- Current lack of local hiking trails that create loops enabling both short and long hikes in the Box Springs Mountains Reserve;
- Existing lack of barriers to prevent off-road vehicles from entering the natural areas at the eastern edges of the University Neighborhood;
- Continued need for coordinated planning between the City, UCR and the University Neighborhood regarding the nature of traffic, parking and appearance of Watkins Drive; and
- Plans for a Metrolink regional rail transportation corridor using the existing tracks running parallel to Watkins Drive and community concerns about the possible impacts of a station in the Eastside Neighborhood.



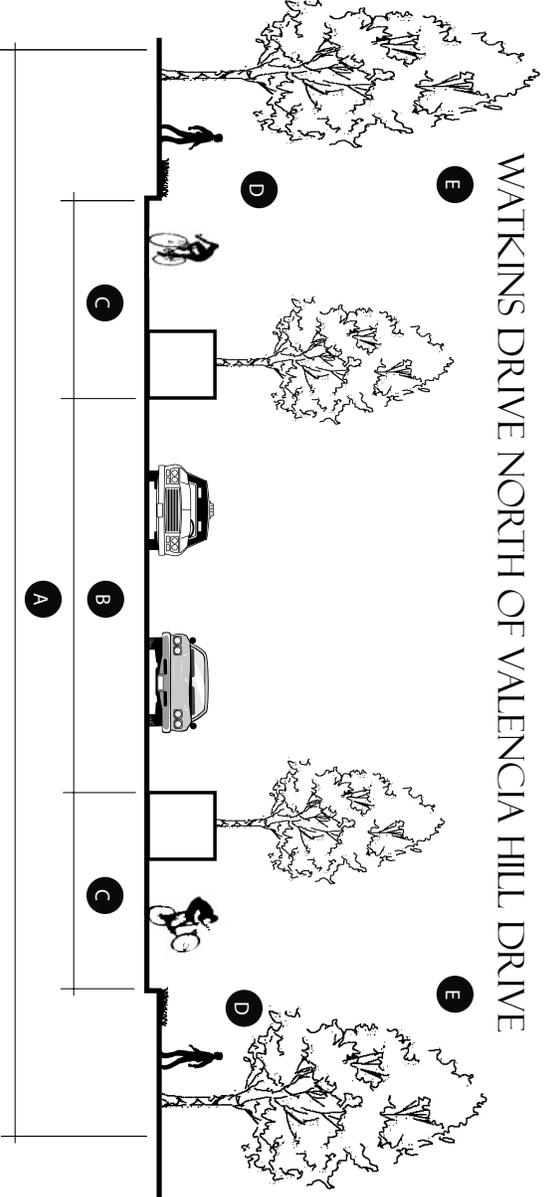
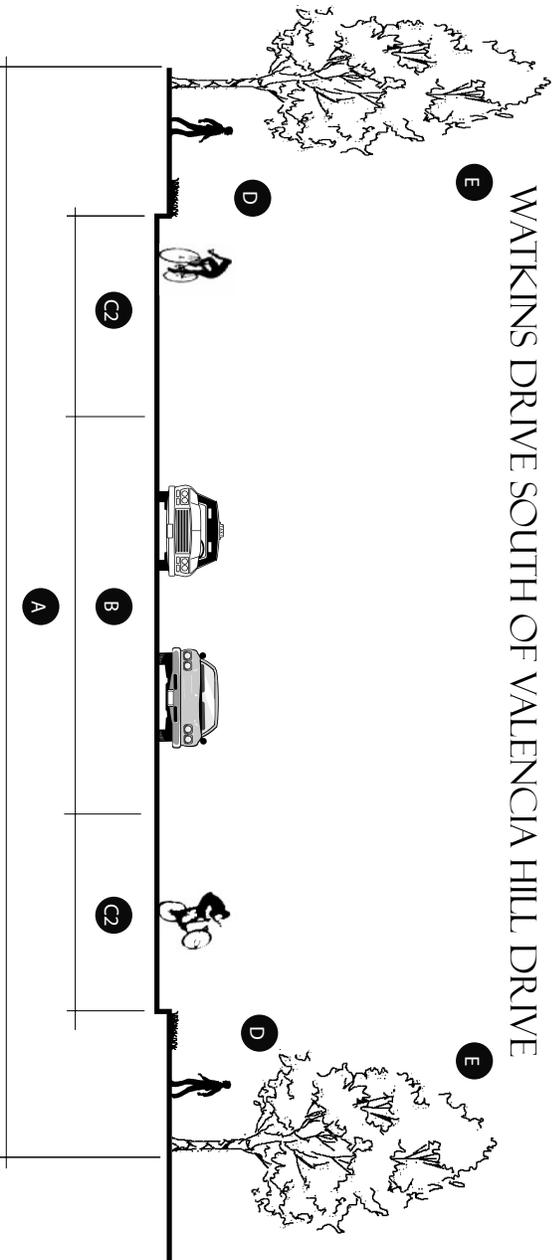


