



Western Riverside County Active Transportation Plan

FEHR  PEERS

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PLANNING + DESIGN

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associates

Project Purpose



- WRCOG received an Active Transportation Program grant (\$333,000) from the State in 2016.
- The Active Transportation Plan (ATP) focuses on enhancing the non-motorized infrastructure throughout the region, in hopes of developing a robust network for people who choose or need to walk and/or bike.
- The plan serves as a resource for WRCOG member jurisdictions and stakeholders to help identify important active transportation facilities they would like to see in their community and provides guidance on how each individual project can be achieved.

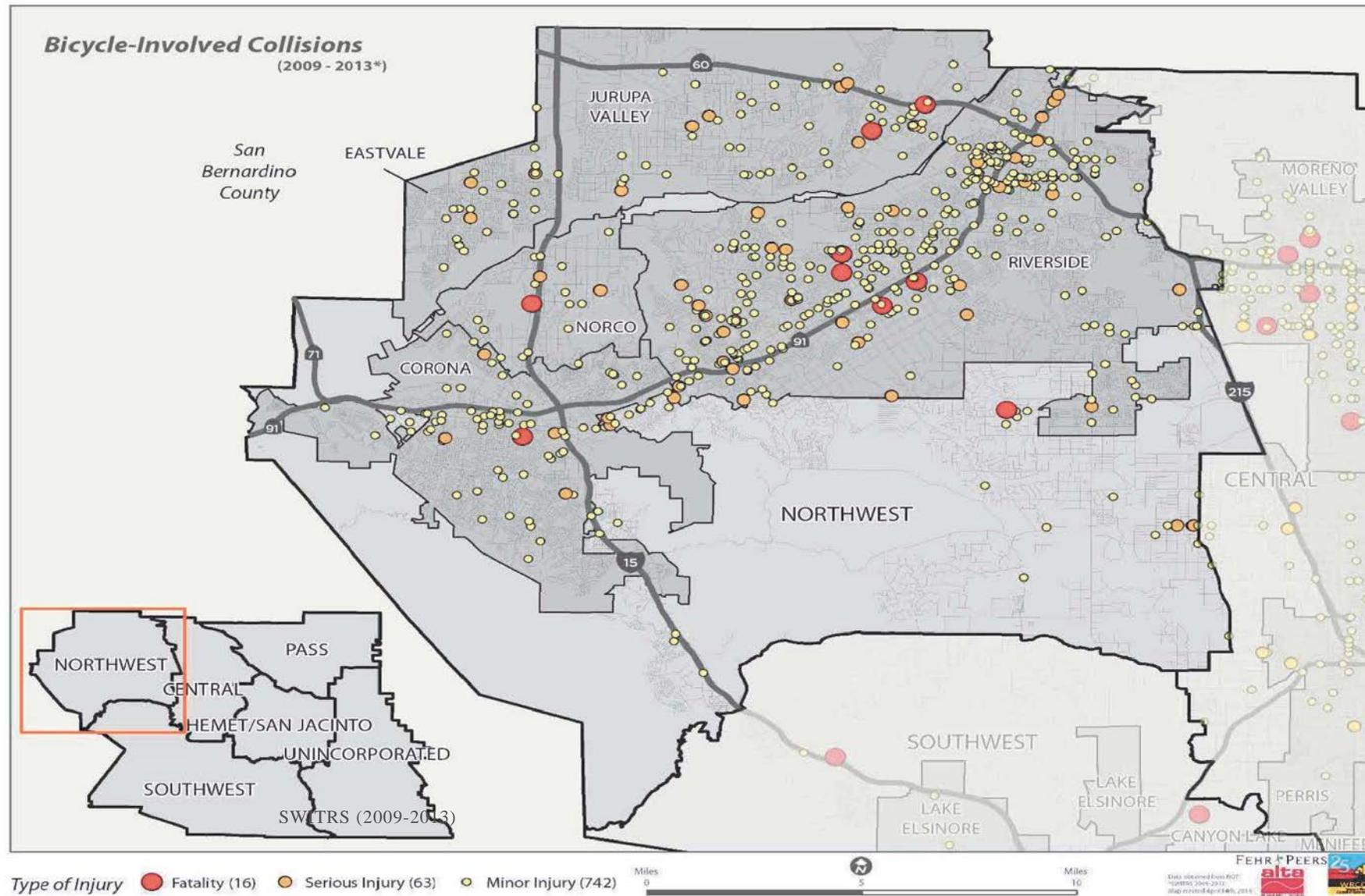
Project Overview

- 2016 – Existing Conditions Report
 - Goals & Objectives
 - Draft Active Transportation Network
- 2017 – Stakeholder Outreach
 - Finalizing Active Transportation Network
 - Draft Active Transportation Plan
- 2018 – Final Active Transportation Plan

What does the Plan contain?

