
Section 1: PACT Introduction



The City of Riverside completed a four part planning process called the Riverside PACT. The City of Riverside PACT consists of: a **P**edestrian Target Safeguarding Plan (PTS), an **A**ctive Transportation Plan (AT Plan), a **C**omplete Streets Ordinance (CSO), and a **T**rails Master Plan (TMP). The PACT provides four plans that will help the City to create robust, sustainable and accessible transportation options and public spaces for residents and visitors well into the future. These plans include creating funding strategies and opportunities to provide more transportation options such as walking, bicycling, and taking public transit from one place to another. The PACT vision statement was developed through the community engagement process and is the aspirational goal for the this entire planning process.

The City of Riverside's vision is to build a safer, healthier, and more sustainable transportation network. PACT is an opportunity to continue to examine neighborhood roadways and set up a vision for years to come.

IMPETUS FOR DEVELOPING THE PACT

The PACT furthers SCAG's regional transportation goals and strategies, including those outlined in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in the Active Transportation Appendix, and incorporate strategies outlined in the Draft Connect SoCal. These strategies include developing a regional active transportation network, increasing the number of short trips taken by walking and biking, encouraging the implementation of complete street policies, and others as outlined in the RTP/SCS. The PACT was developed to be consistent with and include all required elements for the California Active Transportation Program. The PACT Goals include:

- Develop a plan that identifies funding sources to implement and maintain active transportation infrastructure.
- Evaluates existing conditions, identifies and prioritizes active transportation projects, provides a community engagement plan, and identifies ATP support programs.
- Develop an Active Transportation Toolbox to include sample plans, exhibits, and photos to be applied along corridors and trails selected for inclusion within the active transportation network.
- Develop a PTS to identify physical infrastructure designs for high pedestrian activity areas at greater risk of exposure to vehicular traffic and implementation plans to secure high-traffic pedestrian areas at greatest risk.
- Develop a Complete Streets Ordinance to ensure safe, multimodal streets for all ages and abilities.



Photo Caption: Trail segment on the corner of Van Buren Blvd and Wood Rd

ACTIVE TRANSPORTATION PLAN

The City of Riverside Active Transportation Plan integrates walking, bicycling, and other transportation modes into a single plan that includes policies, infrastructure recommendations, and supporting programs. It identifies context specific funding sources, prioritized infrastructure projects, and implementation strategies.

TRAILS MASTER PLAN

This Trails Master Plan serves as an update to the Multi-Purpose Recreational Trails Master Plan and Trails Standards document. This update provides the City, residents, trails advocates, and developers with a single, comprehensive reference point representing the most current vision for Riverside's trail network, design, maintenance, and funding. In addition to updating trail design guidelines and standards, the TMP proposes and prioritizes new trails and gap closures, addresses integration of trail facilities with the City's on-street active transportation network, and identifies potential funding sources.

PEDESTRIAN TARGET SAFEGUARDING PLAN

The Pedestrian Target Safeguarding Plan provides building perimeter and public space security design solutions intended to protect against threats resulting from unauthorized vehicles entering public spaces.

Based on stakeholder interviews the Plan identifies and provides design recommendations for six high priority areas within the City of Riverside.

COMPLETE STREETS ORDINANCE

The Complete Streets Ordinance provides guidance on street character, connectivity, access for all users, development of continuous pedestrian paths and urban trails/recreation opportunities, and the inclusion of public gathering spaces equitably placed throughout the City.

The Complete Streets Ordinance references the Pedestrian Target Safeguarding Recommendations, Active Transportation Plan, and Trails Master Plan for specific project location recommendations.

CALTRANS ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.



Photo Caption: Riverside residents walking along the Main St Pedestrian Mall

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users.

To supplement the ATP funding source, the PACT has identified and developed a comprehensive list of funding sources for implementation that can be found in the following sections of the document.

- *Active Transportation Plan, p.110*
- *Trails Master Plan, p.82*

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