UNIVERSITY NEIGHBORHOOD PLAN

- LEGEND**
- RESTRICT ACCESS OF OFF-ROAD VEHICLES TO NATURAL OPEN SPACES
 - CONVERSION OF WATKINS DRIVE TO A NEIGHBORHOOD PARKWAY
 - REDUCTION OF TRAVEL SPEEDS ON SPRUCE AND BLAINE STREETS
 - BUS RAPID TRANSIT AND BICYCLE ACCESS TO DOWNTOWN AND THE MARKETPLACE
 - GAGE CANAL REGIONAL HIKING TRAIL
 - PROPOSED CITY AND COUNTY HIKING TRAILS (PRIMARY AND SECONDARY)
 - LOCAL TRAIL CONNECTIONS PROPOSED BY THE UNIVERSITY NEIGHBORHOOD
 - EXISTING PRIMARY CITY TRAIL
 - EXISTING CLASS 1 BIKE ROUTE
 - PROPOSED CLASS 1 BIKE ROUTE
 - EXISTING CLASS 2 BIKE ROUTE
 - PROPOSED CLASS 2 BIKE ROUTE
 - POTENTIAL METROLINK CORRIDORS
 - HIGHLANDER HAULER BUS ROUTE
 - RTA BUS ROUTES
 - ENHANCED PEDESTRIAN AMENITIES ON MAJOR STREETSCAPES GRID
 - "RESIDENTS ONLY" PARKING DISTRICT
 - UCR

FIGURE 5:
UNIVERSITY NEIGHBORHOOD
CIRCULATION AND MOBILITY





- A** EXISTING 88' RIGHT OF WAY
- B** 32' VEHICULAR CORRIDOR (2 LANES)
- C** CLASS 1 BIKEWAY WITH 4' PLANTERS WITH STREET TREES
- C2** BIKEWAY
- D** NEW LANDSCAPING
- E** IMPROVEMENTS TO PEDESTRIAN RIGHT OF WAY
- F** PROPOSED LINEAR PARK
- G** SOUND BARRIERS
- H** METROLINK CORRIDOR
- I** BARRIER BETWEEN THE METROLINK CORRIDOR AND ADJACENT SINGLE-FAMILY AREAS.

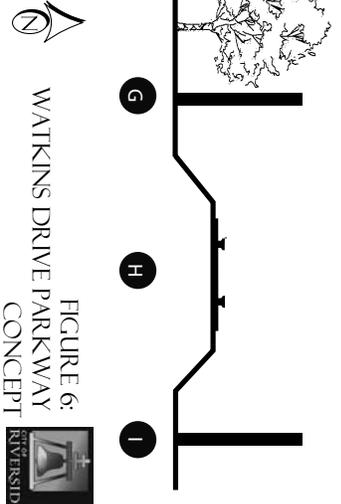


FIGURE 6:
WATKINS DRIVE PARKWAY
CONCEPT





Circulation and Community Mobility Objective, Policies and Tools

The following Objective was defined based on the Neighborhood Vision and is used to formulate the Policies and Tools. The related Policies and Implementation Tools are proposed to achieve the Circulation and Community Mobility Vision and Objective, and address the challenges and opportunities. Figures 5 and 6 illustrate many of these policies and tools.

Objective UNP 6: Enhance the University Neighborhood's quality of life by alleviating parking and traffic problems, improving all modes of transportation and upgrading hiking trails.