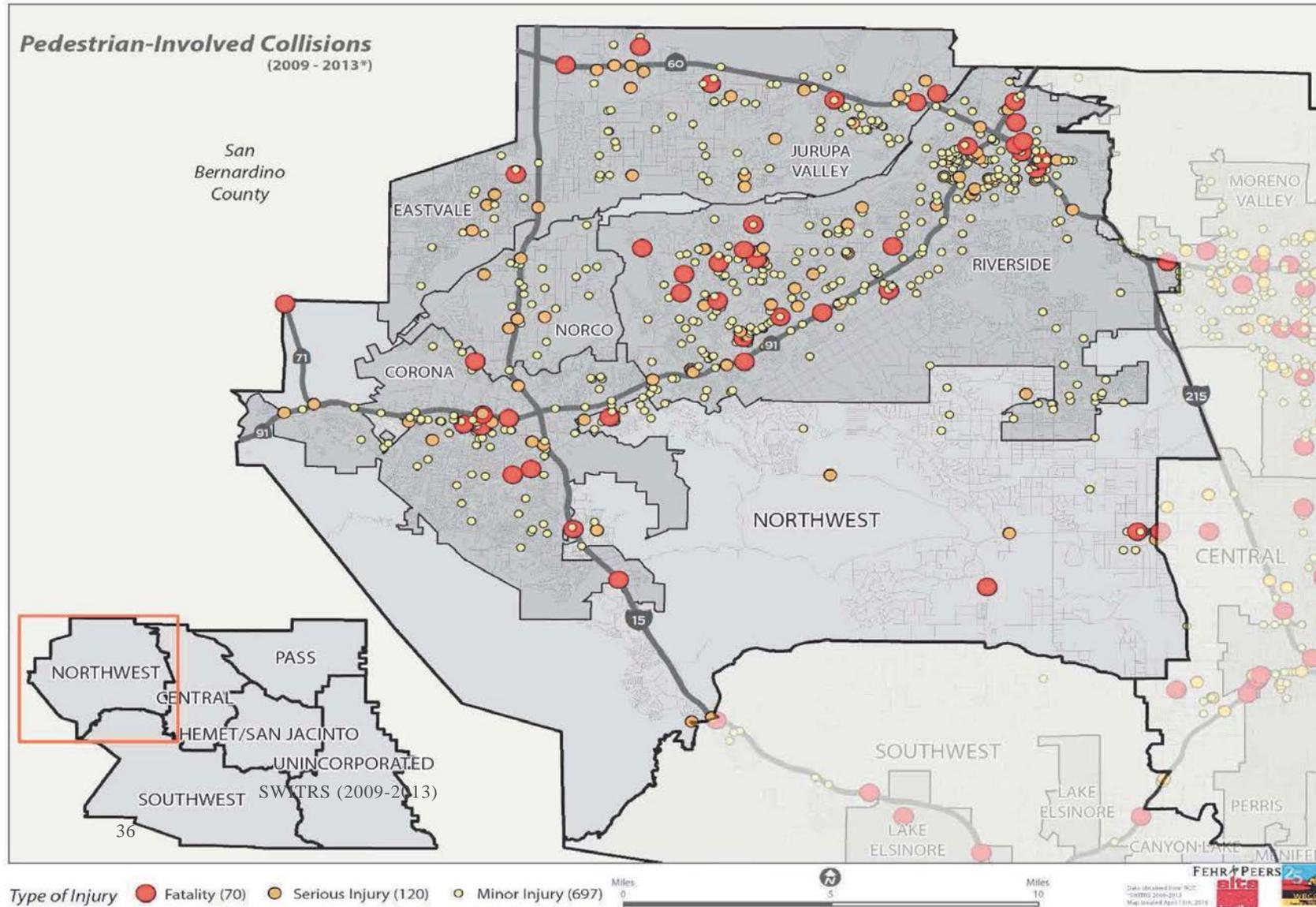
- Regional Active Transportation Network
- Active Transportation Goals & Objectives for the region
- Active Transportation impacts on health
- Survey on regional active transportation needs
- Detailed project-level summary sheets for identified facilities on regional network
 - Provides information on facilities, statistics, cost estimates, and feasibility outlines
- Implementation and funding guidance

