



BANNING DOWNTOWN REVITALIZATION & COMPLETE STREETS PLAN

Final Plan

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RCLCO



TABLE OF CONTENTS

Existing Conditions & Engagement 4

Concept Themes 44

Final Concept 82



EXISTING CONDITIONS & ENGAGEMENT

City Overview	6	Urban Design	
Introduction	8	Downtown Revitalization.....	16
Previous Planning	9	District Assets	18
Design Standards Review	9	Opportunity Sites	20
Demographics Analysis	10	District Inventory - 8th St to 4th St	22
Land Use	11	District Inventory 4th St to San Gorgonio Ave	24
Live-Work	12	Complete Streets	34
Traffic and Collision Data	13	Parking In Downtown Banning	36
Transit - Fixed Route	14	Community Engagement	38
Transit - Dial-A-Ride (DAR)	15	Round 1 - Initial Engagement	40
Major Trip Generators	15	Round 2 - Concepts Theme Feedback	42



CITY OVERVIEW

This section provides background information about existing demographics, land use, transportation, collisions, and commuting that help inform the larger picture of Banning and how the downtown revitalization and complete streets will function within it.

1920



MAIN STREET. BANNING, CALIFORNIA.



STREET SCENE AT NIGHT,
BANNING, CALIFORNIA

Trask
PHOTO



Introduction

Near the northwestern edge of Riverside County, the City of Banning, California has approximately 30,000 residents in its 23 square miles. The downtown study area, spanning approximately 0.6 miles in length includes Ramsey Street from 8th St Street to Martin Street. Downtown Banning is primarily comprised of aging establishments and quick-service restaurants and is characterized by high vacancy rates. Despite these existing challenges, Ramsey Street's central location, history, and underlying human-scale attributes present significant opportunity for revitalization. Due to proximity to the I-10 highway, many of the existing visitors in Banning are commuters and through-travelers making quick stops. This location however provides an opportunity for Banning to grow and attract visitors that live in the San Geronio Pass Area as the eastern portion of Riverside County.

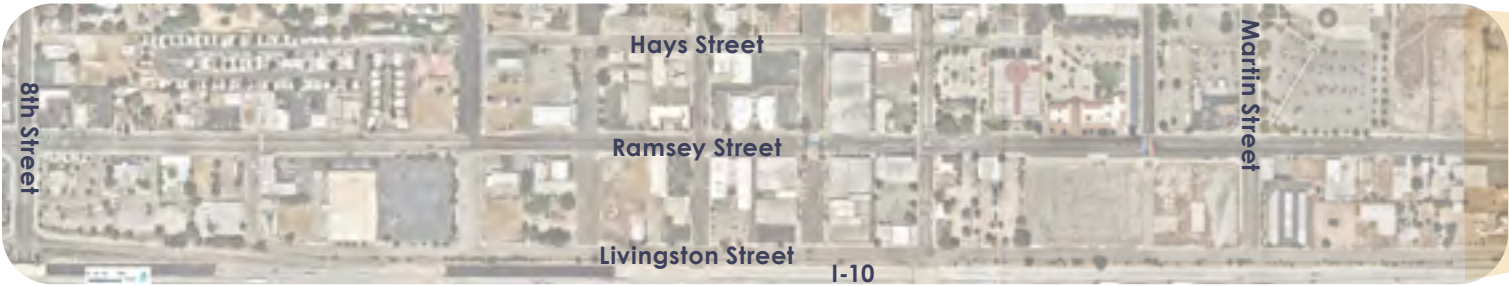
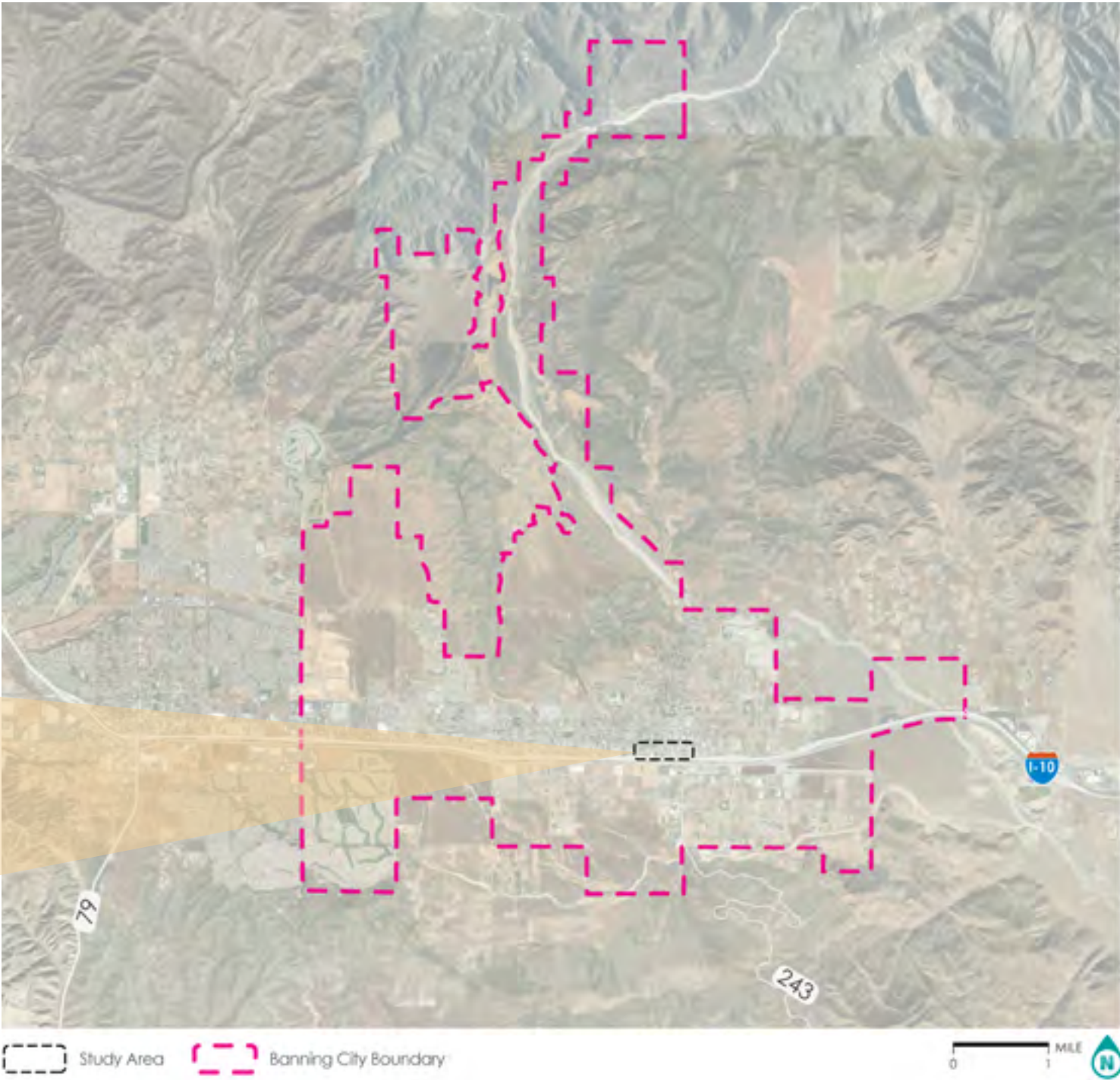


Figure 1. Banning City Boundary and Study Area



Previous Planning

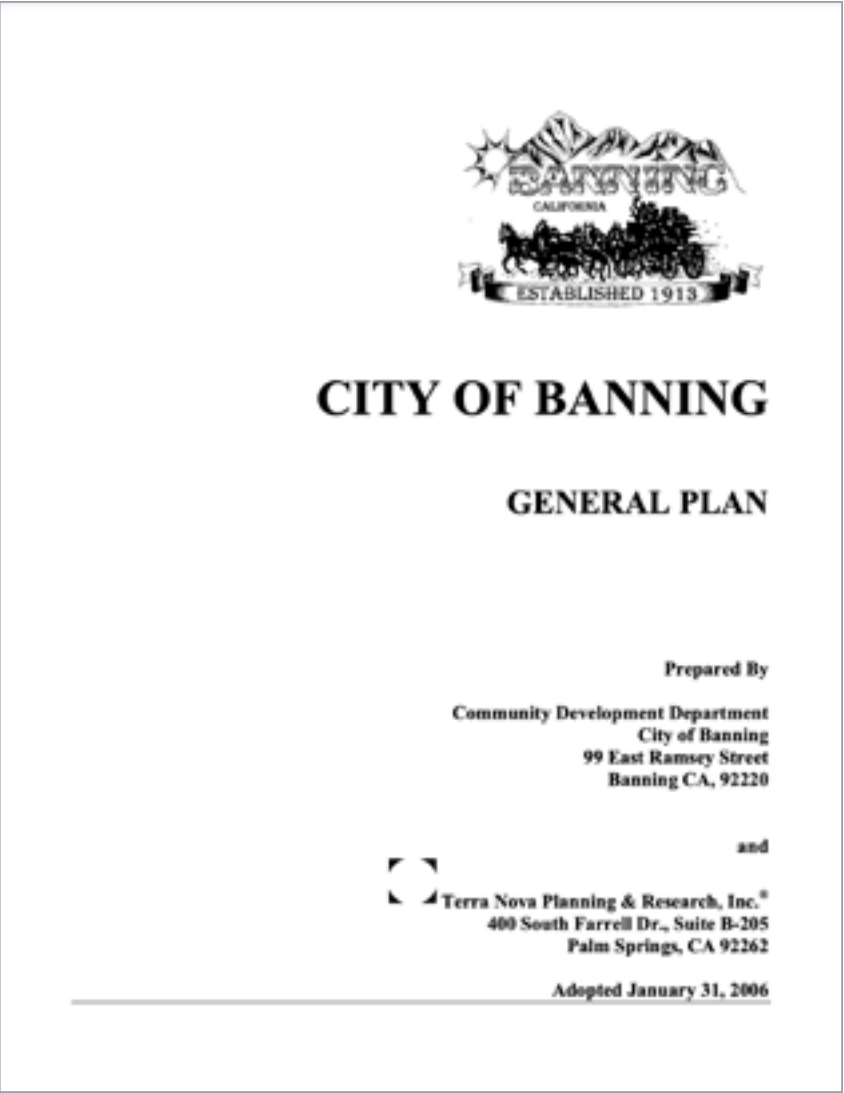
The City of Banning has plans and policies which support the goals of the Downtown Revitalization and Complete Streets Plan, including the General Plan. The City of Banning completed the General Plan in 2006, and updated the Circulation Element in 2011. The General Plan encourages mixed-use land uses downtown, and also allows for hotels and motels. The General Plan states that residents want a livable city in which there is clustered housing, interior parks and trails, and adequate sidewalks. The Circulation Element also identifies downtown as an important area for sidewalks and bikeway development for safety reasons and economic reasons.

According to the General Plan, commercial development in Banning is focused on Ramsey Street but has remained small due to lot configuration, parking requirements, and multiple small lot ownerships. At the time of writing the General Plan, a Redevelopment Project Area which included downtown existed in which tax revenues and bonds were available to finance projects within the Area. Banning adopted an Economic Development Strategy in 1999 in order to accomplish a series of economic strategies in Redevelopment Areas. The Redevelopment Agency headed these projects, which mostly consisted of housing projects; however, in 2011 the State of California eliminated Redevelopment Agencies. Soon after in 2012 the Banning City Council voted to name the Banning Housing Authority to take over housing assets.

The Core Area of Businesses and Merchants Association (CABAM) was created in 2004 as a subcommittee of the Chamber of Commerce. The CABAM met regularly to discuss local businesses and how to increase development, particularly along Ramsey Street. At the time of writing the General Plan, the core of the freeway-oriented commercial development was a group of fast food restaurants near 22nd St Street on Ramsey Street.

Design Standards Review

The Circulation Element of the General Plan was updated in 2011 and defines Ramsey Street as an arterial street from Highland Springs Avenue to Malki Road. The Plan defines an arterial as a roadway with 4-6 lanes that connect residential, shopping, employment, and recreational activities. The Plan recommends a focus on bikeways and pedestrian pathways along the City's arterial streets.



Demographics Analysis

The average household income in Banning in 2021 was just under \$64,000, far below the average household income of \$87,000 in the San Gorgonio Pass Area, and \$96,000 in Riverside County. Banning households skew older, with 48.2% of households over the age of 65, compared to 35.7% in the San Gorgonio Pass Area, and 27.4% in all of Riverside County. Within the downtown study area, residents are younger compared to the rest of Banning, but the median household income is the lowest in the city and households are growing slower than other parts of Banning.¹

The CalEnviroScreen tool is used to identify communities that face disproportionate pollution burdens compared to other census tracts in the state. The state of California considers census tracts that score higher than 75% to be disadvantaged. The CalEnviroScreen results show that most of the study area is in the 79th percentile, however to the immediate northeast, north of the I-10 highway the percentile is higher. These results show that the Downtown study area is a disadvantaged community. These pollution levels are likely from the traffic on the I-10 highway. Diesel trucks release exhaust which contains hundreds of chemicals, including many that are harmful to health and can cause problems like eye, throat, and nose irritation, heart and lung disease, and lung cancer.² In the most heavily burdened census tract in downtown Banning, there are 0.432 tons of diesel particulate matter released per year, which is higher than 87% of other census tracts in the state.

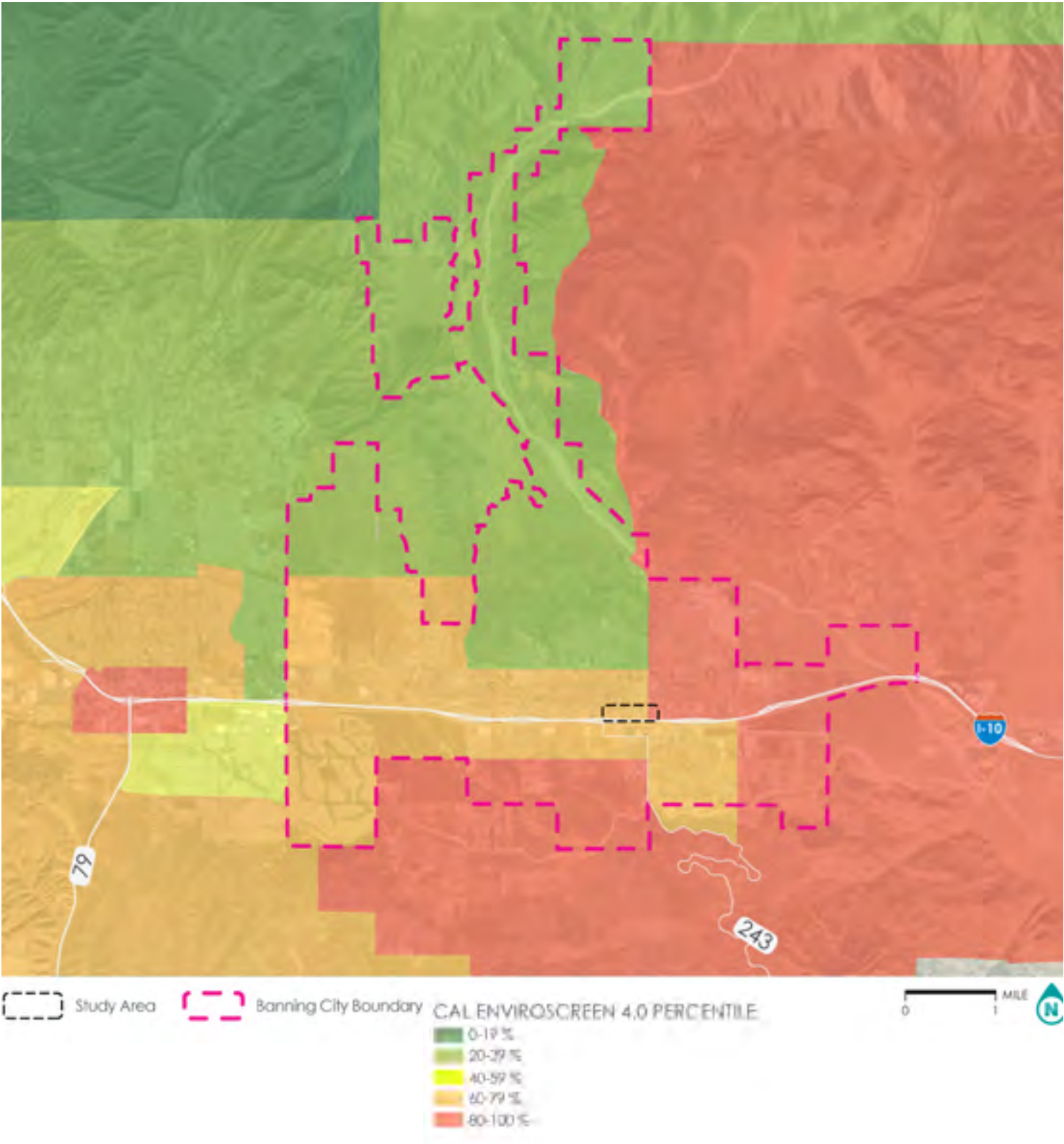
Per CalEnviroScreen, housing-burden households in California are both low-income and burdened by housing costs. In the most heavily burdened tract downtown, 26% of people are housing burdened. Residents facing these housing challenges can suffer mental health impacts.

