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Planning Director

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Memorandum

DATE: May 4, 2021
TO: Planning Commission
FROM: Russell Brady, Project Planner
RE: Item 3.1 – Transportation Management Plan

As requested by the Planning Commission, attached are additional details to the Transportation Management Plan (TMP) that would be implemented for the proposed arena.

Outline of Proposed Transportation Management Plan

Introduction

A detailed Transportation Management Plan (“TMP”) will be implemented to address the potential traffic impacts from the proposed Riverside County Arena (the “Arena”) that have been identified, and to ensure the efficient coordination and management of traffic and parking. This TMP will be developed by the County of Riverside in conjunction with affected agencies and stakeholders, including those listed below, prior to the opening of the Arena. TMP details will be developed by a working group led by the County of Riverside, in cooperation with (but not limited to) the City of Palm Desert, Caltrans, the Sun City Homeowners Association, the Ivey Ranch Homeowners Association, Classic Club Golf Course, Xavier College Preparatory High School, and the Duncan Bridge Club.

The TMP working group will start detailing the TMP elements 6 to 9 months before the Arena opening and will complete the plan 3 to 6 months before the Arena opening. The TMP will be monitored by the County for the first 6 months of Arena operation, with reports delivered to the working group at a monthly meeting to review operational effectiveness and update the TMP as necessary. Thereafter, the TMP will be revisited on an as-needed basis, but no less frequently than annually, to determine if additional updates are warranted.

Unlike residential and commercial developments which generate trips on a regular and recurring basis, arena events do not occur every day, and instead are sporadic and temporary in nature. Arena traffic generation occurs during short time periods before and after events, and therefore do not represent typical roadway operating conditions. As such, a TMP focuses on traffic control and management measures to control traffic operations temporarily for the few hours before, during, and after an event.

TMP Contents

The general content of a TMP is shown below and the specific details would be tailored to the arena.

Building a Mobile-Friendly Website with Helpful Features for Arena Visitors

- Maps of all available parking lots.
- Maps of recommended travel routes to parking locations (can be adjusted over time).
- Bicycle parking information.
- Bicycle lane information.
- Uber/Lyft information (drop-off/pick-up zones).
- Transit information – lines, stops, walk routes to Arena.
- Pedestrian routes – safe walking routes from parking locations to Arena

Deploy Traffic Control Officers and Implement Other Manual Traffic Changes

- Deploy traffic control officers (“TCOs”) at key intersections before and after events to manually direct traffic and pedestrians efficiently.
- Modify signal timing plans for pre-event and post-event hours, if necessary and beneficial.
- Implement temporary intersection lane configuration modifications during pre-event and post-event hours.
- Implement temporary lane and/or road closures as necessary.
- Deploy temporary Changeable Message Signs on freeway and arterial roadways as needed to provide routing information for patrons.

Install Signage and Wayfinding

- Install permanent wayfinding signs to direct patrons to available parking.
- Deploy temporary wayfinding signs and changeable message boards as needed to announce recommended traffic routes.

Actively Facilitate Trip Reduction Measures

- Encourage rideshare programs (carpool programs which lead to increased auto occupancy)
- Work with rideshare companies such as Uber and Lyft for joint promotional programs.
- Clearly define and manage drop-off and pick-up areas.

Monitor and Refine the Plan on an Ongoing Basis

- Monitor operations in coordination with agencies and stakeholders, and continually modify and refine as necessary to improve efficiency and effectiveness.

Prioritize Emergency Vehicle Access

- Identify emergency vehicle ingress/egress routes, and coordinate same with first responders.

Integrate Safety and Security into Traffic Control Plans

- Coordinate traffic control with security and safety plans to ensure consistency with access needs of public safety and emergency vehicles.

Have Clear Decision-Making Structure to Respond to Events in Real Time

- Identify command and control structure, responsibilities, and procedures.
- Identify on-site location of centralized command.

Plan Levels According to Events

Rather than adopting a “one size fits all” model, the scale and scope of the Transportation Management Plans should be tailored based on the expected attendance for events. Sell-out events will only comprise about 20% of all events at the arena. In order to provide flexibility, and ensure the appropriate plan is applied for each event, it is anticipated that three event levels will be defined, and the plans tailored to each event level.

- A Level 1 Event would be for an attendance of more than 8,000 patrons. This would include a sell-out for a concert, AHL event, or a corporate /other event.
- A Level 2 Event would be for an attendance in the 5,000 to 8,000 patrons range, which would include a typical concert and a typical AHL event.
- A Level 3 Event would be for attendance of 5,000 patrons or less, which would be all remaining events.

An event would be classified by event level (Level 1, Level 2, or Level 3), depending on the expected attendance, to determine the appropriate TMP measures.

Potential Specific Measures by Location for a Concert Sellout Event

Pre-Event Hour – Concert Sellout

Potential TMP measures to address traffic conditions at identified intersections include:

- Modify signal timing (typically longer cycle lengths, and modified splits).
- Potential deployment of traffic control officers (TCOs).
- Temporary lane additions and/or lane reassignments and/or channelizations (with traffic cones/delineators and message boards).
- Utilize changeable message boards to direct incoming patrons to designated routes/areas.

The potential measures identified for each of the intersections for the Pre-Event hour are listed below:

Cook Street & Varner Road

- Modify cycle length.
- Add temporary NB right turn lane (for two total).
- Assign TCO.

Cook Street & I-10 WB Ramps

- Modify cycle length.
- Assign TCO.

Cook Street & I-10 EB Ramps

- Modify cycle length.
- Temporary reconfiguration of EB off-ramp from one left lane, one thru/right lane and one right lane, to two left lanes and one right turn lane.