Bicycle Collision Frequency in Northwest Riverside County



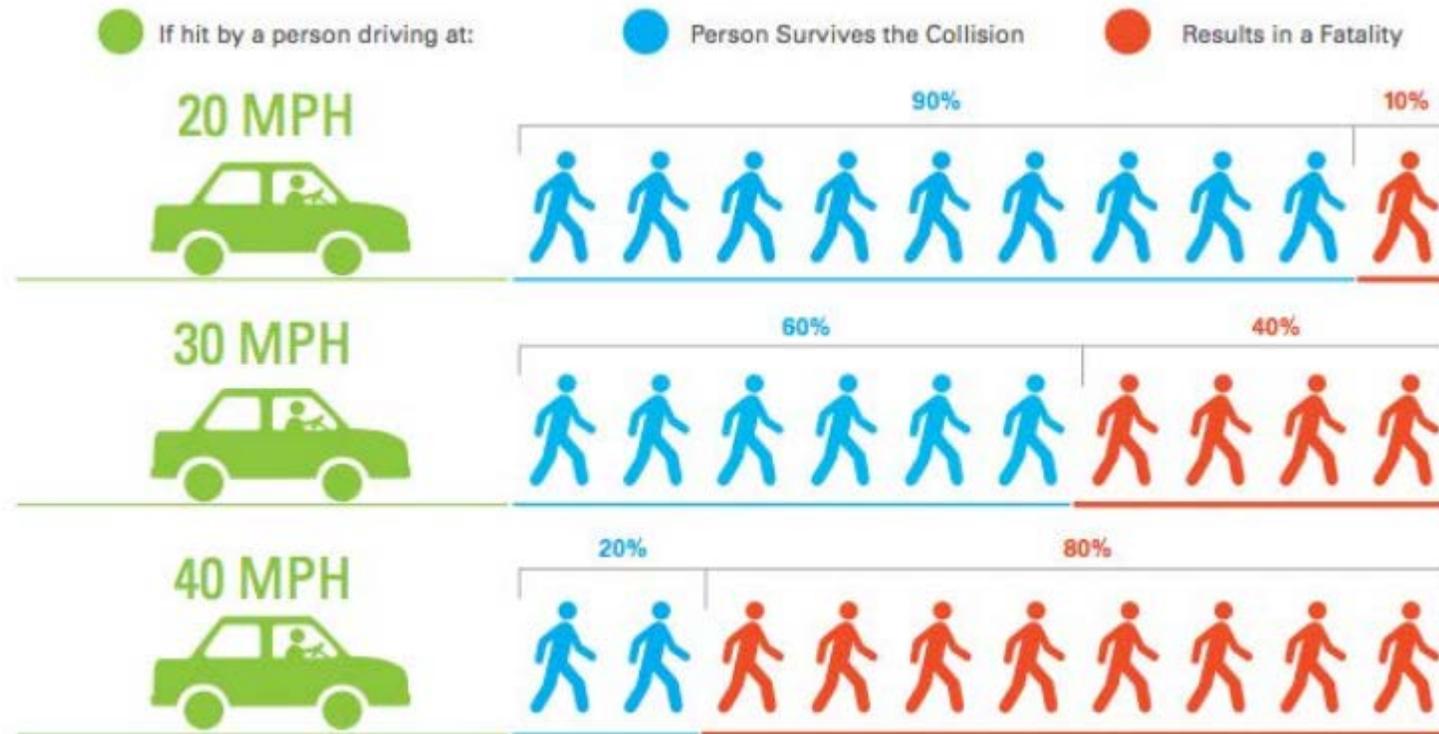
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Pedestrian Collision Frequency in Northwest Riverside County



Why Do We Have Injuries & Fatalities?