The Public Health Alliance of Southern California also has a tool which considers public health aspects like income, education, housing conditions, and environmental conditions. The Health Places Index (HPI) tool measures these aspects and compares census tracts to others in the state. Per the HPI tool, downtown Banning has healthier community conditions than only 2.5% of other California cities. In the HPI tool, downtown Banning scores particularly low in economic, educational, and transportation areas.

Almost half of all traffic to existing downtown Banning establishments originates from within Banning, meaning the businesses do not attract patronage from outside of the city.³ The businesses that do attract commuters are largely the fast food chain restaurants that are placed near the I-10 exit ramps. Collectively, Jack in the Box, Vape Town, IHOP, and Wing's Garden Cafe drive nearly half of all traffic in downtown Banning. Despite being immediately adjacent to Interstate-10, the census block groups that comprise Banning, and those immediately bordering the city, account for approximately 46% of all visitors to the Downtown Banning area.⁴

1 ESRI, RCLCO
2 CalEnviroScreen 4.0.
3 SafeGraph, ArcGIS, RCLCO
4 SafeGraph, ArcGIS, RCLCO

Figure 2. Cal EnviroScreen 4.0



Land Use

Downtown Banning has limited multifamily housing options. The City has not developed new multifamily rental properties in over twenty years, and currently only has 471 market-rate multifamily rental units. Since 2020 there has been a surge of development permits issued in the city, but most of these permits were issued for single family structures.⁵

⁵ U.S. Department of Housing and Urban Development, RCLCO

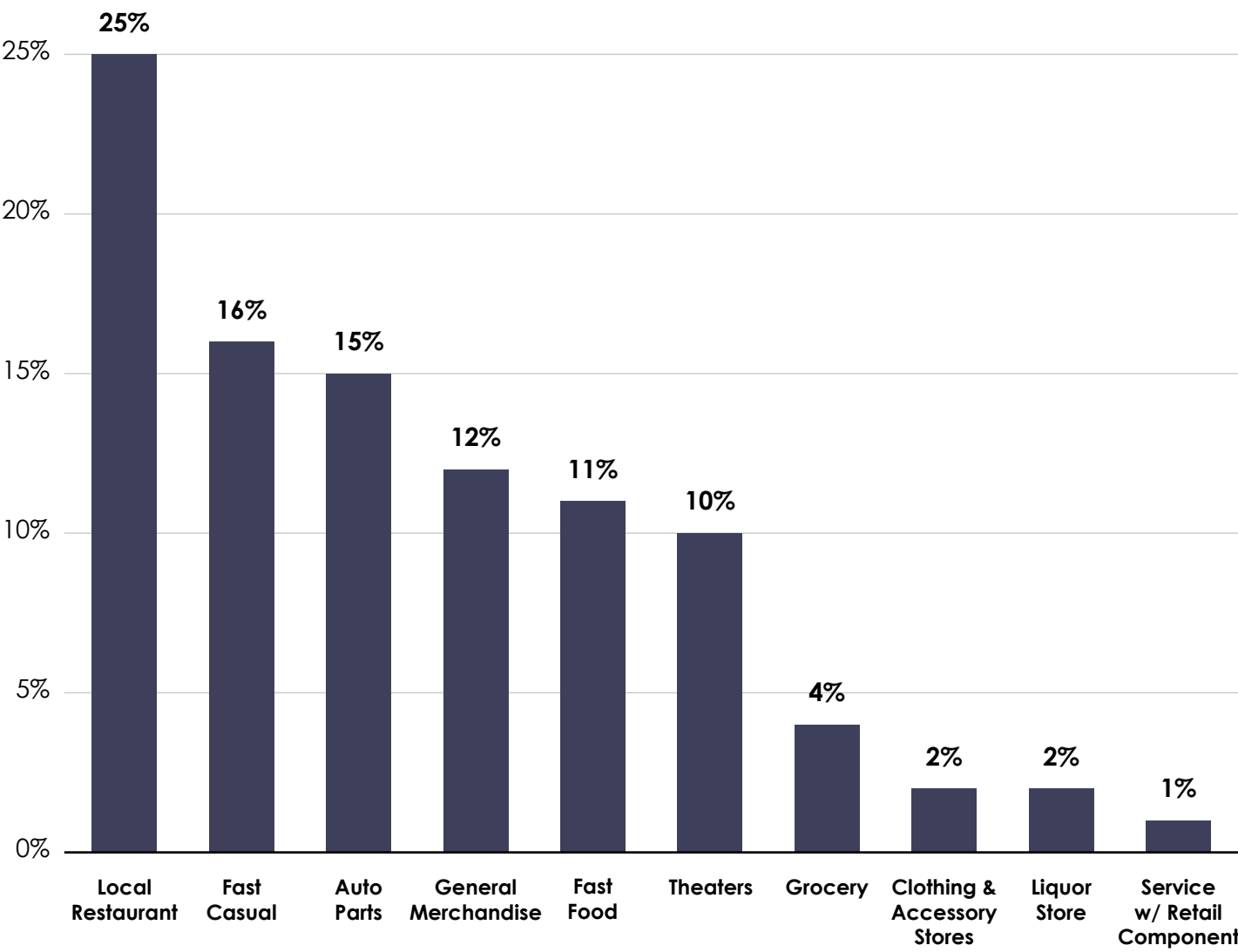
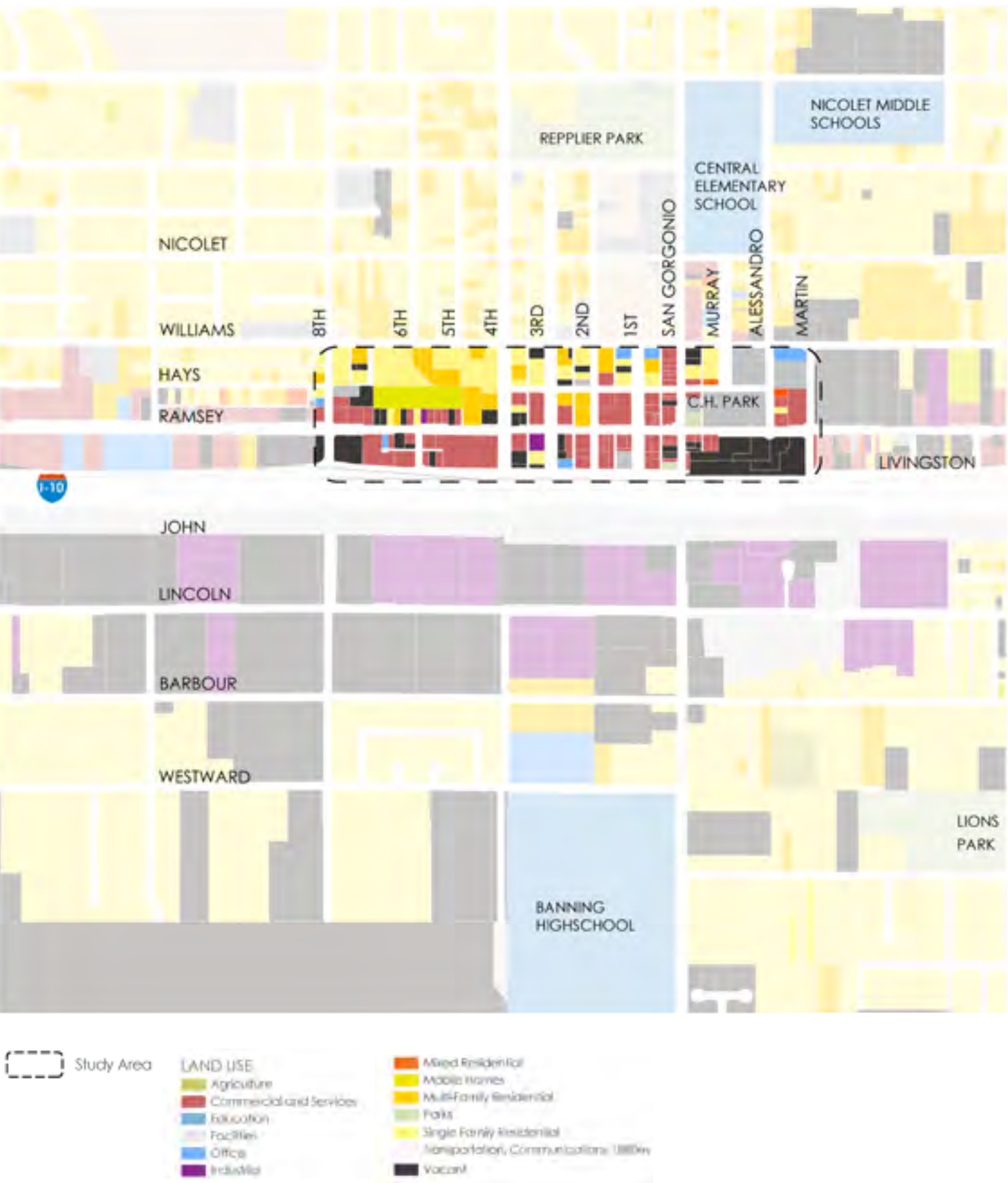


Figure 3. Land Use



Live-Work

The majority (88%) of Banning residents work outside of the city, many commuting greater than 25 miles to get to work. Employment centers for Banning residents are mainly in San Bernardino, Riverside, and Palm Springs. Only 1,440 people both live and work in Banning. Nearly 75% of employees in the city commute into Banning. The largest employers in Banning are the Banning Unified School District, the San Gorgonio Memorial Hospital, the Smith Correctional Facility and the Banning Justice Center.⁶

6 City of Banning; Riverside County; Census on the Map; ESRI; RCLCO

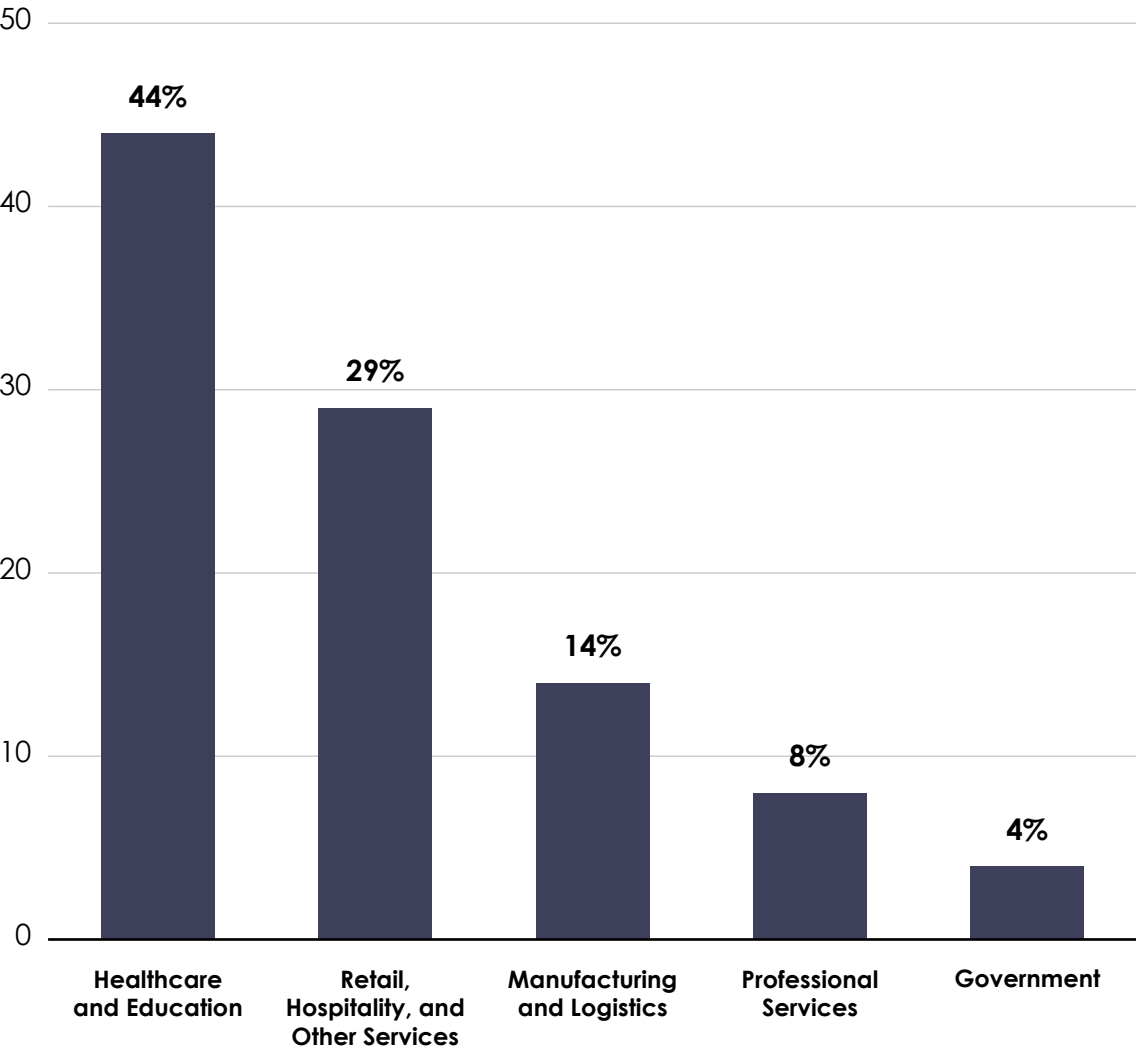
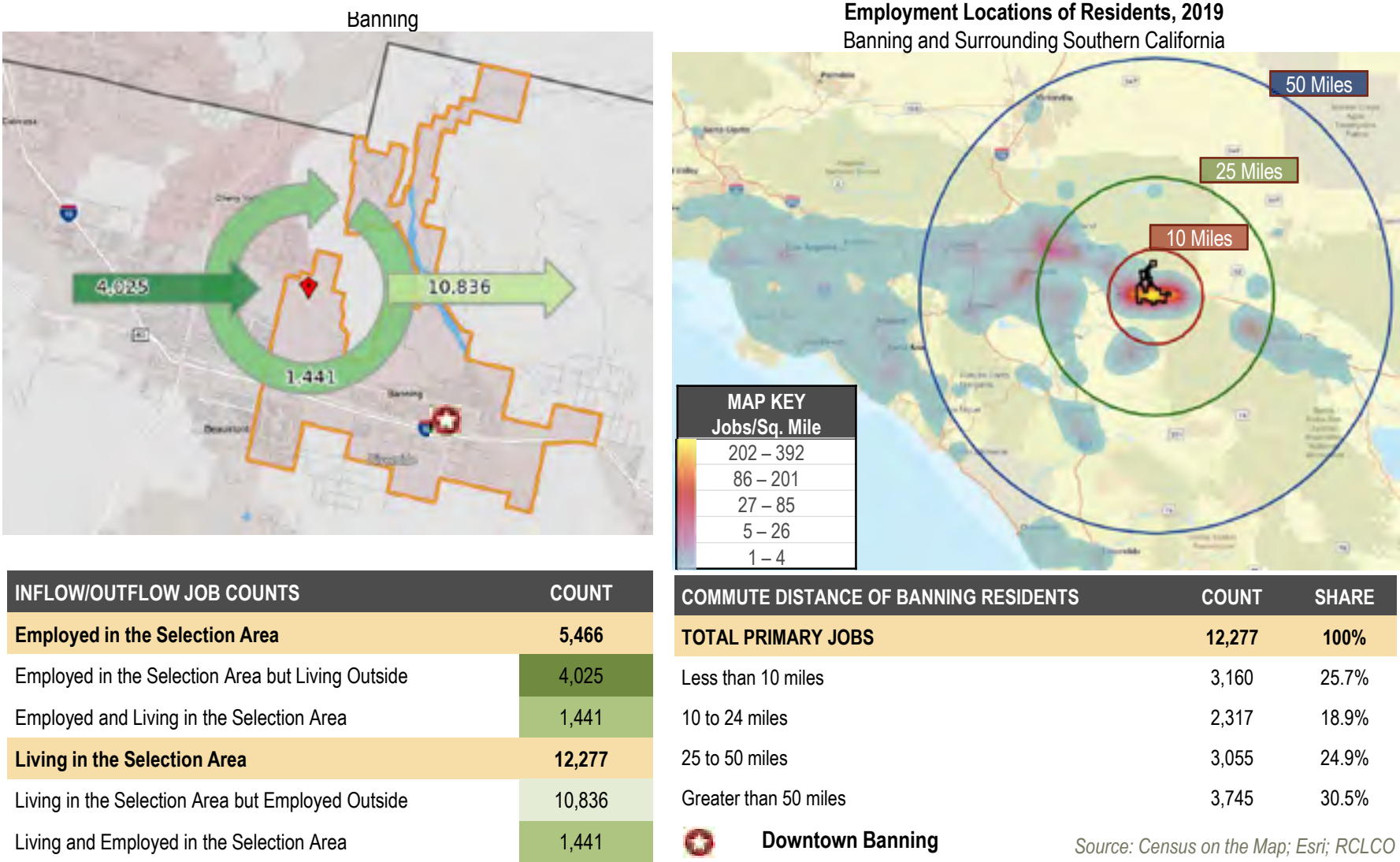