Policy UNP 6.1 Minimize the proliferation of non-resident parking that takes place along Watkins Drive and within existing single-family residential area east of Watkins Drive.

Tool UNP 6.1.1 Continue to coordinate with Neighborhood Residents to develop and implement a comprehensive traffic and parking plan for the University Neighborhood with an emphasis on Watkins Drive and the single family residential area east of Watkins Drive.

Residents of the University Neighborhood have been adversely affected by non-residents who take advantage of the ample amount of free parking that has historically been available along Watkins Drive and within the existing neighborhood streets of single-family residential area east of Watkins Drive. This condition is exacerbated by students who have rented homes within the Neighborhood and sometimes overload local streets with cars from visitors and extended guests.

The most appropriate response to this problem is to develop and implement a comprehensive parking plan for the area. This plan would address positive and negative effects of various parking solutions including no parking zones, "resident-only" permit parking zones, and metered parking. A community outreach program would also be established to educate the public about the changes.

As part of the planning process, it is recommended that "Residents-Only Parking Districts" be established for the areas shown in Figure 5. Establishment of these Districts can be preceded by an informational program to encourage residents to apply for the designation, and accompanied by an area-wide program to install





attractive signage defining the Districts and implement an area-wide enforcement program. Furthermore, the University Neighborhood can consider the merits of establishing this program for the entire area versus continuing to implement it on a block-by-block basis.

Within the “Residents-Only Parking Districts,” a limitation on the number of parking permits provided to each household would be established as an effective way of regulating the number of people that use neighborhood streets for their long-term parking needs. Parking permits could prevent non-residents and visitors of residents in the neighborhood from overcrowding local streets. The number of parking permits issued to each household would be determined through the comprehensive parking analysis.

The parking plan would also consider the prohibition of overnight parking by non-permitted vehicles in the Neighborhood, and may help prevent the proliferation of late-night student parties by forcing individuals to leave the area at a certain hour so that their cars are not ticketed. Overnight parking limitations could also prevent people from using Neighborhood streets for their long-term parking needs.

Free parking along Watkins Drive has hampered the proper functioning of the street, and created additional traffic and circulation problems. One solution to this problem that would be analyzed more closely would be to completely remove on-street parking from portions of Watkins Drive north of Valencia Hill, as shown in Figure 5. This would allow the street to operate more efficiently for local vehicles and create other possibilities for the streetscape. Creating metered or time-limited parking along portions of Watkins Drive in conjunction with the “Residents-Only Parking District” in the adjacent residential area would be an alternative solution to the elimination of long-term parking.

Policy UNP 6.2 Eliminate the proliferation of on-street parking by residents of the multiple family residential units throughout the University Neighborhood.





Tool UNP 6.2.1 Explore opportunities to increase minimum parking requirements for multiple family residential units.

Several of the apartment developments throughout the Neighborhood have inadequate parking for the residents, forcing many people to park their vehicles on the streets. While the minimum parking requirement for multiple family residential units is adequate for many parts of the City, there may be need to increase the requirement for some areas such as the University Neighborhood.



Existing character of Watkins Drive Parkway

Policy UNP 6.3 Eliminate cut-through traffic on residential neighborhood streets.

Tool UNP 6.3.1 Evaluate the feasibility for creating a permanent cul-de-sac at an appropriate location on Valencia Hill Drive between Watkins Drive and Big Springs Road to eliminate cut-through traffic.

Residents reported that Valencia Hill Drive was frequently being used by drivers as a cut-through to avoid the intersection at Big Springs Road and Watkins Drive. Vehicles also traveled at high rates of speed on this single-family residential street creating a dangerous environment. There may be an opportunity to eliminate this danger while still providing access for residents by creating a cul-de-sac at an appropriate location along Valencia Hill Drive.



Potential character of Watkins Drive Parkway

As a result of the feedback received from residents, Valencia Hill was temporarily closed by barricades in January 2008 to approximate the location of a future cul-de-sac. This temporary solution should be evaluated and public sentiment should be gauged to determine the feasibility of a permanent cul-de-sac.



Policy UNP 6.4 Establish appropriate long-term traffic and pedestrian treatments for Watkins Drive to best serve the University Neighborhood residents.