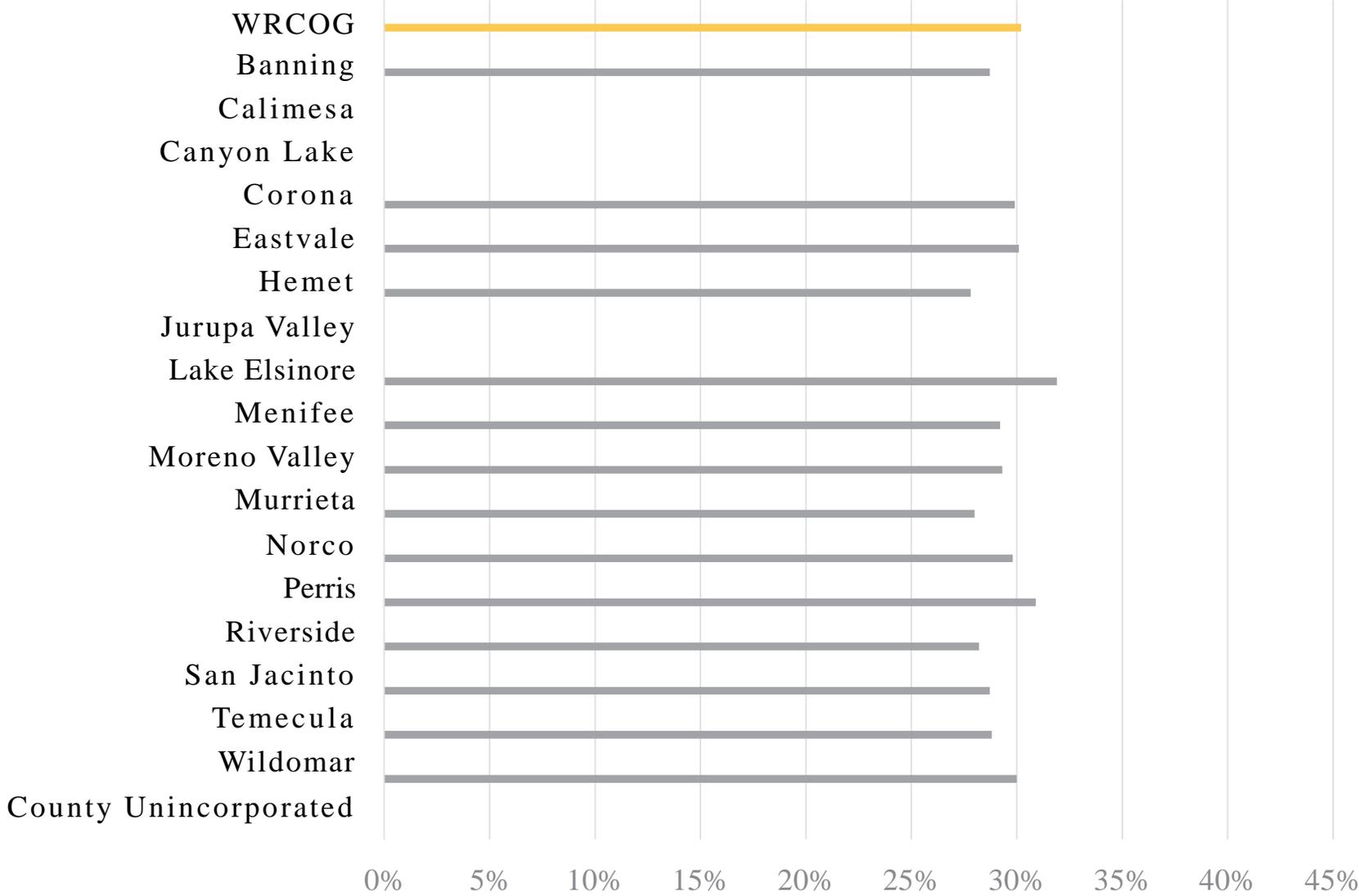
- Many of our roadways are designed to carry high volumes of traffic at higher speeds
- Vehicles less able to stop at higher speeds and collision impact is magnified



Costs of Bicycle/Pedestrian Accident?