Figure 4. Commuting Patterns



Traffic and Collision Data

Data uploaded by the California Highway Patrol and local law enforcement agencies into the Statewide Integrated Traffic Records System (SWITRS) from 2010-2021 shows that bicyclist and pedestrian crashes in Downtown Banning are mostly concentrated along 8th St Street, where posted traffic speeds are 35mph. Several crashes have also occurred on Ramsey Street and Livingston Street. Most of the crashes downtown resulted in a pedestrian injury, however, there have also been three cyclist injuries, two of which happened at the same intersection of 8th St and Williams, and the other by 8th St and the I-10 EB entrance ramp. Two pedestrians have been killed in crashes just outside of the study area on the I-10 highway and on George Street near the middle school and elementary school. It is worth noting that this data is a partial view of pedestrian and bicyclist involved collisions as these crash types are historically underreported. Additionally, this data does not account for near misses or areas where pedestrians and cyclists avoid due to real or perceived dangers. In the city of Banning, there were 82 crashes involving either pedestrians or cyclists. 7 (8.5%) of these 82 crashes were within the downtown boundary bound by 8th Street at the west, Hays Street at the north, Martin Street at the east, and Livingston Street at the south. Injuries are most likely related to speed of vehicles coming to and from the highway on 8th Street due to wide streets that encourage speeding. Other injuries can be attributed to crossings and street conditions that lack high visibility and signage.

Additional information regarding crashes and safety in Banning is identified in the 2022 Local Road Safety Plan. For the 427 city wide crashes between 2017 and 2021, they are categorized by location based on proximity to intersections. Crashes that occurred within the 250 feet sphere of influence of an intersection are counted as intersections versus outside of that sphere are counted as roadway segments. 65% (279)crashes occurred at unsignalized intersections and only 16% (67) and 19% (81) occurred at signalized intersections and roadway segments respectively. In an effort to reduce crashes and improve safety a number of programs and projects outlined in the plan relate to the study area. As part of the federal-aid Highway Safety and Improvement Program (HSIP) Grant, traffic signals on Ramsey Street between Hargrave Street and Sunset Street were upgraded in 2018. These included controllers, pedestrian pushbuttons, signals hardware, new mast arms, detection, and installation of Emergency Vehicle Pre-Emption Devices. Four of the unsignalized intersections along Ramsey Street, Martin Street, 2nd Street, 6th Street and 16th Street were selected for pedestrian crossing improvements via HISP Grant in 2021.

Figure 5. Cyclist and Pedestrian Crashes 2010-2021



These improvements include rectangular rapid flashing beacons (RRFBs), enhanced crosswalk striping, and Americans with Disabilities Act (ADA)-compliant curb ramps.⁷

Transit - Fixed Route

The City of Banning's Short Range Transit Plan (2021) outlines Banning's Transit service including Banning Connect services. Transit routes 1, 5, and 6 travel through Downtown Banning connecting to services and retail. In the City there are 14 bus shelters with intent to add shelters to the bus stops that do not have one. The City is also exploring other locations for stops with shelters.

Route 1 – Beaumont/Banning/Cabazon Route 1 is among the most used route in the system, operating along Ramsey Street and serving the commercial area Beaumont (Walmart), residential areas of Cabazon and Casino Morongo, and the outlet malls in Cabazon. Ridership on Route 1 accounts for approximately 72% of the total use of the system. While the longest in distance, this route operates on an one-hour headway from Beaumont to Casino Morongo. The major stops on this line include Albertsons, Wal-Mart, Banning City Hall, Mid-County Justice Center, Social Services offices in Banning, San Gorgonio Memorial Hospital, Casino Morongo and the Desert Hills Outlets in Cabazon. The second loop of Route 1 also runs on an hour headway departing from Casino Morongo and servicing the Cabazon Community Center and the residential areas of Cabazon. Two buses are operated on this route which allows for hourly service to the two respective areas.

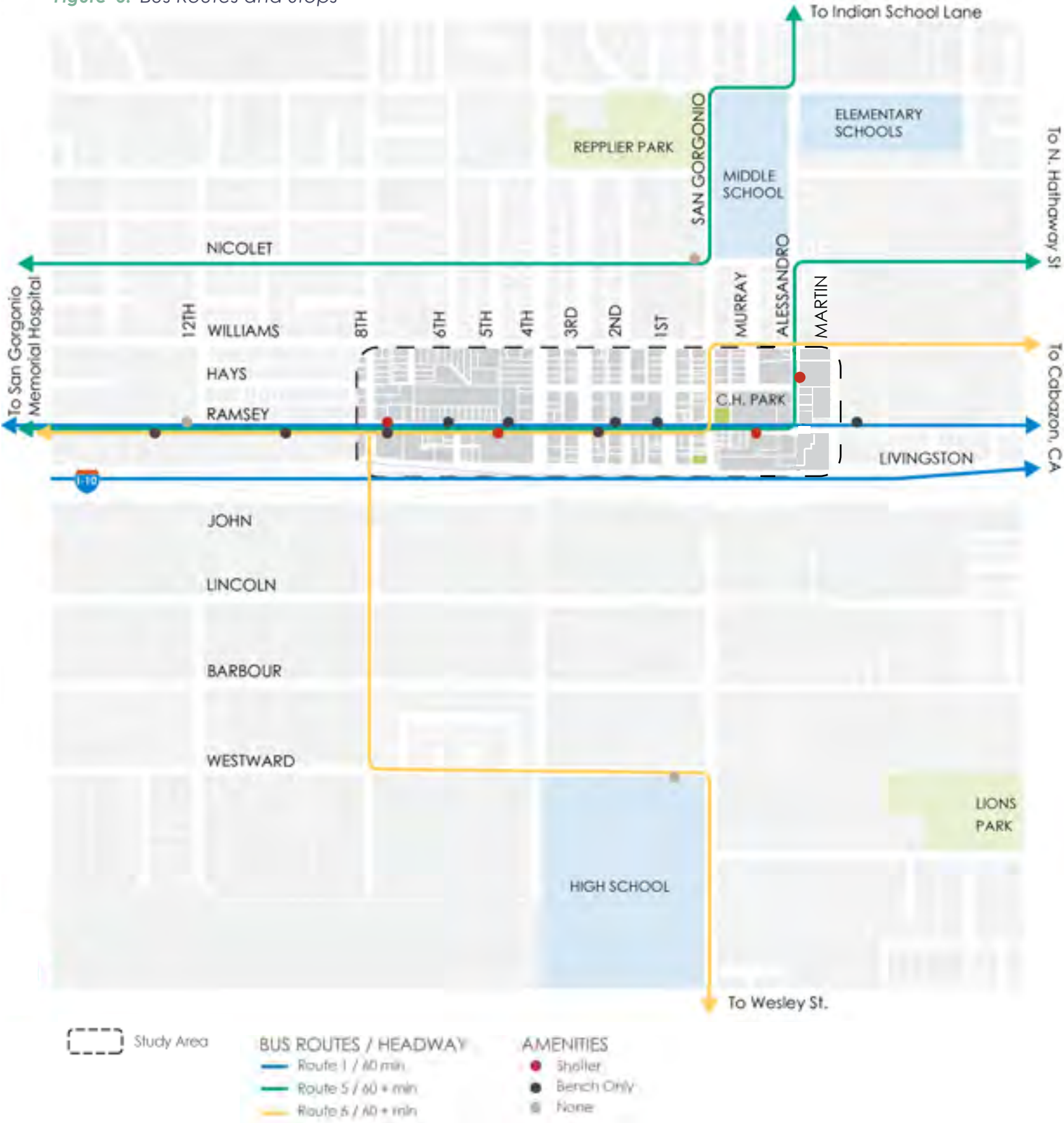
Route 5 – Northern Banning Route 5 accounts for 17 percent of Banning's Transit System use, providing service to the areas that lie north of the I-10 Freeway in the City of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Banning Community Center, Library, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

Route 6 – Southern Banning Accounting for 11% of Banning's transit system's use, Route 6 provides service to the southern area of Banning. Major stops on this route are the Mid-County Justice Center, Banning City Hall, the Mt. San Jacinto Pass Campus, Banning High School, Smith Correctional Facility, Medical Facilities, San Gorgonio Memorial Hospital and the commercial area of Beaumont (Walmart).

7 City of Banning Local Road Safety Plan August 2022 Report



Figure 6. Bus Routes and Stops



Transit - Dial-A-Ride (DAR)

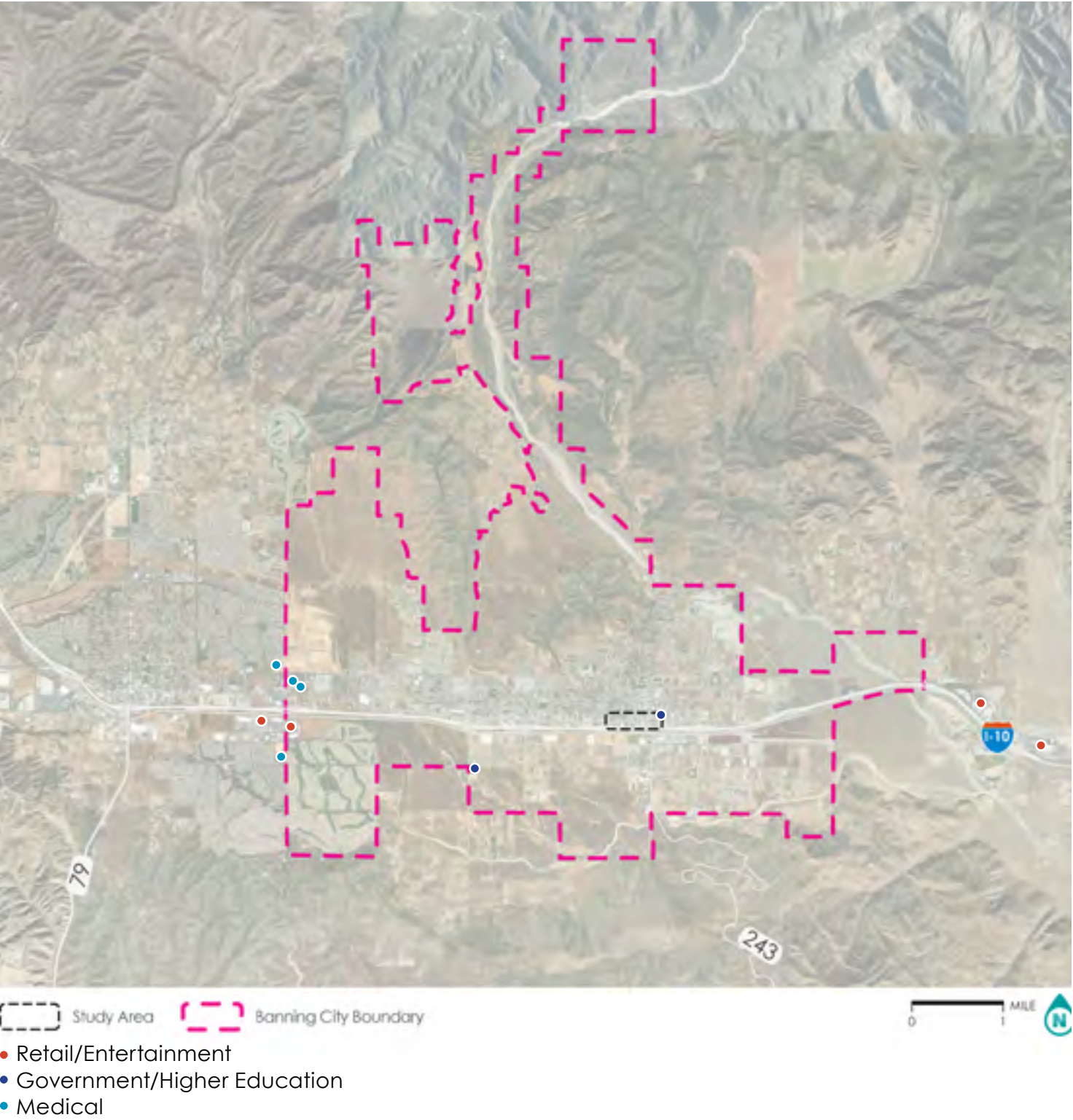
The transit plan also outlines the Dial-A-Ride service offered to seniors, aged 60 and older, persons with disabilities and passengers eligible under the Americans with Disabilities Act (ADA). In accordance with ADA requirements, DAR operates during the same time frames as the local fixed routes for ADA clients. Limited service hours are available for non-ADA passengers from 6:00am to 6:45pm on weekdays and 8:00am to 4:45pm on the weekends. ADA passengers are also required to fill out a certification application to determine eligibility. If terms are met, the applicant receives a card certifying their eligibility to ride.

The primary uses for the Dial-A-Ride system are transportation to medical appointments, workshop programs for persons with disabilities, shopping areas, and employment. Dial-a-Ride services also provide connections to the RTA, Sunline, and Banning and Beaumont fixed routes. Additionally, demand for paratransit is expected to grow. This is a universal transit/paratransit theme nationwide and Banning is anticipated to continue to see growth in the paratransit program. The savings in administrative costs mentioned above in the fixed route section also applies to DAR and like fixed route the COVID-19 pandemic has drastically impacted ridership numbers and fare box revenue in the end of 2019/2020 fiscal year and continues to impact ridership currently.

Major Trip Generators

Major passenger trip destinations that the Banning transit system services are the Sun Lakes Plaza Shopping Center, the Walmart Supercenter in Beaumont, the Banning Justice Center, San Geronio Pass Hospital, Beaver and Loma Linda Medical Plazas, the Cabazon Outlet Stores, Desert Hills Premium Outlets and Casino Morongo and the Mt. San Jacinto College San Geronio Pass Campus. There is a high demand for service to these destinations whether for employment, necessities or pleasure.

Figure 7. Major Trip Generators



URBAN DESIGN DOWNTOWN REVITALIZATION

This section presents an urban design analysis of Downtown Banning which aims to understand how people interact with and experience the area. Each topic is discussed on a different page, with goals derived from the physical, aesthetic, and regulatory frameworks of successful downtowns in similarly-sized cities. Assets for a district are features that attract people to an area and/or contribute to its identity and character. Building around existing assets is a key strategy to facilitate revitalization and ensure that it proceeds in a manner that is authentic to Banning's history and character.



District Assets

EXISTING DESTINATIONS

Existing destinations are those uses which currently attract a significant number of people, as determined by field observations and cell phone visit data obtained by RCLCO (see market analysis appendix for more information). City Hall, Central Elementary School and Banning Village Market are examples of destinations of necessity, while the Fox Theater and Station TapHouse Bar and Grill are examples of leisure destinations, or destinations of choice where people come for a particular experience. Several of the uses which attract the largest number of people are destinations which contain uses or structures not compatible with a downtown urban design setting. These “pass-through assets” are more likely to be visited for a short period of time, with on-site parking leading to a “grab and go” type of experience which provides less opportunities to capture greater amounts of visitor time and expenditure. Examples are Jack in the Box (22% of total downtown visits) and Parts Authority, an auto parts store which is the highest sales tax generator in the area.