Cook Street & Gerald Ford Drive

- Assign TCO.

Washington Street & Varner Road

- Changeable message board for “No Event Access vis Avenue 38”.

Varner Road & Berkey Drive

- Install traffic signal.

Post-Event Hour – Concert Sellout

The potential measures identified for each of the identified intersections for the Post-Event hour are listed below.

Cook Street & Varner Road

- Modify cycle length.
- Assign TCO.
- Add one temporary WB left turn lane (for three total).
- Traffic management (parking lot exits) to divert approximately 900 trips (30% of total) from using I-10 WB on-ramp at Cook Street to use I-10 WB on-ramp at Berkey Drive. Divert trips from WB left turn on Varner Road at Cook Street to EB right turn at Varner Road & Berkey Drive to I-10 WB on-ramp.

Cook Street & I-10 WB Ramps

- Traffic management (parking lot exits) to divert approximately 900 trips (30% of total) from using I-10 WB on-ramp at Cook Street to use I-10 WB on-ramp at Berkey Drive. Divert trips from SB right turn to WB on-ramp at Cook Street, to use EB right turn at Varner Road & Berkey Drive to I-10 WB on-ramp.

- Assign TCO.

Varner Road & Avenue 38

- Close access to Avenue 38 from Varner Road.

Varner Road & Berkey Drive

- Install traffic signal.
- Add one EB right turn lane and one WB left turn lane.
- Add approximately 900 trips diverted from Cook Street I-10 WB on-ramp to Berkey Drive I-10 WB on-ramp.

Washington Street & I-10 EB Ramps

- Modify cycle length and/or assign TCO.

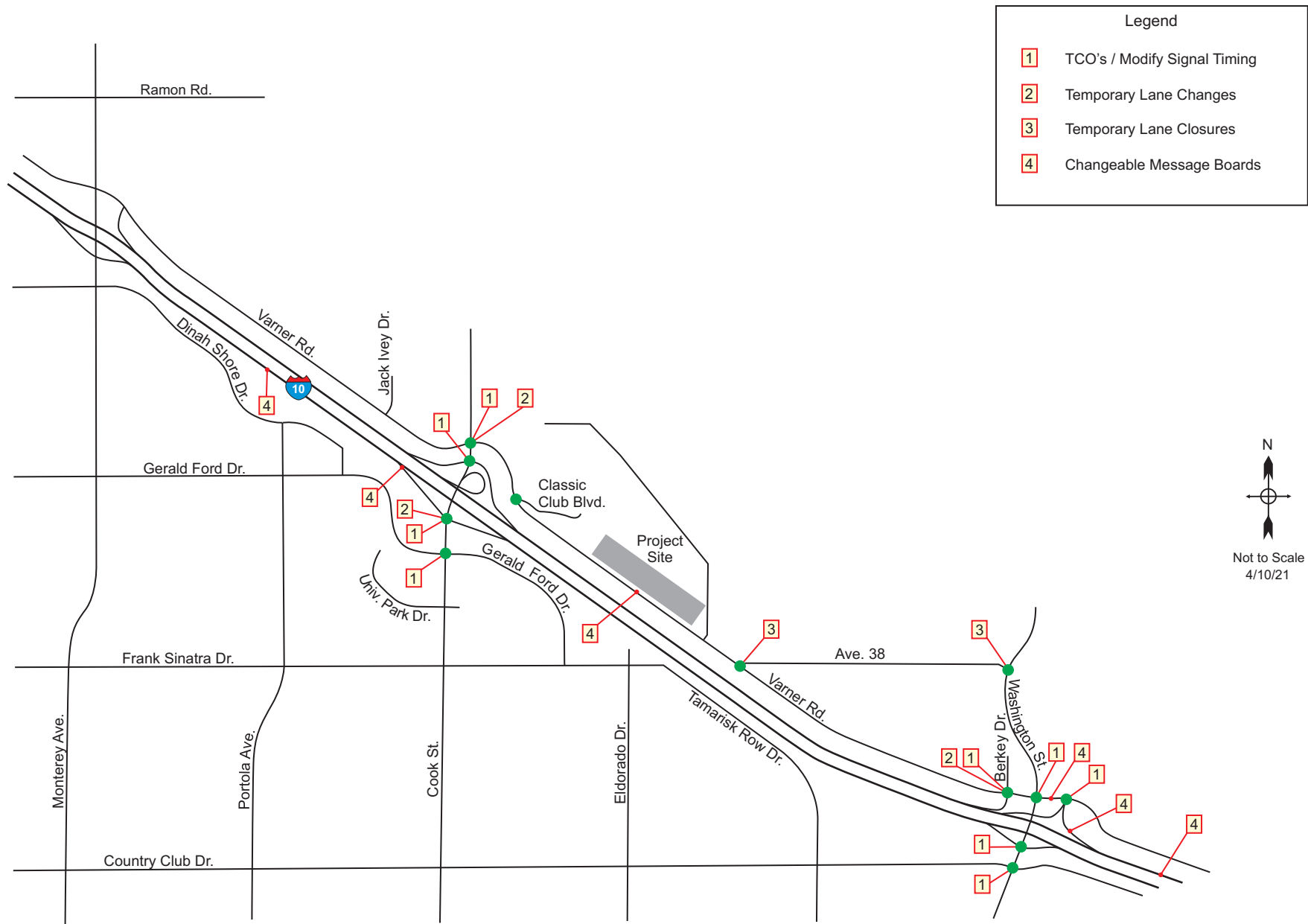


Figure 1
Potential TMP Features

Riverside County Arena