- \$60,000 per injury event
- \$4.5 million per fatality
- Data based on study from National Safety Council
- Includes lost wages, medical expenses, and insurance costs
- Human cost as well, every person who is injured or killed is someone's father or mother, son or daughter

Percentage of Residents Meeting Weekly Activity Guidelines



Walked at least 150 minutes per week (18+)

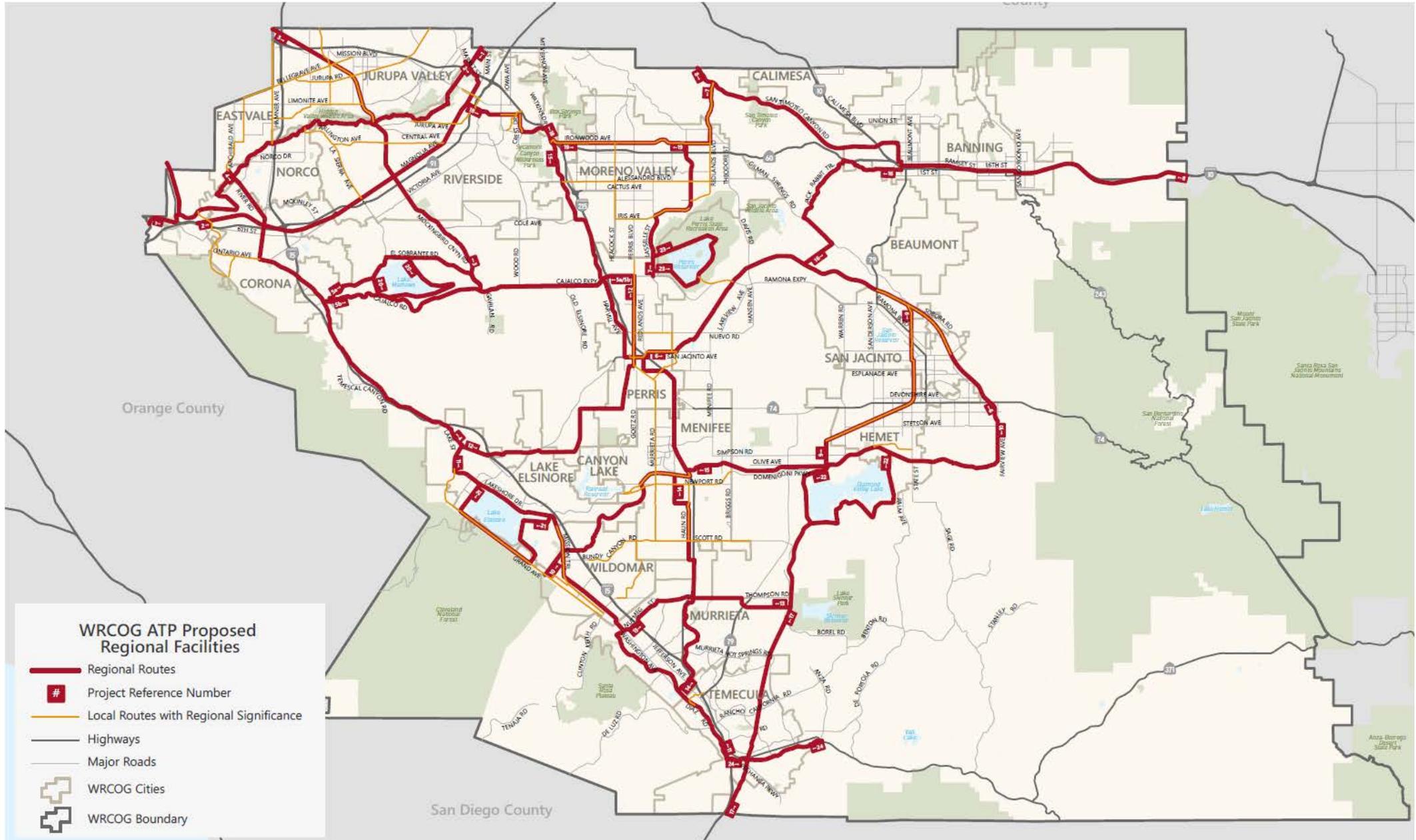


Source: California Health Interview Survey

Regional Survey on Active Transportation

- How Do You Feel About Current Conditions?
 - Roads, sidewalks do not feel safe – 61%
 - High speed or heavy car traffic – 51%
 - Distance to destination is too far – 44%
- What Regional Priorities Should We Have?
 - More paved paths and trails – 70%
 - Increase connections to public transportation – 49%
 - More shade trees, landscaping, lighting – 45%
 - Better crossings at major streets – 40%
 - More on-street bikeways – 40%

Regional Network



How was the Regional Network developed?