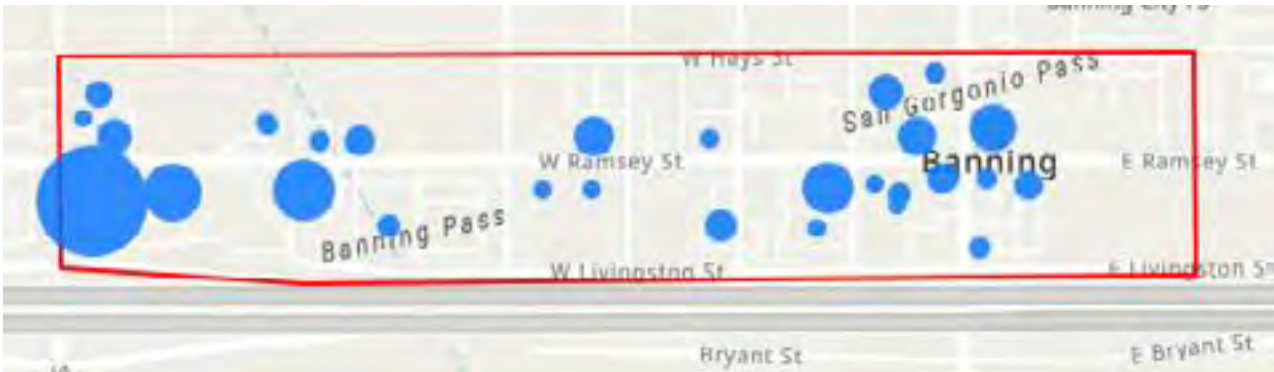
GOOD QUALITY BUILDINGS

The City of Banning was incorporated in 1913, and much of the building fabric of Downtown dates from the years prior to World War II, when development in the American Main Street tradition was at its peak. This town-building tradition, which incorporated various architectural styles, prioritized one and two-story storefront buildings which open onto sidewalks and engage the street with transparent windows, creating a human scale and pedestrian orientation which enriched their downtowns as districts. The Haven building, a large two-story brick building with a clock tower at the corner of Ramsey Street and San Geronio Avenue, is the most prominent example of this; however, other structures throughout can be found, including the block of San Geronio Avenue between Hays and Williams Streets, which also includes newer structures built in the main street tradition.

GOALS

- Identify, highlight and promote Downtown's existing assets within the urban fabric
- Use existing assets as a guide for the future vision, identity and branding of the Downtown
- Identify buildings which contribute to the pedestrian experience of Downtown

Figure 8. Downtown Business Visitation



Map of visits to downtown businesses as captured by cellular data (see market review appendix)



① Fox Cineplex is D'Place

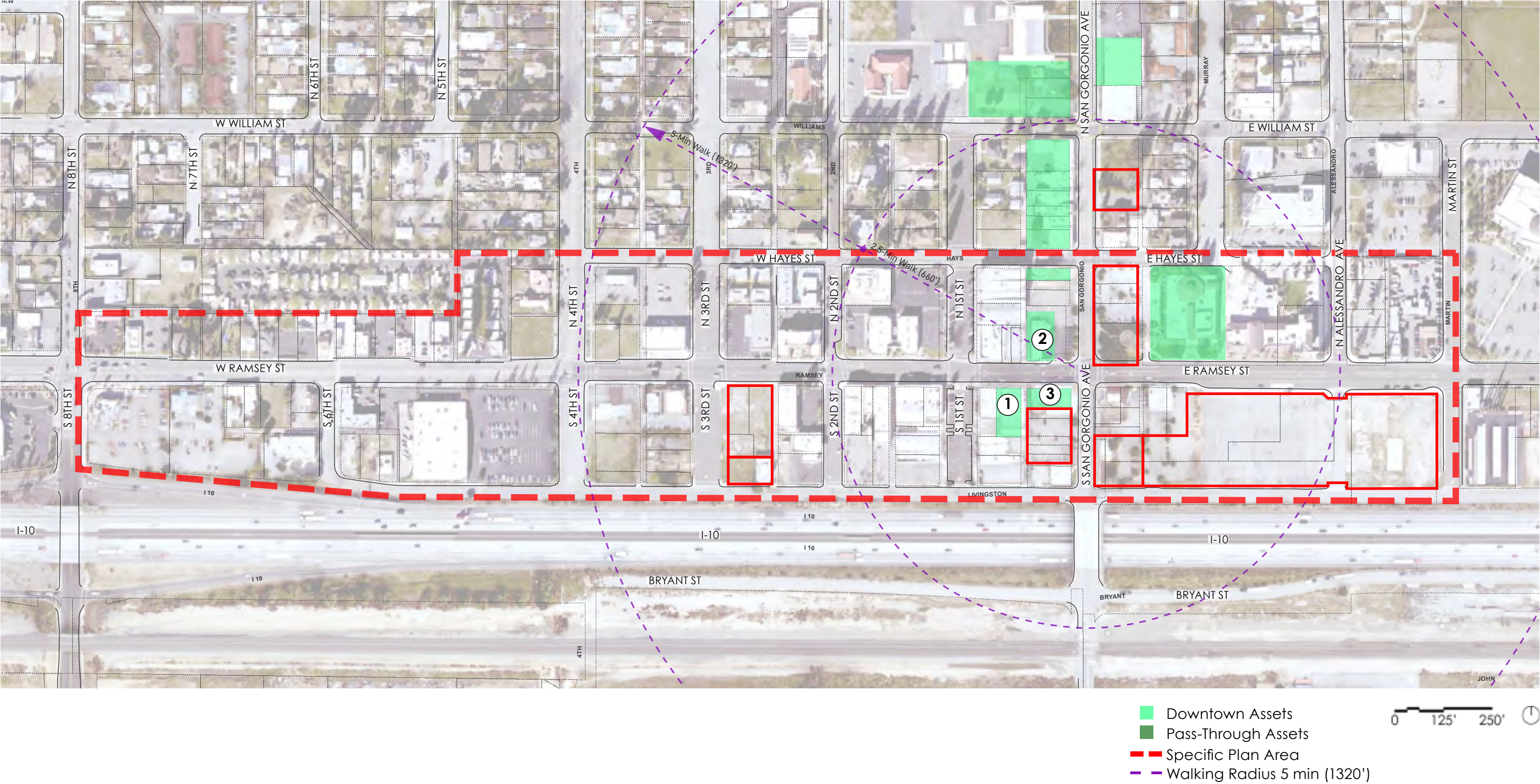


② The Station Taphouse Bar and Grill



③ Jitterz Coffee at The Haven

Figure 9. District Asset Map



Opportunity Sites

Opportunity sites are parcels of land, outside the public right-of-way, which have the opportunity to be developed into something which can benefit the district – new ground-up development, open space, or parking/transportation facilities. Opportunity sites also include existing structures which have the opportunity to be reused in a different way which could bring additional benefit to the district.

VACANT LOTS

A significant number of vacant lots are located throughout the Downtown on almost every block, contributing to the sense of economic stagnation and reducing walkability in the area.

CITY-OWNED OPPORTUNITY SITES

The City controls many sites whose development it can incentivize through land writedowns or other means, for catalytic development with potential public benefit elements (e.g. open space, affordable housing, public parking).

REPURPOSE POTENTIAL (GOOD QUALITY BUILDING)

Some good-quality structures are partially or fully unoccupied and present opportunities to be leased for uses that bring economic activity to the Downtown. Examples include the commercial space in the historic 199 W Ramsey St mixed-use building, which fronts on an entry plaza and could be used for a restaurant or other public-facing use, and the vacant, recently renovated office building at 66 N 1st St.

OFF-STREET PARKING LOTS

As described on page 34, there are over 1,200 parking spaces available in Downtown Banning, including a perpendicular and diagonal on-street parking along most of the north-south streets in the central downtown area. The presence of these public resources could allow off-street parking lots to redevelop into new uses, “filling in” the downtown and creating a more walkable environment. Elimination of minimum parking requirements should be considered to encourage private investment in these spaces.

Goals

- Bring vacant properties into productive uses that contribute to creating a vibrant Downtown
- Catalyze the development and vibrancy of the overall Downtown with development on key opportunity sites



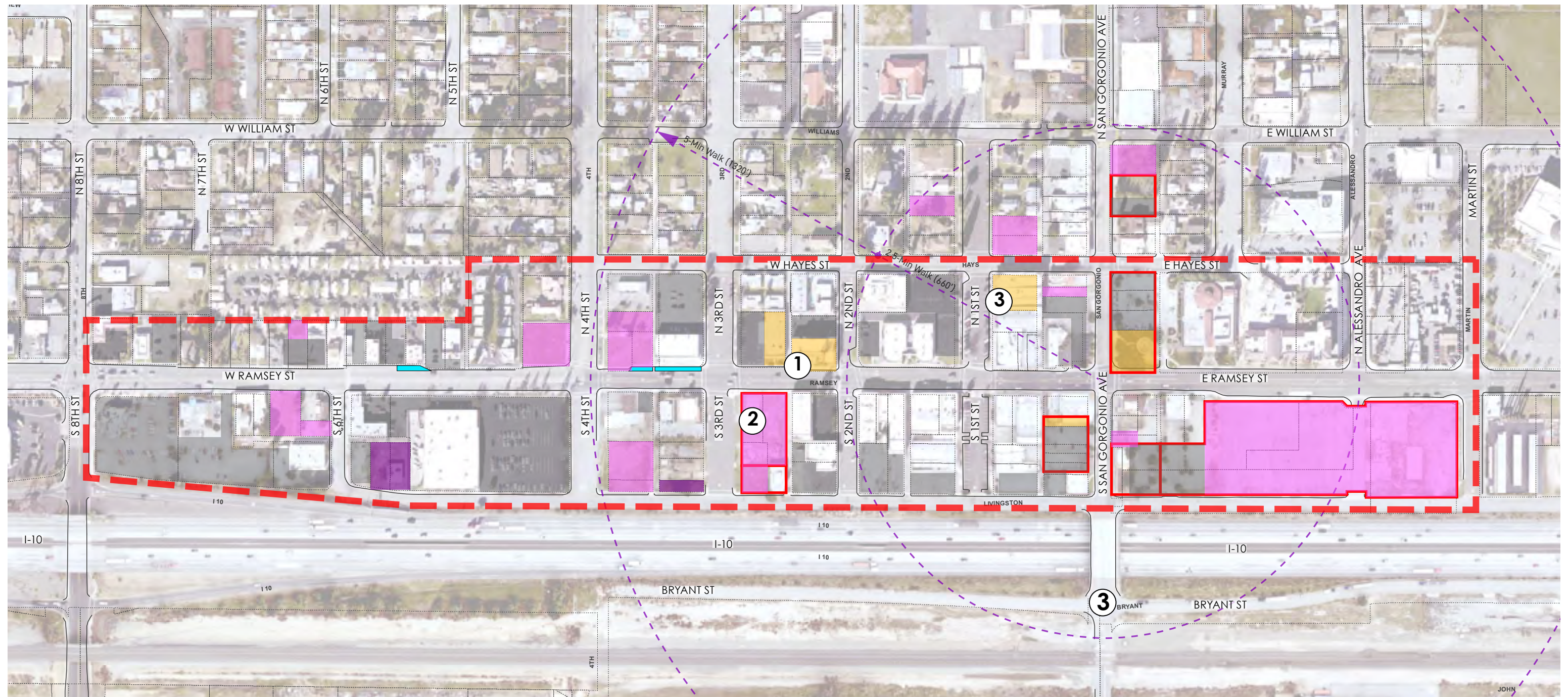
① Repurpose Potential (Banning Hotel today and historically, when it advertised a cafe)



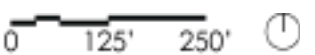
② Vacant lot next to Boys and Girls Club



③ Redeveloped but unoccupied



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')



District Inventory - 8th St to 4th St

OVERALL CHARACTER:

- The western end of the corridor (8th and Ramsey) is characterized by a busy, vehicular-focused intersection connecting to downtown's only direct connection to I-10. Fast-food restaurants, a drug store, and a gas station surround the intersection and provide a service point for regional visitors. The Riverside County Office of Social Services and Greyhound Bus station are also located in this segment on the south side of Ramsey between 4th and 6th with a building footprint of .68 acres.
- Limited signage and identity markings and nondescript suburban development hide the presence of the downtown core just to the east. Visitors from I-10 especially are presented with almost no cues to direct them toward downtown.
- A scattering of varied business types and land uses, varied setbacks from the street frontage and breaks in development diminish the sense of a cohesive and visually connected downtown experience.

LAND USES:

- This area contains several of the most visited destinations in the study area: Jack in the Box (22%), Vape Town (10%), IHOP (9%). These popular businesses have been classified as Pass-through Assets within our analysis to further consider in the planning effort and distinguish from the more pedestrian-focused, walkable assets in other core areas of the downtown.

- Three (3) completely vacant lots face Ramsey, located on both sides of the corridor. Vacant sites have been classified as Opportunity Sites within this analysis for potential future development consideration.

- The northern side of Ramsey is characterized by a scattering of single restaurant businesses, other small commercial developments, and single-family residential units fronting directly on the corridor.

PARKING:

- Several large parking lots are located on the southern edge of the corridor, serving the existing fast-food restaurants and social services building. From visual observation, the lots appear largely underutilized during non-peak business times. Parking lots have been classified as Opportunity Sites within this analysis for potential future development consideration.

POTENTIAL RELATIONSHIP TO THE OVERALL DOWNTOWN DISTRICT:

- Because this is the only area of downtown with direct connection to / from I-10 east and west, this area will likely play an important role as a gateway/connector into the downtown. The ability to attract more guests to downtown from the outside will play an important part in revitalizing downtown Banning.
- While addressing critical pedestrian and bicycle safety issues is an important need, urban design should also address welcoming and arrival into downtown from a vehicle.



① I-10 Serving fast food restaurants



② Underutilized parking lots



③ Vacant lot 4th and Ramsey St

District Inventory 4th St to San Gorgonio Ave

OVERALL CHARACTER:

- The central segment of the Ramsey corridor, between 4th St and San Gorgonio Ave, is characterized by the densification of commercial businesses and the beginning of an evenly set back, continuous storefront frontage. As Ramsey moves toward San Gorgonio the corridor really begins to feel like a true, walkable downtown 'Main Street'. The area feels like the one of the most pedestrian-active parts of the downtown district and walkable within a 5-minute walk range of the Ramsey/San Gorgonio intersection.
- Some street trees do exist along Ramsey but there are big gaps in spacing and many of the trees are not performing well in the urban conditions. The hot streetscape conditions during daytime hours limit the overall use and walkability of the district. Opportunities for providing regularly spaced street trees and shading will be worth further study and consideration to help make the district more pedestrian friendly and walkable.
- No existing outdoor dining or business streetscape usage observed along Ramsey. Finding opportunities to further activate downtown streetscapes with programming, especially programming aligned to adjacent business usage will be important to further explore. A system of placemaking, art, lighting, district branding, signage and wayfinding will offer additional layers to help activate Ramsey, largely absent within the current conditions.
- A system of alleyway spaces connect along Ramsey and provide back-of-house access and operations for downtown businesses. Alleyways connect to a variety of off-Ramsey development conditions and spaces. Utilizing these secondary connections will help create a richer range of downtown connectivity and a network of new explorable downtown spaces and programming.

LAND USES:

- This area contains several locally popular destinations including: Fox Theater, Jitterz Coffee, The Station TapHouse Bar and Grill, KK Market, and the Boys and Girls Club. These popular businesses have been classified as Assets within our analysis to consider how we may further build around them as part of preparing planning concepts.
- Several sites have existing buildings that are in good condition and may be suitable candidates to focus on for potential repurposing. These sites have been classified as Opportunity Sites within this analysis for potential consideration in developing planning concepts.
- A large, City-owned vacant plot at the SE corner of 3rd St and Ramsey offers a unique redevelopment opportunity, one that could add a significant new spark to a downtown core that begins to wane westward along Ramsey St, past 2nd St. This would be a great opportunity to extend the energy of the downtown core and fill in some development gaps existing along Ramsey. This would be a site the City also doesn't have to rely on a 3rd party property owner or developer to complete key long-term planning objectives; the City could undertake development themselves, or find a development partner, and in turn help catalyze other development to follow. The City has expressed interest in creating a park for this property. Completing a comprehensive planning process will inform how this property whether park or other use will help complement a full downtown vision. With its larger size and proximity to the downtown core, there are likely a range of development typologies and open space types that could be suitable options for this space.



