



## Meeting Summary

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Public Community Workshop  
July 31, 2014  
6pm to 8pm  
César Chávez Community Center  
2060 University Avenue, Riverside, CA 92507

The first public workshop for the Riverside Reconnects Streetcar Study took place on July 31, 2014 at César Chávez Community Center. The meeting was held from 6 to 8 pm and was open to the public.

The meeting's [presentation](#) is available on the Project Website, as well as a public [survey](#).

### Introduction

The Meeting was kicked off by Jay Eastman, Principal Planner with the City of Riverside Community Development Department. Introductions were given for the project team and an overview of the project was presented.

### Project Team Members in Attendance:

|                                                         |                                                                                                              |
|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| BAE Urban<br>Economics                                  | Ron Golem- Project Manager<br>Sherry Rudnak                                                                  |
| PlaceWorks                                              | Karen Gulley<br>Suzanne Schwab                                                                               |
| IBI                                                     | Bill Delo<br>Max Backlund                                                                                    |
| City Staff                                              | Jay Eastman, Principal Planner, Community Development<br>David Murray, Senior Planner, Community Development |
| Southern<br>California<br>Association of<br>Governments | Steve Fox, Senior Regional Planner                                                                           |

Approximately 45 community members attended the meeting.

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## Informational Presentation

Following introductions, the team gave a presentation that included a discussion of the current transit conditions, growth projections, and the types of streetcars. The group also presented sample routes and evaluation criteria.

Key considerations that will be addressed by the study include:

- Land Use and Development
- Financing and Operations
- Planning and Implementation

## Question and Answer Session

A question and answer period was conducted by the project team, the following feedback and questions were shared by public participants:

### Legend

- = Community Question and Comments
- = **Consultant Response**

### Questions:

- Will tonight's presentation be made available to the public? Is there a source for growth projections and RTA data that was shared?  
→ **The presentation has been made available on the website at [www.riversidereconnects.org](http://www.riversidereconnects.org), the sources for the growth projections are provided in the presentation.**
- Will the streetcar drive high density development?  
→ **Land use changes along the potential routes will be analyzed in the study, and higher densities will be part of the discussion. However, actual decisions regarding high density or other types of development will not be an outcome of this study; and any such effort would require a more thorough analysis and community discussion that is property specific.**
- Why not connect out to further areas bringing them to downtown? For instance Portland, Oregon had light rail before streetcars.  
→ **This study focuses on the feasibility of a streetcar for downtown and does not include the study of light rail to other areas of the City, Light rail would also require a dedicated lane, which is not an option that will be analyzed in this study. The framework for this study is based on the City's General Plan, which identifies the Magnolia/Market/University "L" as a high-quality transit corridor.**



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- If existing buses and transit lines were better coordinated would it make more sense to look at longer distance light rail vs. streetcars?  
→ Existing transit options will be factored into the study.
- What will the impact of noise be with a streetcar?  
→ Information on noise levels associated with different technologies will be provided later in the study. To watch and listen to the Portland Streetcar as it travels through a residential neighborhood, visit the [project website](#).
- Is there an opportunity for Riverside to connect to San Bernardino Transit System, Omni Trans, etc.?  
→ This study focuses on the feasibility of a streetcar that serves key destinations in Riverside, and will therefore include coordination with RTA's bus service. Direct connections to the San Bernardino Transit System are not being considered at this time.
- What is the difference in size between a bus and a streetcar?  
→ Both streetcars and buses come in different sizes. See the comparison chart below. Modern streetcar vehicles are typically about 60 to 70 feet in length. Depending on their length and configuration, modern streetcars can carry 30 to 40 seated passengers per car, similar to a bus. However, modern streetcars have a longer length that allows more standing riders than is possible on a typical bus.



38 to 45 feet long



60 to 70 feet long



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- Who is the target demographic for riding the streetcar, this seems focused on Millennials?  
→ **The millennials (or Generation Y), are people born between 1980 and 2000, are a key demographic group for using and benefiting from a streetcar. However, this study will evaluate all potential user groups in the estimation of ridership, such as seniors, downtown office workers, tourists, residents, etc.**
- If the Greyhound and RTA terminals move will they have an impact on the need for a streetcar?  
→ **As discussed in the presentation, streetcar service would complement current RTA bus or Greyhound bus service. The routing of the streetcar will consider existing high volume public ridership nodes. And, if a streetcar system is ultimately pursued by the City, then the City, RTA, and Greyhound would coordinate changes in stops and routes with planned streetcar service, so as to maximize ridership on all systems.**
- Geographically this is one of the largest cities in Southern California, if two to three miles of streetcar would cost \$10 to \$20 Million is that worthwhile?  
→ **Cost estimates will be covered in the Feasibility Study, as will the potential funding and financing of a system. This is a fundamental question the study hopes to determine, as the study is intended to help decision makers to determine whether a streetcar is a good investment.**

## Community Comments:

- The City needs to continue to foster business growth; freeways are bypassing the City and people are not stopping here.
- East/west transit connections are good, but north/west are not; a route from Casablanca to the library to Magnolia could be improved.
- Not in favor of high density growth, would like to maintain existing single family and restrict UCR students from turning neighborhood homes into dorms.

## Small Group Exercise

Small groups of attendees participated in a group exercise following the question and answer session. Each table of participants were given a large map to document their ideas. Groups were encouraged to highlight potential routes, identify areas for stops, and to document their discussion. Several community ideas and potential routes emerged from this exercise. The community ideas maps can be viewed on the [project website](#).



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## Next Steps

- Community Charrette on alignments and development is planned for Wednesday September 24. Please check the [project website](#) for additional details.
- The survey handed out to participants at the workshop is also available on the [project website](#); and the City encourages residents to complete the survey on-line.