- Items considered:
 - Input from prior local and regional plans
 - Collision review
 - Regional destinations analysis
 - Agency guidance
- Network shared with Committee for further comment
- Follow-up with jurisdictions and stakeholders
 - Held one-on-one discussions to answer outstanding questions
 - Facilitated discussions with neighboring jurisdictions to discuss alignment
 - Collect further input on omitted projects

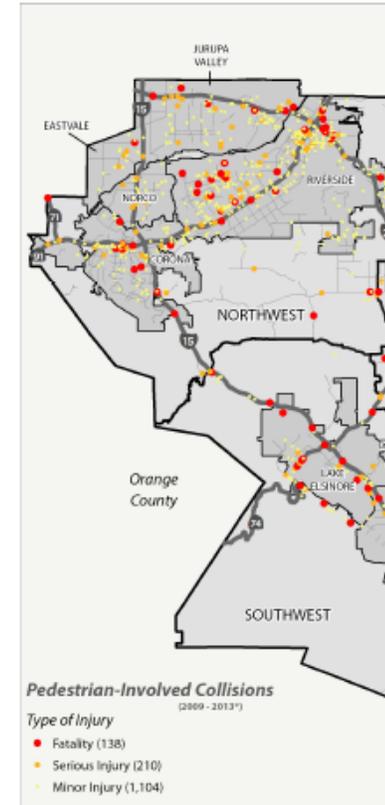
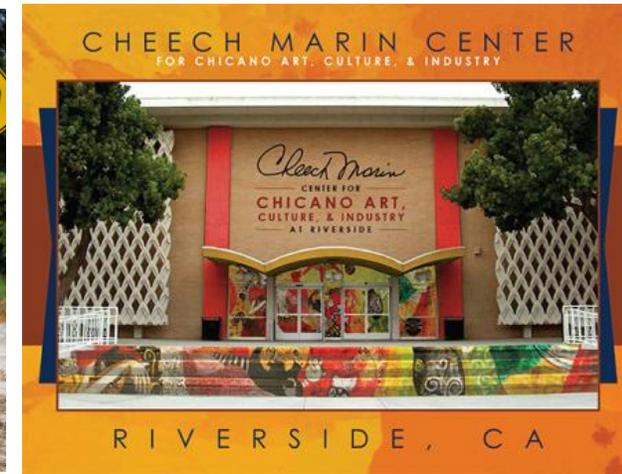


Figure 2. Pedestrian-Involved Collisions (2009-2013)

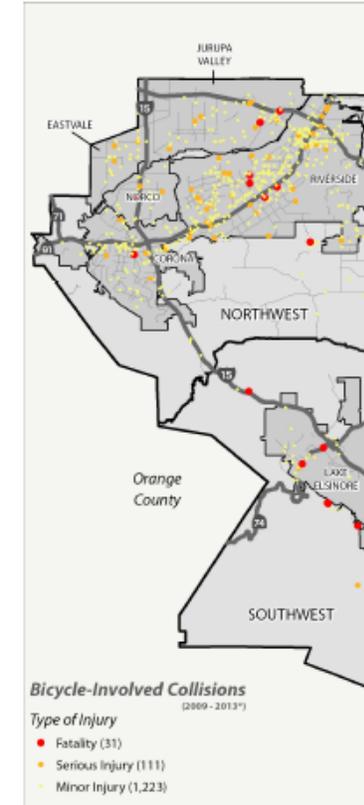


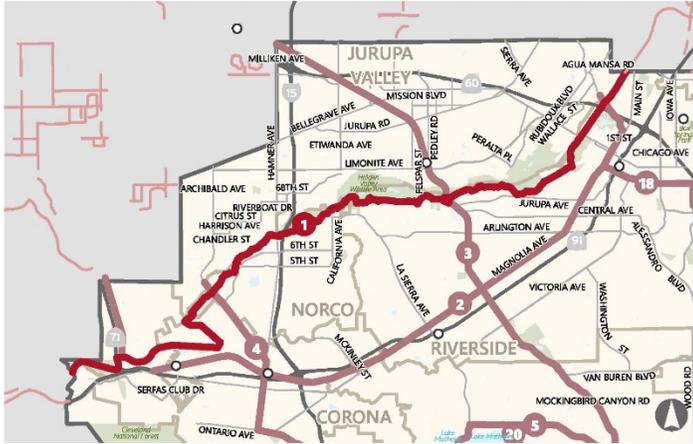
Figure 3. Bicycle-Involved Collisions (2009-2013)