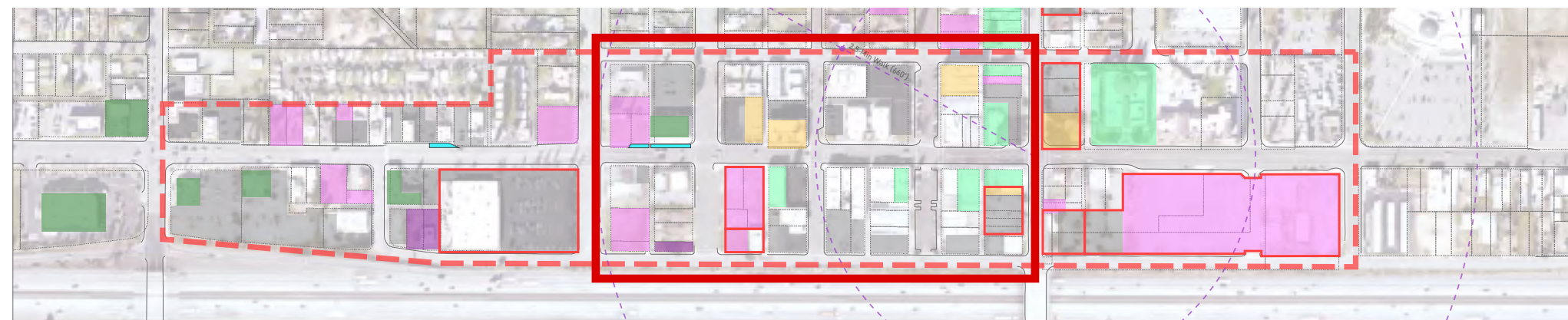
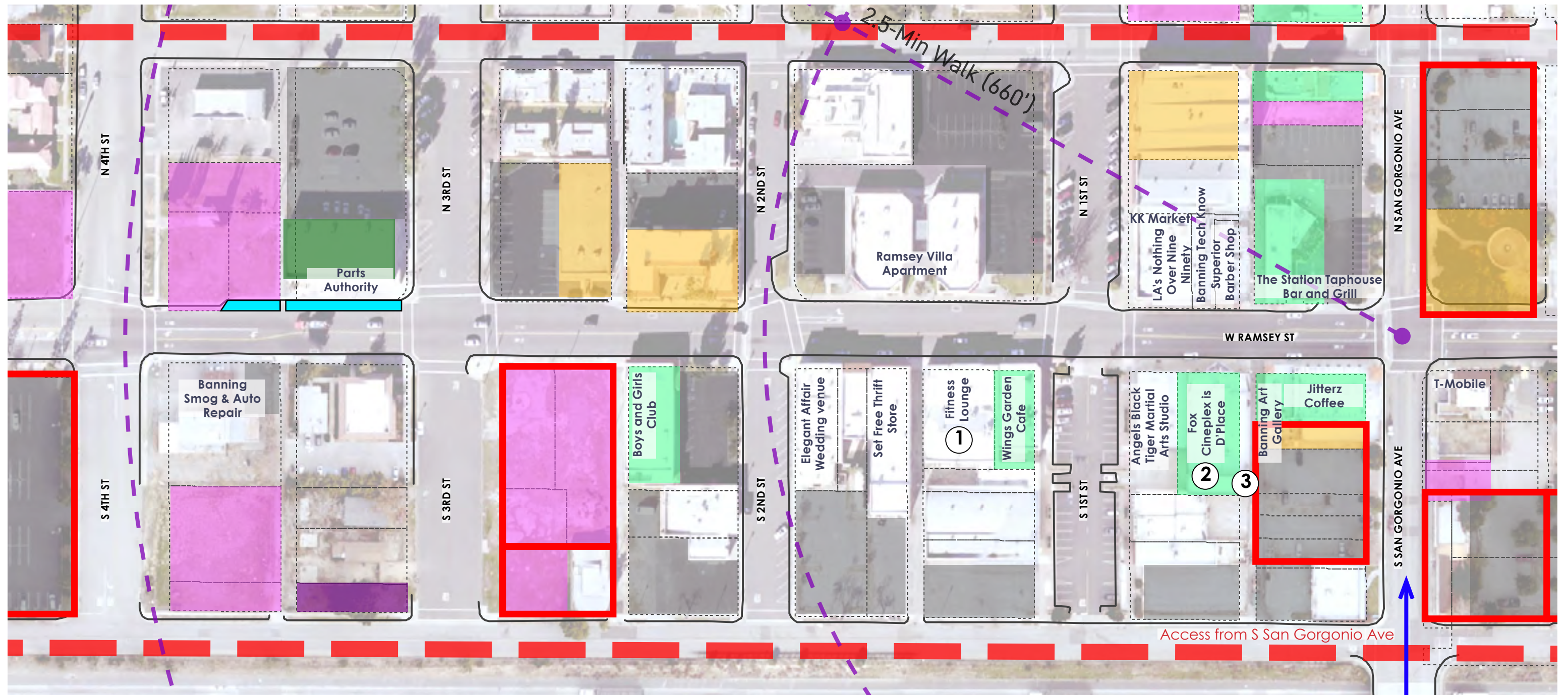
① Ramsey Street sidewalk and storefronts



② Downtown branded lightpole



③ Downtown alley next to Fox Theater



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')

District Inventory - San Gorgonio Ave to Martin St

OVERALL CHARACTER:

- The City Hall park and Historic Coplin House on the northeast and southeast corners, respectively, of San Gorgonio and Ramsey, enclose the intersection and connect this area to the downtown core to the west.
- East of City Hall, however, Ramsey Street opens up to two lanes eastbound, and one cross-street is missing (former Murray Street), giving the street more of a high-speed character. This sense is heightened because of the vacant lot on the south side of the street and auto sales/parking lot uses on the north side between Alessandro Street and Martin Street.

LAND USES:

- The district is dominated by a 3-4 acre vacant city-owned lot occupying the majority of the south frontage of Ramsey. The lot has excellent visibility from I-10 and has garnered development interest from hotel operators and affordable housing developers. It may represent one of the only opportunities to create a development of sufficient size to create its own environment in support of the downtown.
- City Hall, the Banning Police Department and the Riverside County Courthouse just east of the downtown boundary are significant employers and destinations; increasing utilization of downtown by employees and visitors to these destinations presents an initial opportunity.
- The park connecting City Hall to the San Gorgonio/Ramsey Street intersection is shady and has plenty of seating, but it feels hidden from the corner and thus does not function as a downtown amenity.

PARKING:

- There is a large amount of public parking on the east and west sides of San Gorgonio Avenue between Ramsey and Livingston. These parking areas are underutilized, in part because they lack district and site signage indicating that they are public lots.

Potential Relationship to the Overall Downtown District:

A significant new hotel or housing development on the City-owned lot could turn this district into a newer civic/mixed-use complement to the downtown core, feeding people toward the retail uses that predominate to the west.

The area could function as an eastern gateway to Downtown.



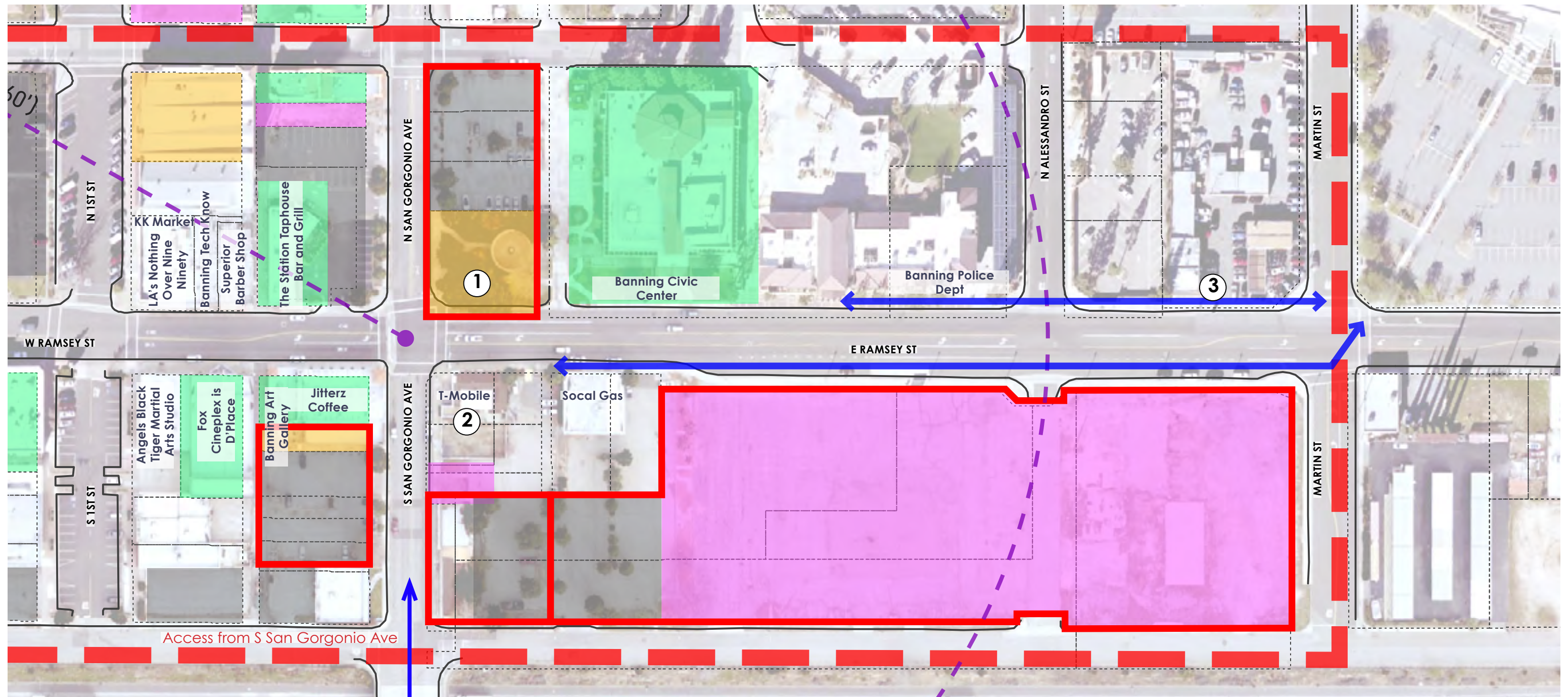
① Carpenter Hamilton Park



② Historic Coplin House



③ Connection to Downtown from Courthouse



- Vacant Lots
- Underutilized Parcels
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- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')



District Inventory - N San Gorgonio Ave

OVERALL CHARACTER:

- While outside the current study area boundary, this area exhibits some of the most walkable and pleasant downtown qualities in the City. Buildings mostly engage the street and are occupied, some street trees are growing well, and land uses which serve daily needs keep the area active.

LAND USES:

- Significant local destinations in the area include Central Elementary School, Banning Village Market (the primary market for central Banning) and the Dorothy Ramon (San Manuel Band of Serrano Indians) Learning Center; these are categorized as Assets within our analysis.
- Local service uses, such as gyms, salons and storefront offices, predominate in smaller storefronts, maintaining the area with a reasonable amount of activity. The west side of San Gorgonio between Hays and Williams has a continuous line of street-facing buildings which have also been categorized as Assets.
- Vacant lots and parking areas on the east side of the street present opportunities for development, possibly of downtown housing typologies.

PARKING:

- The City recently constructed a public parking lot with electric vehicle chargers on the east side of the street.

POTENTIAL RELATIONSHIP TO THE OVERALL DOWNTOWN DISTRICT:

- This area forms a neighborhood-serving, walkable corridor which connects downtown to the market and school as well as the recreational facilities within walking distance a few blocks north. It could highlight San Gorgonio's role as a local, multimodal cross-axis intersecting with the more regional corridor of Ramsey Street.



① Repplier Park Aquatic Center



② Banning Native American Center



③ Banning Village Market

Area of Interest

FIVE AREAS OF INTEREST ARE IDENTIFIED ON THE MAP AT RIGHT:

- ① Near the intersection of Ramsey and San Gorgonio – This area is the center of downtown, with existing entertainment-oriented businesses including the Fox Theater. It presents the clearest opportunity to build upon assets to revitalize downtown.
- ② Ramsey near 4th and 3rd Streets – This area presents a number of opportunity sites, including a potential open space next to the Boys and Girls Club. New development and open space could complement social service uses.
- ③ City-Owned Large Development Site – The large development site is a unique opportunity to build a new section of downtown, connected to City Hall, to complement the historic downtown core. Development will need to abide by Surplus Land Act rules which “is a “right of first refusal” law that requires all local agencies to offer surplus land for sale or lease to affordable home developers and certain other entities before selling or leasing the land to any other individual or entity.”¹
- ④ San Gorgonio North – This area also has cultural, educational and recreational assets and a pleasant street character. The area could be strengthened in its function as a neighborhood corridor connecting downtown to residential areas further north.
- ⑤ 8th St and Ramsey – This area is an important arrival point to the city and vehicular gateway to downtown.

¹ California Department of Housing and Community Development



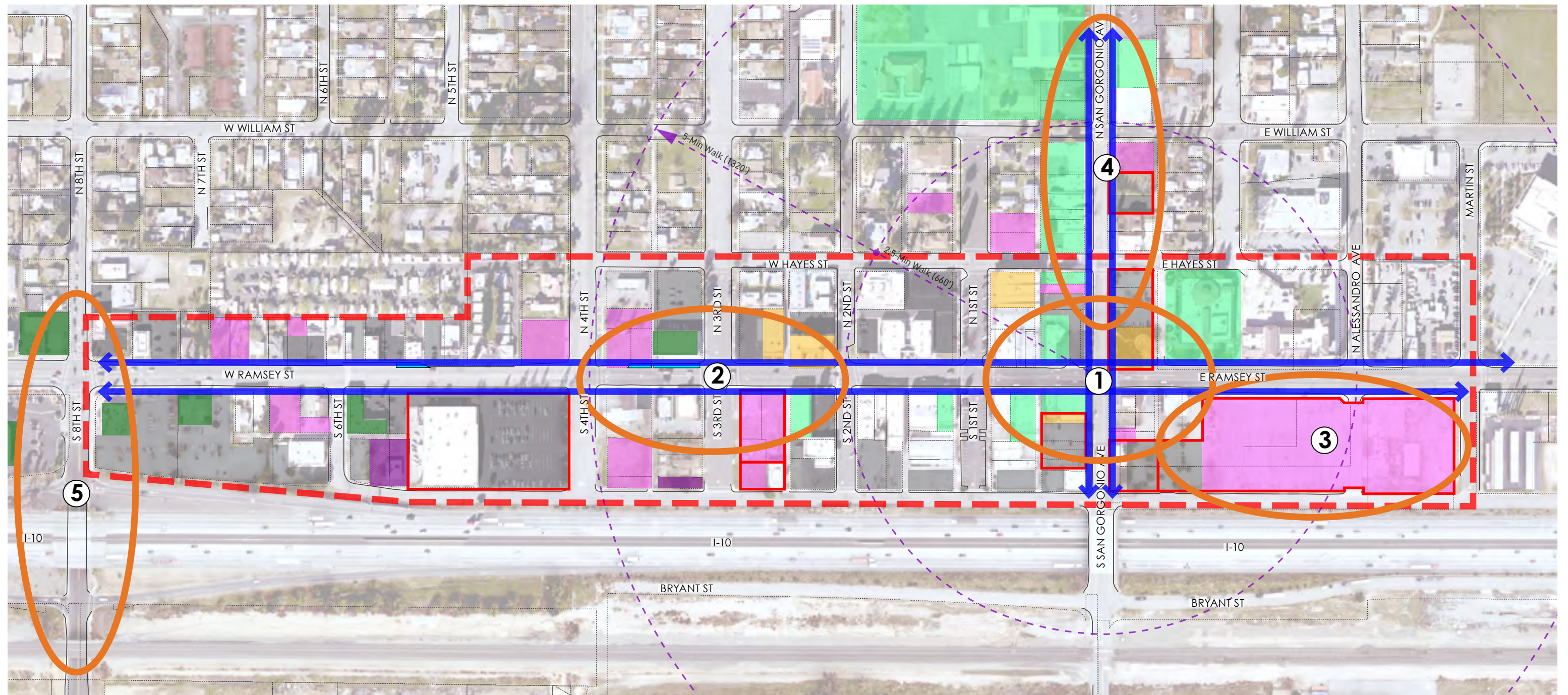
① Cluster #1 - Ramsey & San Gorgonio Intersection



② Cluster #3 - Large Vacant Plot along East Ramsey



③ Cluster #4- Redeveloped but some unoccupied



- Vacant Lots
- Underutilized Parcels
- Repurpose Potential (good quality building)
- Downtown Assets
- Pass-Through Assets
- Off-Street Parking Lots
- On-Street Opportunity
- Publicly Owned Opportunity Site
- Specific Plan Area
- Walking Radius 5 min (1320')
- Upgraded Street Connections



Access and Gateways

Despite being an area which is recognizably different from most of the suburban-style development in nearby communities, Downtown Banning is almost entirely unmarked, unrecognizable and difficult to access for the millions of travelers who pass by it on I-10 annually. The area is not even signed for Banning residents who access it from local streets.