Tool UNP 6.4.1 Develop a comprehensive multipurpose streetscape enhancement plan for Watkins Drive.

This streetscape enhancement plan would explore alternative transportation solutions and aesthetic treatments for Watkins Drive, including the possibility of changing the carrier function of Watkins Drive from auto-centric to a multiple function Parkway serving the University Neighborhood and UCR. This conceptual



parkway, as illustrated in Figure 6 - Watkins Drive Parkway Concept, could include a Class 1 bikeway north of Valencia Hill Drive, enhanced pedestrian paths and new trail elements connecting to both the Box Springs Mountain Reserve Park and Sycamore Canyon Wilderness Park.

Enhancement opportunities could include:

- Widened sidewalks for enhanced pedestrian circulation;
- Creation of a Class 1 bike path on both sides of Watkins Drive Parkway north of Valencia Hill Drive by planting a new row of trees within the existing right-of-way;
- Public art and/or other types of Neighborhood beautification at major intersections; and
- Local and regional hiking trail connections along a new, linear park that is part of the Parkway.

Policy UNP 6.5 Enhance all existing modes of transportation within the University Neighborhood, including bicycles, and walking.

Tool UNP 6.5.1 Implement the Bicycle Master Plan and develop an expansion and enhancement plan for the major pedestrian thoroughfares within the University Neighborhood.

The University Neighborhood experiences substantial bicycle activity due to the presence of both Neighborhood residents who ride to local schools from local residential areas as well as UCR students who bike to school. Also, residents have expressed a desire for enhanced bicycle connections to UCR. The Class II Bikeways shown on Figure 5 should be upgraded as described above, consistent with the Bicycle Master Plan.

Also, the creation of a Class I Bikeway along Watkins Drive Parkway north of Valencia Hill Drive would complement the existing and proposed Class II Bikeways identified in the General Plan and the Bicycle Master Plan, as shown in Figure 5.





Enhancements to the bikeways could include clear signage, bike racks and storage in appropriate areas, and the elimination of hazards for safe, efficient bicycle movement.

The University Neighborhood also has a high degree of pedestrian activity due to the presence of families with children, senior citizens and students from the University. The overall pedestrian network of the University Neighborhood should be upgraded, as shown on Figure 4, including the Enhanced Pedestrian Amenities on the Streetscape Grid, creation of the Watkins Drive Parkway, implementation of the Gage Canal Hiking Trail, and the expansion of trails throughout the Box Springs Mountains Reserve.

Policy UNP 6.6 Implement and supplement the unique network of hiking trails that can connect the University Neighborhood with local and regional open spaces.

Tool UNP 6.6.1 Implement the proposed citywide trails from the General Plan 2025 and consider adding to the citywide trails map local trails that are adjacent to the rail corridor.

The General Plan 2025 outlines the development of several new City trails that connect the single-family residential sub-areas within the University Neighborhood to the Box Springs Mountains Reserve.

Tool UNP 6.6.2 Encourage Riverside County to implement the proposed county trails outlined in the General Plan 2025.

The General Plan 2025 outlines the development of new County trails that connect the single-family residential sub-areas within the University Neighborhood to the Box Springs Mountains Reserve. The City should work with Riverside County to build these trails in order to improve access to local open spaces.

Tool UNP 6.6.3 Explore opportunities for additional, local trail connections to the currently proposed citywide and regional trail networks.

Residents suggested specific trail locations during one of the community meetings. Efforts should be made to develop these additional trails.





Policy UNP 6.7 Enhance public transportation in the University Neighborhood.

Tool UNP 6.7.1 Continue to integrate the planning for routes and bus stop connections between the RTA local buses, the proposed RTA Bus Rapid Transit along University Avenue and the Highlander Hauler of UCR.

The integration of route locations and attention to ease of transferring between the three different systems can enhance public transit convenience for all of the University Neighborhood.

Tool UNP 6.7.2 Encourage RCTC to maintain an ongoing dialog with University Neighborhood residents, UCR, and the City about potential Metrolink routes and station locations.

Tool UNP 6.7.3 Establish a partnership with RCTC to explore benefits and impacts of potential Metrolink routes and stops.