NORCO - RIVERSIDE - CORONA - JURUPA VALLEY

1 | SANTA ANA RIVER

Project Map



Key Connections

Major Destinations

- Riverside County Flood Control
- Fairmont Park Golf Course
- New Joy Baptist Church
- Riverside Airport, Green River Golf Club

Regional Transportation Facilities

- Corona Municipal Airport
- RTA Bus Line 29

Trails

- Lake Evans
- Martha Mclean Anza Narrows Park
- Mt. Rubidoux

Project Cross Section



Project Overview + Scope

The Santa Ana River Trail is an east-west regional facility connecting Riverside to Orange County. From the Riverside-Orange County border, the Santa Ana River Trail extends to Huntington Beach. This potential facility could provide nearly 11 miles of paved trail with unpaved shoulder for equestrian access and almost a mile of paved trails, Class III facilities, and advisory bike lanes. It also provides approximately 0.2 miles of separated bikeway and over half a mile of standard bike lanes. If completed, this project will help alleviate local mobility barriers and provide a bicycle facility within a 1/2 mi radius of many parks, trails, transit stops, and schools.

Schools

- Riverview Elementary School
- Patricia Beatty Elementary School

Parks

- Hidden Valley Nature Center
- Carlson Park
- Ryan Bonaminio Park
- Clearwater Sports Fields
- Butterfield Park
- Stagecoach Park

Health Environment

Health: Potential to increase bicycle commuting levels between Riverside and adjacent jurisdictions, reduce traffic congestion, and increase recreation opportunities.

Safety: Special consideration at intersection crossings and approaches improves traffic safety



NORCO - RIVERSIDE - CORONA - JURUPA VALLEY

1 | SANTA ANA RIVER

Local Demographics (within 1/2-mile)

33,219



34



49%



17%



15%



4%



Collision History



10 collisions within 1/2-mile



0 pedestrians killed or injured



0 bicyclists killed or injured



1 hit-and-run collisions

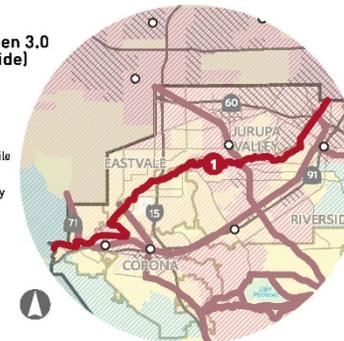
Source: TIMS, 2009-2013

Benefits to Implementation

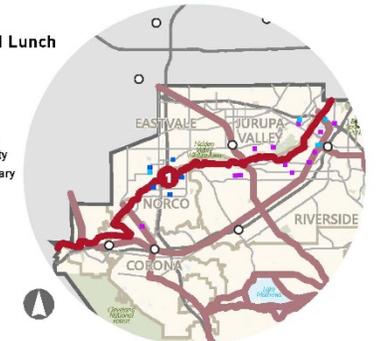
- Minimizes vehicular conflict by providing a segment of off-street path
- Increased non-motorized accessibility to popular recreational facilities such as Lake Evans, Martha Mclean Anza Narrows Park, and Mt. Rubidoux
- Provides WRCOG residents with a long non-motorized facility that extends beyond the Riverside region

Disadvantaged Communities

CalEnviroScreen 3.0 Score (Statewide)



Free/Reduced Lunch Participation (within 1 mile)





Estimated Costs

Total Estimated Cost	\$16,482,700
Class I Shared Use Path 10.7 miles	\$13,943,100
Class III Signage & Markings 0.7 miles	\$76,900
Class IV Separated Bikeway 0.2 miles	\$2,179,700
Class II Bike Lanes 0.6 miles	\$134,700
Advisory Bike Lanes 0.7 miles	\$148,300