Currently, nearly half of retail visits to downtown derive from Banning itself, and the majority of other visitors come from nearby communities such as Beaumont and Cabazon. Nevertheless, increasing visibility of downtown from I-10 gives the district the opportunity to tap into the spending power of the approximately 134,000 daily drivers (2017, Caltrans) which travel along the interstate highway.

FOCAL ELEMENTS

Focal elements could be landscaping, decorative walls, pylons, public art, etc. which announce arrival or directions to the downtown.

BRIDGE TREATMENTS

Potential bridge treatments could include “Downtown Banning” murals painted on the side of I-10 overpasses or treatments underneath the bridge, such as murals or lighting, which improve the active transportation experience into Downtown.

SIGNAGE

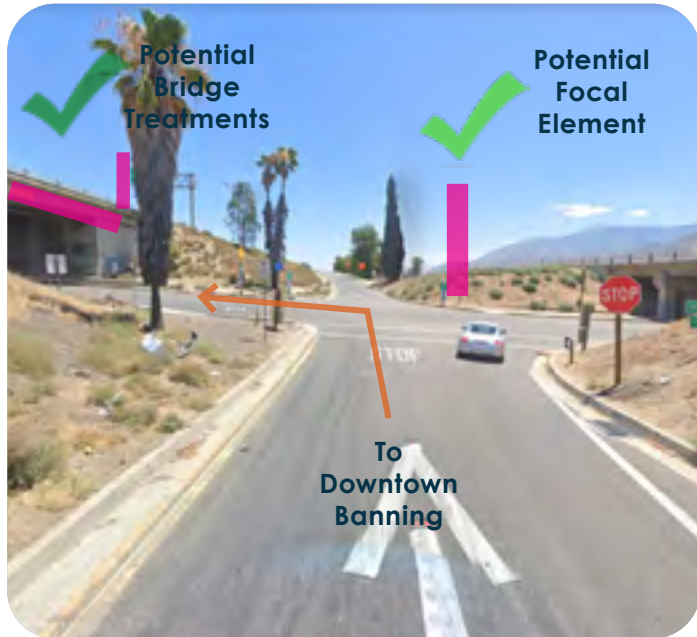
Signage leading to Downtown Banning is needed in multiple locations including along the I-10 mainline, at the end of the freeway exits at 8th Street and Hargrave Street, and along San Gorgonio Avenue.

REORIENTATION OF CIRCULATION

The lack of direct freeway access to Downtown Banning at San Gorgonio Avenue is a significant constraint to economic development in the area. When I-10 was first constructed, exiting motorists traveling eastbound connected to a one-way Bryant Street and came to an intersection at San Gorgonio; motorists traveling westbound connected to a one-way Livingston Street, similarly coming to intersect San Gorgonio. In the long term, working to reestablish this street pattern would strengthen the position of Downtown Banning (although it would negatively effect 8th Street and Hargrave Street). It would also provide motorists traveling south toward Idyllwild a direct connection to CA Route 243.

GOALS:

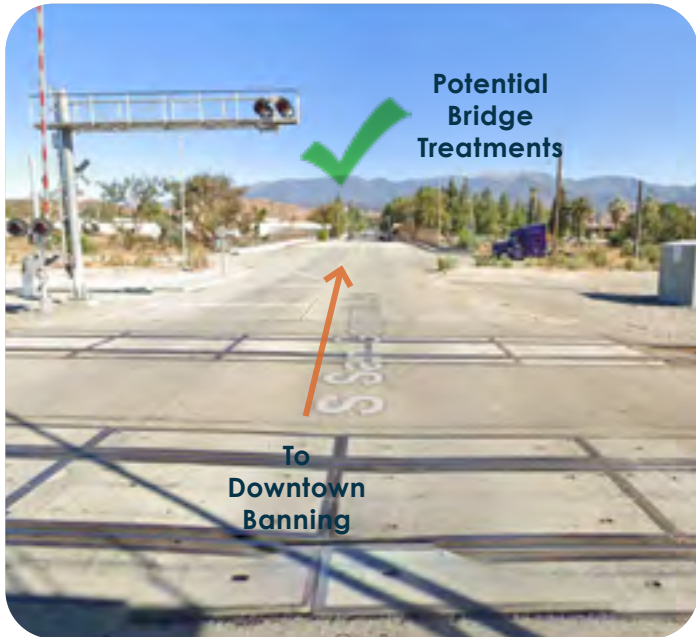
- Increase visibility, recognition and access to Downtown Banning for pass-through I-10 travelers
- Provide clear gateways into and out of Downtown, identifying it as a unique district



① I-10 East Bound Freeway Exit at 8th St



② I-10 West Bound Freeway Exit at 8th St



③ San Gorgonio Ave North Bound over I-10

COMPLETE STREETS

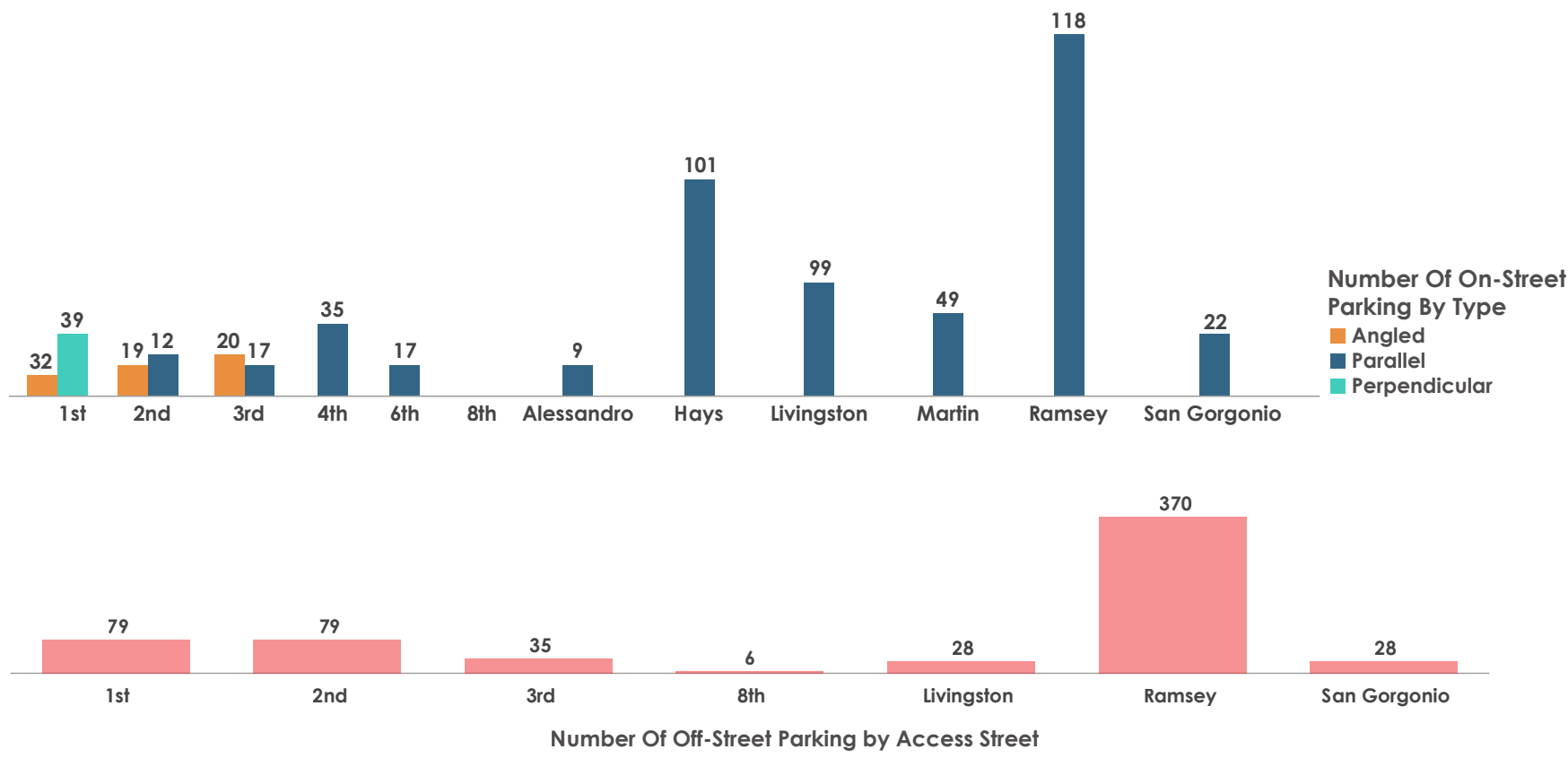
Ramsey Street serves as Banning's Downtown Main Street supported by adjacent parallel streets of Hays and Livingston, north and south respectively. Running perpendicular to these are 4th St- 1st St from west to east respectively as well as San Geronio, Alessandro St and Martin St. 8th St at the west of the study area connects to interstate 10 and is a major gateway to the study area. The following section outlines the existing conditions of these streets, addressing the challenges of varied right-of-way segments, missing pedestrian elements, and constrained conditions that do not meet ADA requirements. Many opportunities in these few streets exist for improving accessibility, safety, and comfort for non automobile users, and elevating the daily experience of traveling along Ramsey Street or patronizing its storefronts. Opportunity also exists to reconsider the distribution of parking downtown in order to re-distribute the public right-of-way for assets such as wider sidewalks, street trees, and bicycle facilities, while still maintaining access for those visiting or living in Banning to experience downtown.



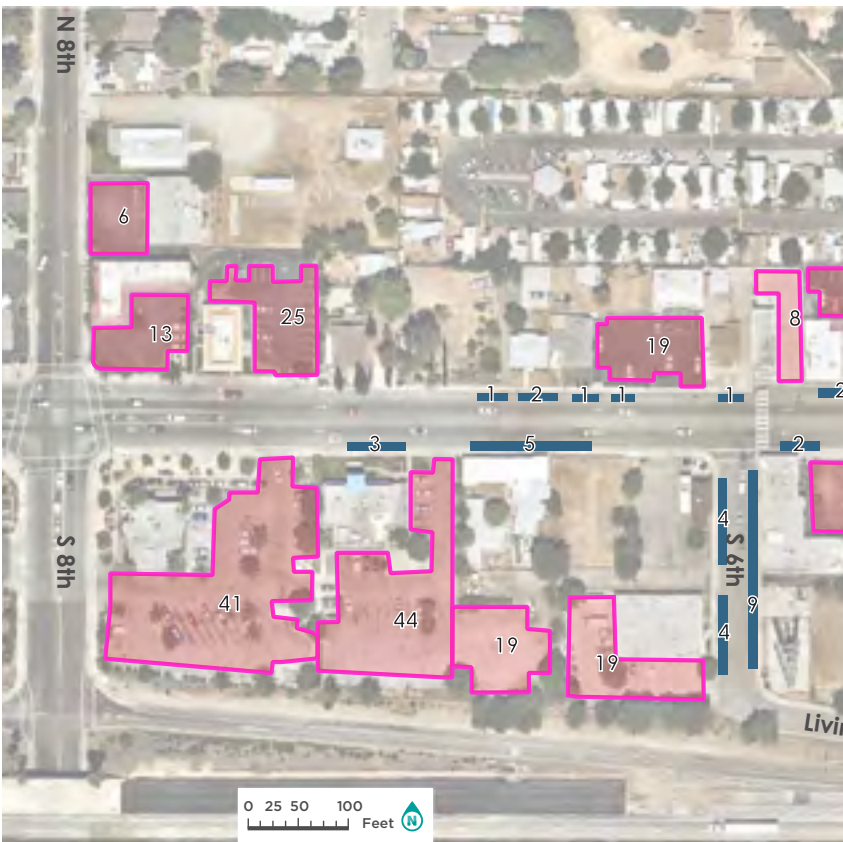
Parking In Downtown Banning

In downtown Banning there are over 1,215 parking spaces of on-street and off-street combined. Close to 1/3 of these are private off street lots, but still might be used by those parking downtown due to relatively loose and sometimes ill defined use. 129 off street spaces are public, with 101 of them located in the 1.4 acre lot shared by the Riverside Department of Public Social Services and the Greyhound Bus Station. The other 28 are on the west side of San Gorgonio between Livingston Street and Ramsey Street. These parking spaces were counted as both existing formal spaces with striping, as well as all spaces where no formal markings exist, but parking is happening. Many spaces that are unmarked are on streets with vacant lots and were counted to get the general quantity of potential space if all land use were built-out. An average of 18' for parallel spaces was used to calculate number of approximate spaces available, rounding down to the nearest whole number.

There are 590 total on-street spaces. All 39 perpendicular spaces are on South 1st Street, while the 71 angled spaces are on 1st Street, 2nd Street, and 3rd Street. 480 parallel spaces are spread out throughout the downtown. 57 of them being short term green curb spaces and 3, yellow loading spaces. On-Street Parking on Ramsey Street on one side or both could be eliminated to make more room for pedestrian and active transportation infrastructure as the number of potential available spaces on the north side of Livingston Street alone could offset all of the spaces on Ramsey Street and is only one block from shop fronts. Businesses also have parking behind stores but it is often crumbling and overgrown. Resurfacing these lots and making them safe and accessible at all times of day as well as easily connected via sidewalks and alleys will allow patrons to continue to access stores without dealing with traffic on Ramsey. Parking throughout downtown needs to be formally marked with signage and striping so drivers easily can tell if they can park or not, and also prevent vehicles from parking in odd positions causing a chain reaction of lower numbers of vehicles along a street.



	Acres	Number of Spaces
Off Street		
Private	4.70	496
Public	1.50	129
Total Off Street	6.10	625
On Street		
Angled	0.32	71
Perpendicular	0.18	39
Parallel- Not Marked	2.40	420
Short term parking	0.20	57
Commercial loading 30 min max.	0.01	3
Passenger loading-5 min max.	0.01	3
Total On Street	2.07	590
Total All Parking	8.90	1,215



Public Parking With Lack of Signage/
Lack of Markings for Street Parking

Angled Parking On Wide Streets



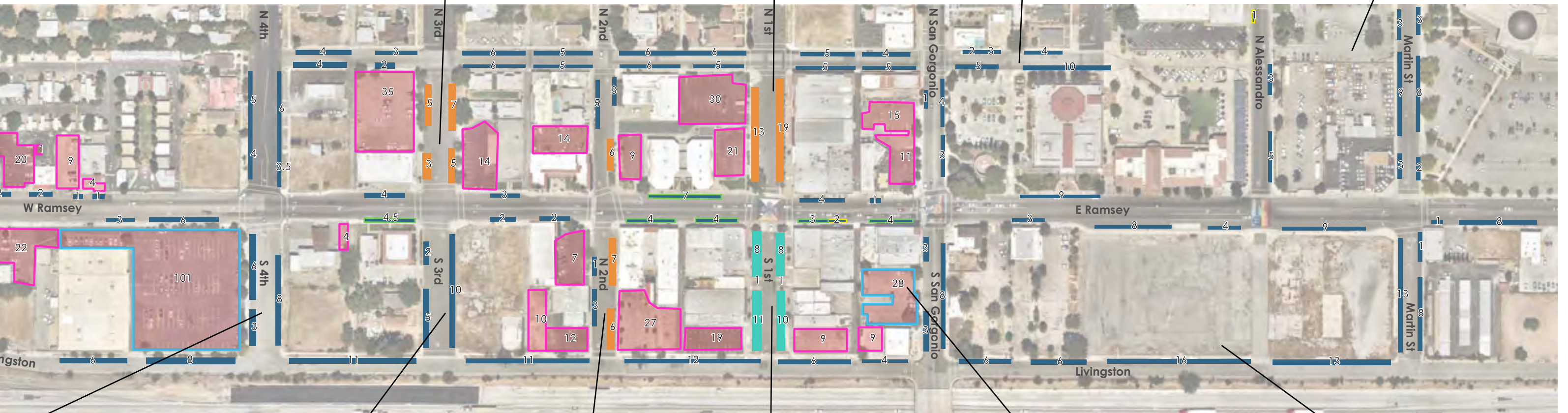
Angled Parking On Wide Streets



Short Term Parking Near Police Station



Street Turned Into Parking Lot



Lack of Markings for Parking



Unclear Ownership and Use of Lots Behind Businesses



Street Treated As Parking Lot



Public Parking With Lack of Signage



Uncertain Parking Allowance on Livingston

COMMUNITY ENGAGEMENT

Engagement with members of the community is a vital part of the design process and helped the project team guide decisions for how best to implement the desires of the community. Throughout the project there were several engagement events with community and stakeholder groups both to gain initial insights and later to get feedback on several design concept themes.