Feasibility Considerations

- A shared use path has been proposed along the Santa Ana River from the western county boundary to the eastern county boundary as there is enough width to accommodate the Class I bike path.
- The width of the segment from the Riverside county line to the Southern Mine Access Road is approximately 14 feet. A nine foot shared use path with narrow, 2.5 feet shoulders could be accommodated along this segment.
- The width of the segment from the Southern Mine Access Road to the north end of the Santa Ana River Trail is 19 feet. A 13 foot shared use path with three foot shoulders could be accommodated.
- The segment parallel to the east side of SR-71 is mostly undeveloped open space. A 10 foot wide shared use path could be accommodated by paving and striping this right of way.
- The segment along Pomona Rincon Road is a 25 foot wide service road and will remain unchanged.
- The width of the segment from the western end of Pomona Rincon Road to Auto Center Drive is 36 feet. A 24 foot shared use path with six foot wide shoulders could be accommodated.
- The width of the segment from Auto Center Drive to Butterfield Drive is 17 feet. An 11 foot shared use path with 3 foot shoulders could be accommodated.
- The width of the segment from the Butterfield Drive gate to N Smith Avenue along Butterfield Drive is 40 feet wide with one travel lane in each direction and one 20 foot wide unpaved shoulder in the westbound direction. A 10 foot shared use path could be accommodated by reducing the shoulder width from 20 feet to 10 feet.
- The width of the segment from Butterfield Drive to W Rincon Street along N Smith Avenue is approximately 53 feet wide with a shoulder, one bike lane in each direction, a center turn lane, and one travel lane in each direction. A 15 foot two-way separated bikeway could be accommodated by restriping, eliminating the shoulder and one bike lane, and narrowing the travel lanes from 13 and 12 feet to 10 feet.
- Due to limited right of way, the segment width along Rincon Street will remain unchanged.
- The segment between Corydon Street and Stagecoach Drive could accommodate a 12 foot shared use path with five foot shoulders through paving and striping a portion of this right of way.

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Feasibility Considerations (continued)

- The width of the segment along Stagecoach Drive and Bluff Street from Roundup Road to Corral Street is 26 feet. Advisory bike lanes in each direction could be accommodated by reducing two travel lanes to one and restriping 6 foot advisory bike lanes in each direction.
- The width of the segment from Corral Street to River Road along Bluff Street is 34 feet. Six foot bike lanes in each direction could be accommodated by narrowing the existing 17 foot travel lanes to 10 feet.
- The width of the segment from River Road to west of Vine Street along Bluff Street is 20 feet and could accommodate advisory bike lanes by reducing travel lanes from two to one and painting two 5 foot advisory bike lanes.
- The width of the segment from Bluff Street to Shadow Canyon Circle could accommodate a 12 foot shared use path with five foot shoulders.
- The width of the segment from Old Hamner Avenue to 789 River Drive along the trail is approximately 15 feet. An 11 foot shared use path with two foot unpaved shoulders could be accommodated.
- The segment between 789 River Drive and Pedley Substation Road could accommodate a 12 foot shared use path with five foot shoulders.
- The segment from Pedley Substation Road to Badford Street will remain unchanged.
- The segment between the existing Santa Ana River Trail and Van Buren Boulevard could accommodate a 10 foot wide shared use path by paving and striping a portion of this right of way.
- The segment from Van Buren Boulevard to the Riverside County line along the existing Santa Ana River Trail will remain unchanged.

Bicycle and Pedestrian Education and Support

- Supported member agencies at community events
 - Presentation on group riding to Riverside Bicycle Club
 - Bike Month event with University of California, Riverside (UCR) in May
 - City of Banning 5K Run/Walk & Health Fair
- Conducted bicycle education workshops for students, faculty and staff at Riverside Community College and University of California, Riverside
- Conducted bicycling law and education to police departments
 - City of Riverside, RCCD, UCR, CHP, Beaumont

What Can the City of Eastvale Do?

- WRCOG does not build anything
- City can pursue funding for studies and regional projects (using WRCOG's Grant Writing Program)
- A regional network requires local connectors to operate effectively
- We encourage our local agencies to build local facilities to supplement the regional network
- Local connections have two benefits
 - Improve the effectiveness of regional connections
 - Provide more opportunities for walking and biking as part of a persons' everyday activities
- But each agency has the final say over the look and feel of their transportation system