Round 1 - Initial Engagement

In Person Events

The initial engagement took place on October 27th, 2022 at a number of places throughout the day. These included: Downtown Business owners Ad Hoc Committee, Banning High School, Nicolet Middle School, Central Elementary School, and a Community Workshop Meeting at City Hall. At these different locations the project team gave presentations and heard valuable feedback from community members. Collecting feedback happened with the aid of display boards with information on topics including: Urban Design, Development Experience, and Street Safety and Transportation.

Urban Design

The community showed interest in slow streets, programmed alleys, bike parking as well as active street terrace, green stormwater management, shade, and outdoor gathering. There were a few dislikes marked on the board, including active street terrace with elements like barrels and furniture, as well as outdoor gathering space which might relate to the concern of unhoused people downtown voiced by some.

Development and Experience

Participants were excited about street festivals, public parks and open space, farmer/flea markets, outdoor movies and night attractions. Initial findings also showed interest in mixed use development to offer spaces for residential and live-work studios downtown.

Street Safety and Transportation

Street improvements focusing on pedestrian and cyclist safety were supported with speed and making space for all users being a top priority. All ages shared this sentiment but even more so from students who mentioned the desire for a safer route from schools to Downtown to meet up after school.



Example engagement board from initial day

Round 1 - Initial Experience Survey

Throughout the duration of the project in addition to in person engagement there were two online surveys which allowed for the community to provide input on the project. The first survey had 250 complete responses and asked general questions about their use of downtown amenities they might like to see in Downtown Banning.

TIME SPENT DOWNTOWN?

77% of people visit downtown because they live here and time spent downtown was 51% for less than one hour, 13% for a few hours, 5% for most of the day, and 30% for I do not visit downtown.

HOW OFTEN DO YOU WALK, BIKE, OR TAKE TRANSIT DOWNTOWN?

52% of respondents never use non-vehicular modes downtown while 20% do a few times per month. less than monthly and a few times a week both had 12%, and 2.5% used non-vehicular modes everyday.

WHAT WOULD MAKE YOU FEEL MORE COMFORTABLE OR SAFER WALKING, BIKING, ROLLING, OR TAKING TRANSIT DOWNTOWN? PLEASE CHOSE TOP 3.

Respondents ranked safer crossing infrastructure (crosswalks, pedestrian signals, etc.), and pedestrian lighting as most desired to make non-auto mobility more comfortable. Wider sidewalks, seating, shade and bicycle parking were also desired to a lesser degree. Less cars on the street, bus stops with more amenities, and more affordable transit options ranked lowest. Some write-ins for the Other category included: "More businesses that were family friendly, everything is catered to low income", Businesses like food restaurants, clothing stores, modernizing downtown area like Fullerton or Brea" "Less transients" "Stores to Shop" and "diagonal parking, like on State Street in Redlands to slow down motorists and make Ramsey more 'pedestrian friendly'".

WHICH OF THE FOLLOWING STREETSCAPE AMENITIES WOULD YOU LIKE TO SEE IN DOWNTOWN BANING? PLEASE CHOSE TOP 3.

Respondents wanted lighting, outdoor dining, green landscaping and shade as their most desired elements. Seating, plaza/meeting space, public art and city monument/gateway are moderately desired, while pocket parks, hydration stations, wayfinding, pedestrian-only alleys are the least ranked.

GENERALLY, WOULD YOU BE WILLING TO LOSE PARKING SPACE OPTIONS IN DOWNTOWN BANNING IF IT MEANT WALKING AND BIKING FACILITIES WERE IMPROVED?

53% responded yes, 41% no and 5% other including comment about building a parking structure.



BANNING DOWNTOWN REVITALIZATION AND COMPLETE STREETS PLAN

Share your vision for Downtown Banning!



The City of Banning is developing a Banning Downtown Revitalization and Complete Streets Plan to improve quality of life in the Downtown area and beyond.

Learn more, fill out our survey and join the mailing list at: bit.ly/banningcompletestreets

Join us Business Owners
Thursday, Oct 27th at 11 a.m.,
for a Downtown Workshop, at
the Banning City Council
Chambers, at 99 East Ramsey
Street!

Join us Community Members
Thursday, Oct 27th, 5 p.m.,
there will be a Community
Workshop & Presentation to
provide details on this
project & the Active
Transportation Plan (ATP)
underway.



Engagement announcement for first round of engagement in October and a link to survey

Round 2 - Concepts Theme Feedback

The second engagement day took place on May 17th, 2023. The day included a presentation at the Chamber of Commerce Sunrise Breakfast, walk audit with Downtown business owners, and two workshop sessions, one for business owners followed by a community open house. The three concepts presented were: The Spark, Park & Play, and Gradient, which illustrated various design and placemaking treatments. Results from the workshops (below) showed that the community preferred The Spark concept with Park & Play and Gradient vying for the 2nd favorite in different instances. See appendix for additional details.

Complete Street Design

Ramsey & San Geronio The Spark (9 Votes) Park & Play (5 Votes) Gradient (1 Vote)	Shared Streets The Spark (4 Votes) Park & Play (1 Vote) Gradient (5 Votes)	Alleys The Spark (9 Votes) Park & Play (2 Votes) Gradient (1 Vote)
---	---	---

Look & Feel

Streetscape & Mobility The Spark (8 Votes) Park & Play (2 Votes) Gradient (1 Vote)	Land Use The Spark (2 Votes) Park & Play (1 Vote) Gradient (2 Votes)	Public Realm/Open Space & Placemaking The Spark (9 Votes) Park & Play (2 Votes) Gradient (0 Vote)
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Mobility

The Spark (4 Votes) Park & Play (2 Votes) Gradient (1 Vote)
--

Gateways

The Spark (6 Votes) Park & Play (0 Votes) Gradient (1 Vote)
--

Land Use and Open Space

Overall The Spark (4 Votes) Park & Play (5 Votes) Gradient (0 Votes)	Dev Site #1- SE Lot The Spark (2 Votes) Park & Play (2 Votes) Gradient (2 Votes)	Dev Site #2- Civic Center The Spark (2 Votes) Park & Play (4 Votes) Gradient (1 Vote)	Dev Site #3- Social Services The Spark (1 Vote) Park & Play (4 Votes) Gradient (0 Votes)
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Complete Street design boards



Land use and open space board- The Spark



Mobility- The Spark



Gateways- The Spark



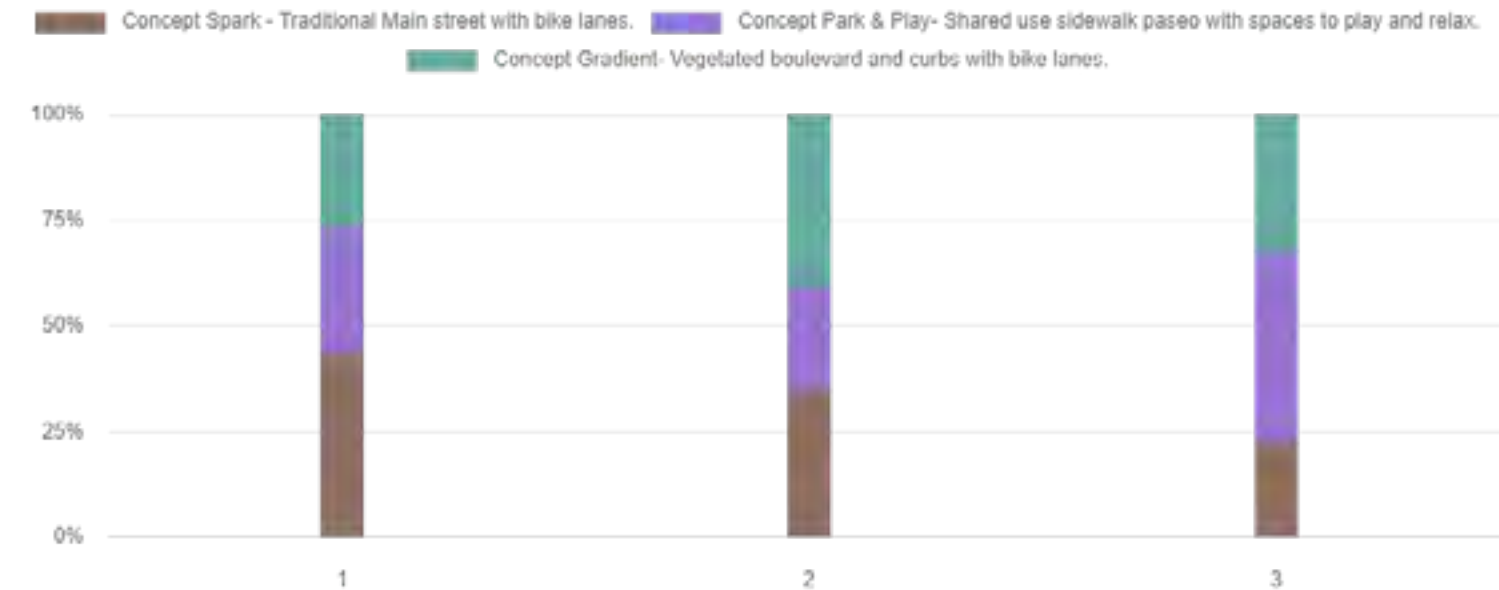
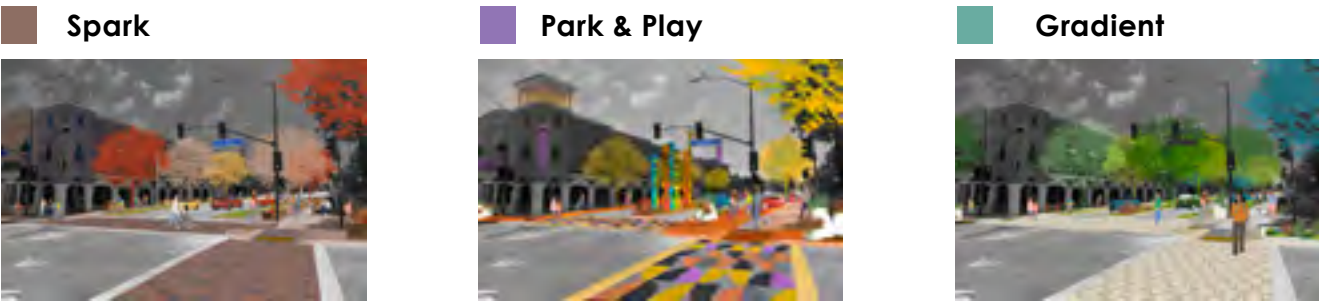
Full maps for drawing and comments- The Spark

Round 2 - Concept Themes Survey

The second survey presented the design concept themes of The Spark, Park & Play and Gradient. The survey had 127 complete responses. Participants could rank their choices for each using the photo simulation vignettes to give a sense of what that theme could look like. Out of the seven categories all categories besides, Look & Feel, had The Spark as the first choice with almost 50% or over 50% of respondents choosing it.

Main Street Survey Results

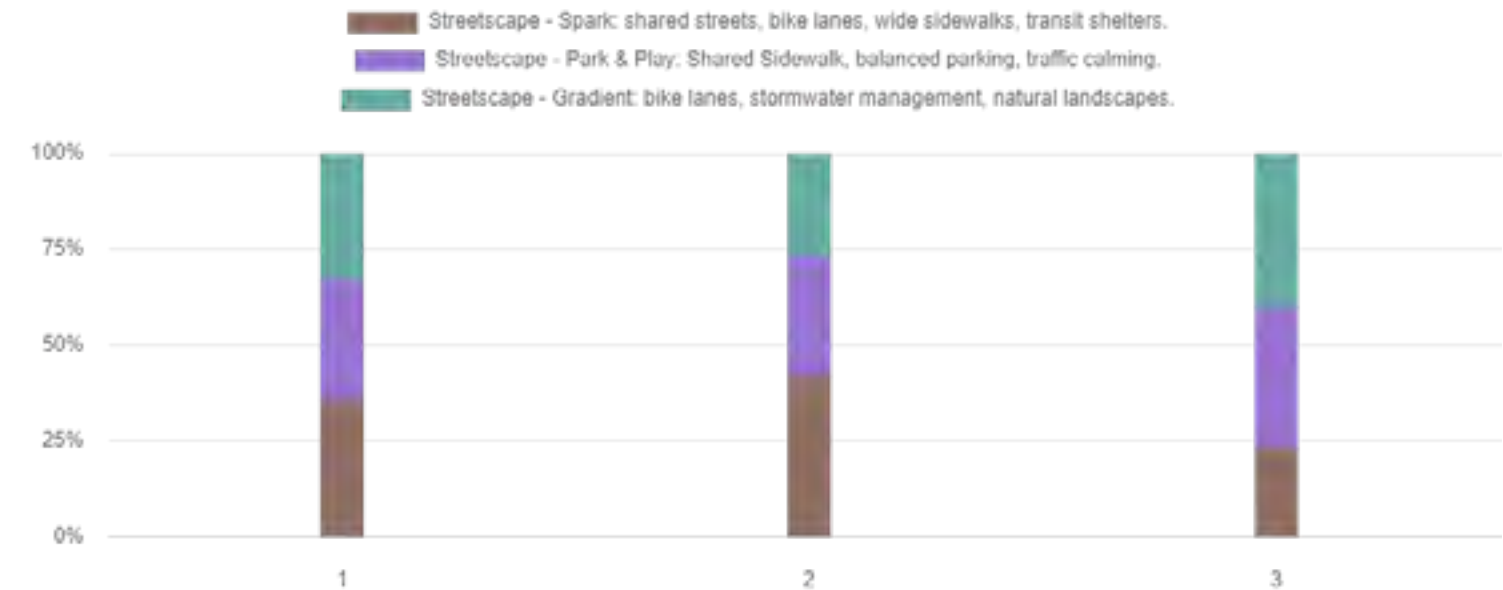
Which Main Street Concept Do You Like Most?
Rank 1-3, most to least.



Example of survey result which shoes The Spark at almost 50% or over 50%

Look & Feel Survey Results

Which Streetscape and Mobility Elements Do You Like Most?
Rank 1-3, most to least.



Look & Feel was the only category which didn't have a clear first choice

CONCEPT THEMES

Concept Design Themes..... 46

Three Concepts	47
The Spark	48
Park & Play	50
Gradient	52

Mobility and gateways 54

Concepts	55
Access and Gateways	56
Concepts	57

Land Use & Open Space..... 58

Concepts	59
Existing Downtown Framework	60
Park & Play	64
Gradient	66

Look and Feel 68

Color Palettes..... 76

Small Town Charm	78
Scenic	80



CHAMBER OF COMMERCE

VISITORS
WELCOME
CENTER

BANNING

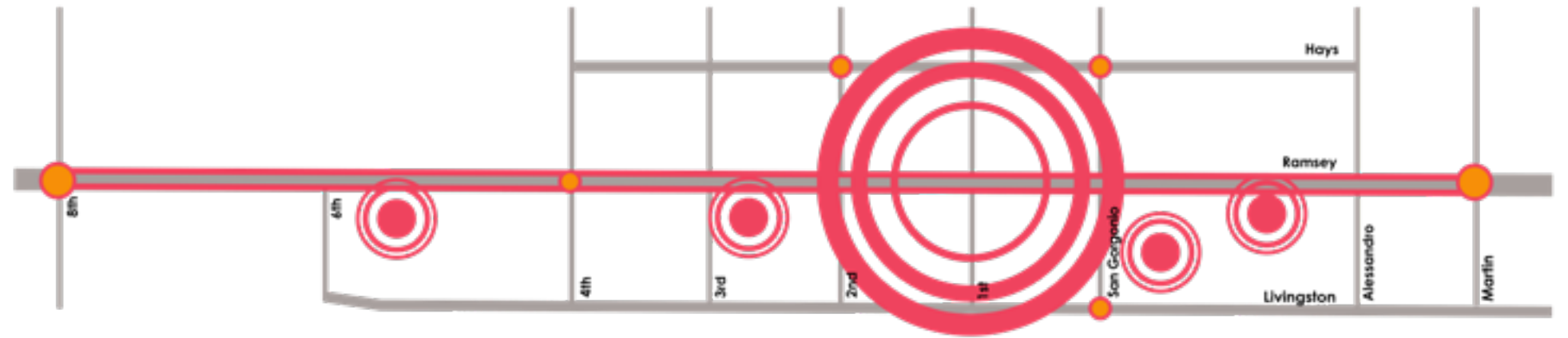
CONCEPT DESIGN THEMES

Three distinct themes were investigated to bring varied character to the corridor. A design theme is a unifying and recurrent idea which is made clear through recognizable elements such as patterns, forms, colors, textures and materials.

Three Concepts

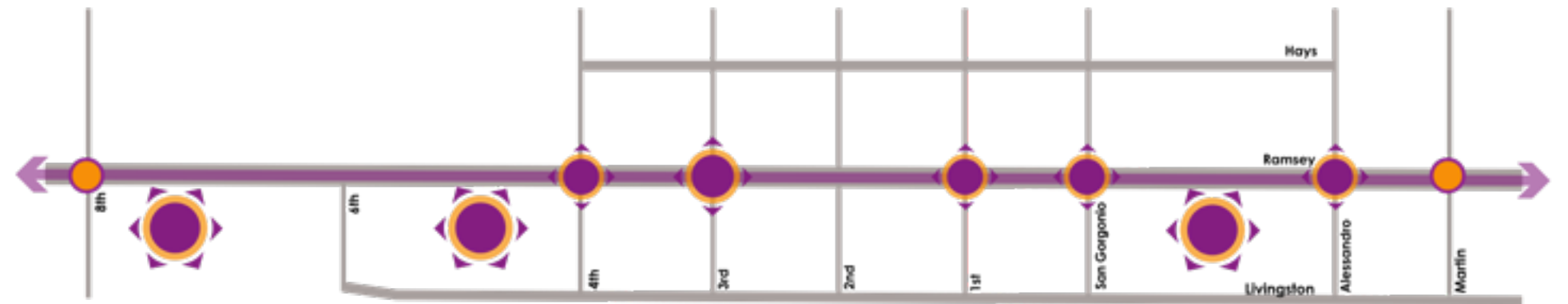
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



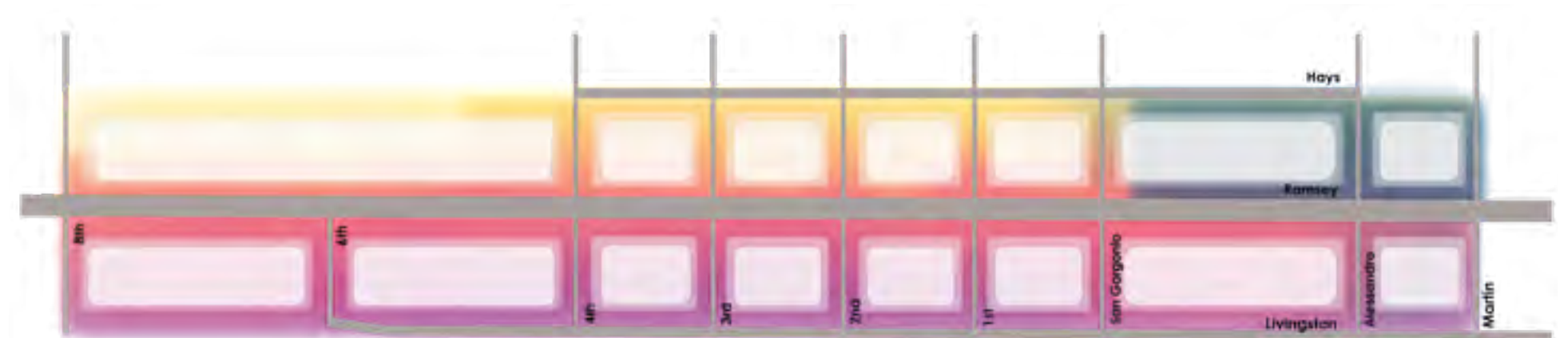
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING; BLURRING THE LINES



The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Key Design Moves

- **Mobility:** More traditional main street with balance of parking and protected bike lanes.
- **Land Use:** Traditional, mixed-use downtown with development focused on core of downtown with infill on north-south streets and reuse of existing structures.
- **Open Space:** A network of narrow, historic inspired back-alley pedestrian paseos to be looped to connect a collection of new open spaces like court yards and shared street and key downtown businesses.

Figure 10. Communal Alleyway

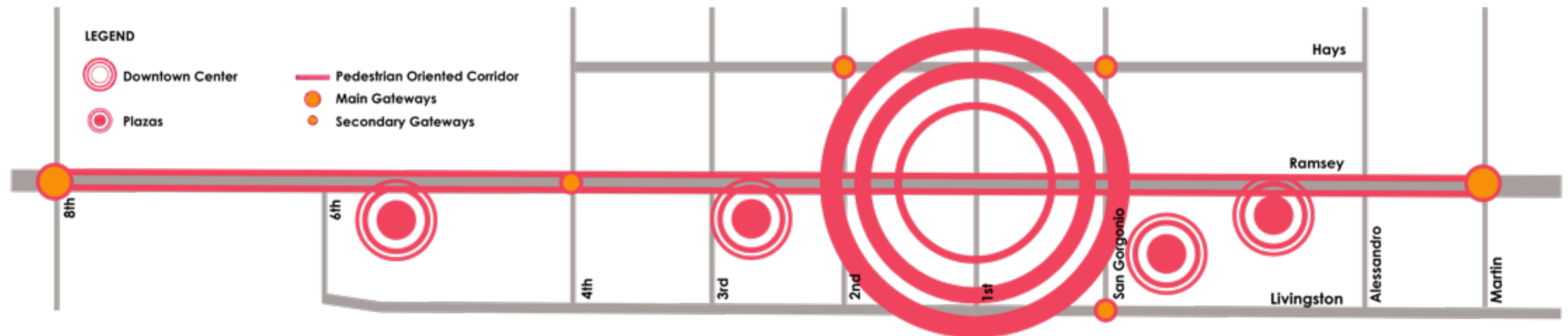


Figure 11. 1st St and Ramsey Shared Street



Park & Play

GREAT HUBS, ACTIVE SPACES

Key Design Moves

- **Mobility:** Wide shared use sidewalk on main street allows users that park off of Ramsey to access downtown. Roundabouts at 4th and Martin slow traffic into downtown.
- **Land Use:** Combination of residential and mixed-use with entertainment attractors and a hotel to provide place for play and activities for local residents and visitors.
- **Open Space:** Playful elements on widened main street and alleys. Expanded Civic Center park connects to new land uses in downtown.

Figure 12. Playful Alleyway

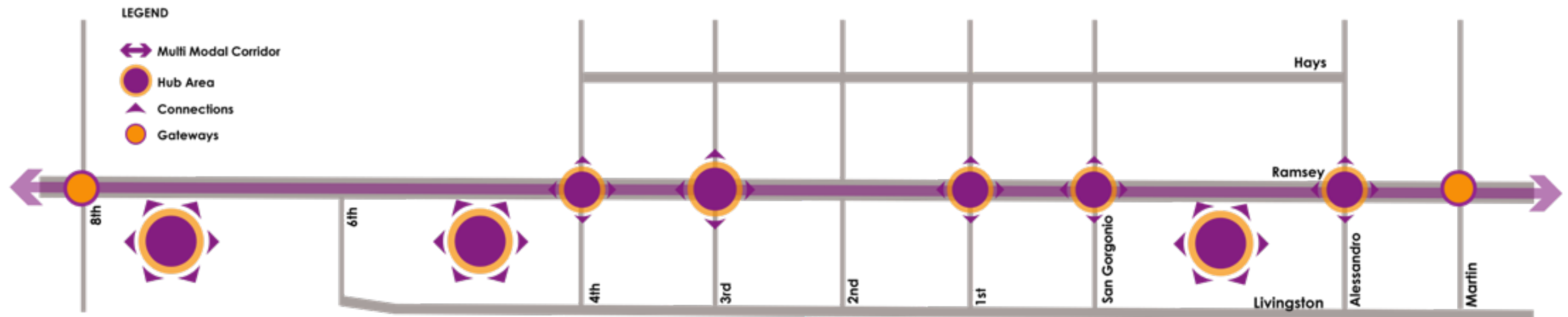


Figure 13. 1st St and Ramsey Shared Street



Gradient

LIVE/WORK BANNING; BLURRING THE LINES

Key Design Moves

- **Mobility:** Tree lined boulevard main street with protected bike lanes and shared streets.
- **Open Space:** Streets and alleys filled with stormwater green infrastructure. Flexible park space at Civic Center.
- **Land Use:** Live/work housing and small scale commercial/industrial land uses blend into commercial and more traditional residential from south to north through downtown.

Figure 14. Green Infrastructure Alleyway

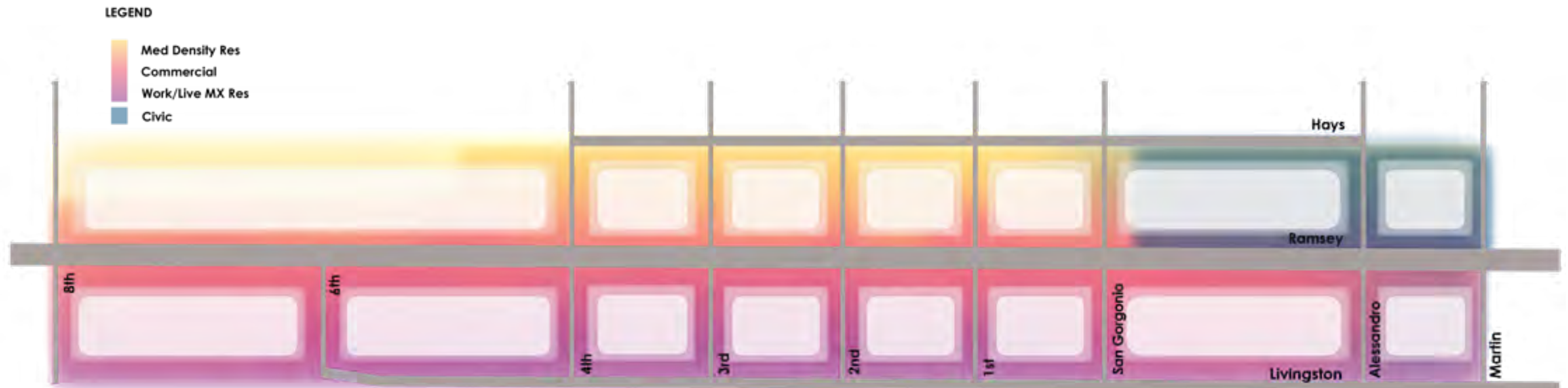


Figure 15. 1st St and Ramsey Shared Street



MOBILITY AND GATEWAYS

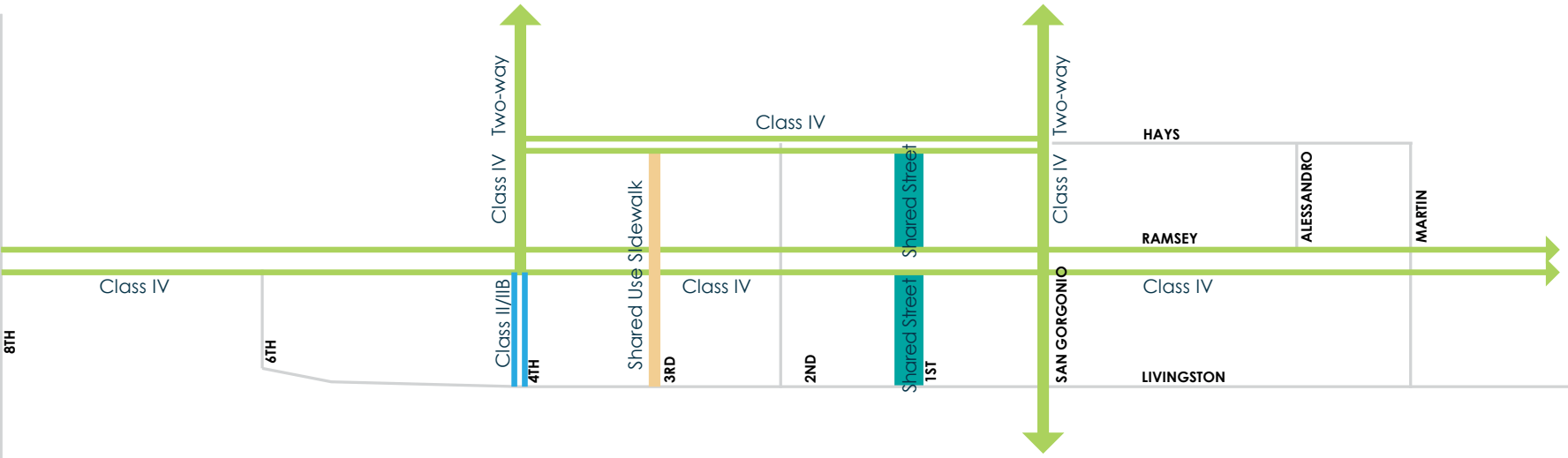
Three mobility concepts were created to explore how combinations of Complete Streets elements would work together to provide safe access to and within Downtown for pedestrians and cyclists. The Appendix provides more details on these mobility concepts with diagrams and precedent imagery of mobility elements.

Similarly, the exploration of gateway alternatives considered how residents and visitors would know where Downtown began when coming from the interstate or other parts of town.

Concepts

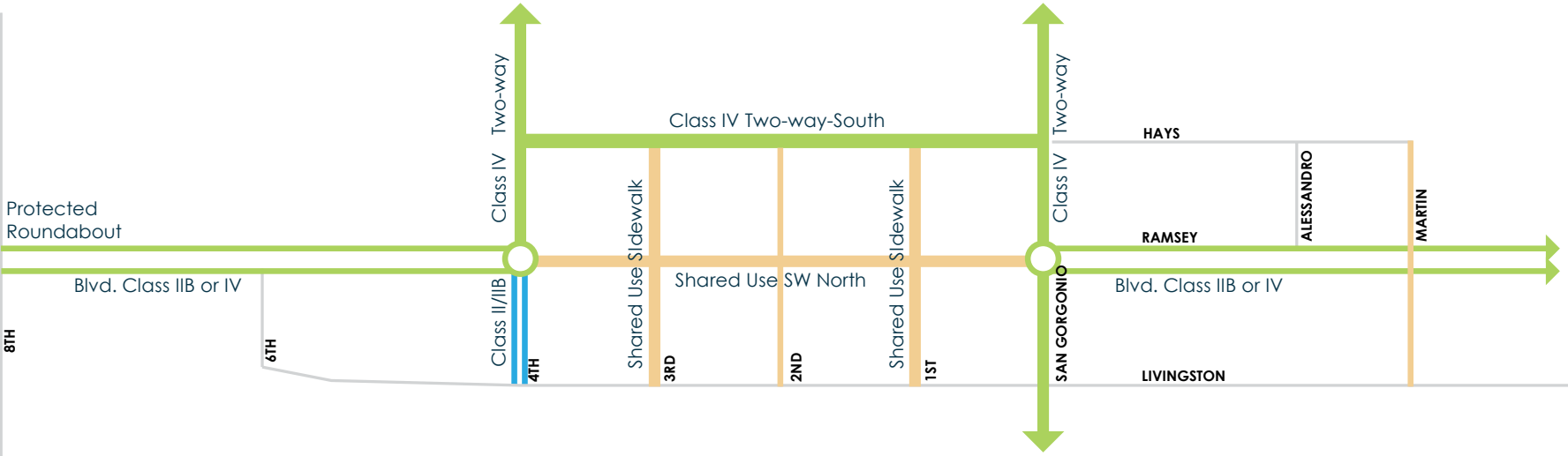
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



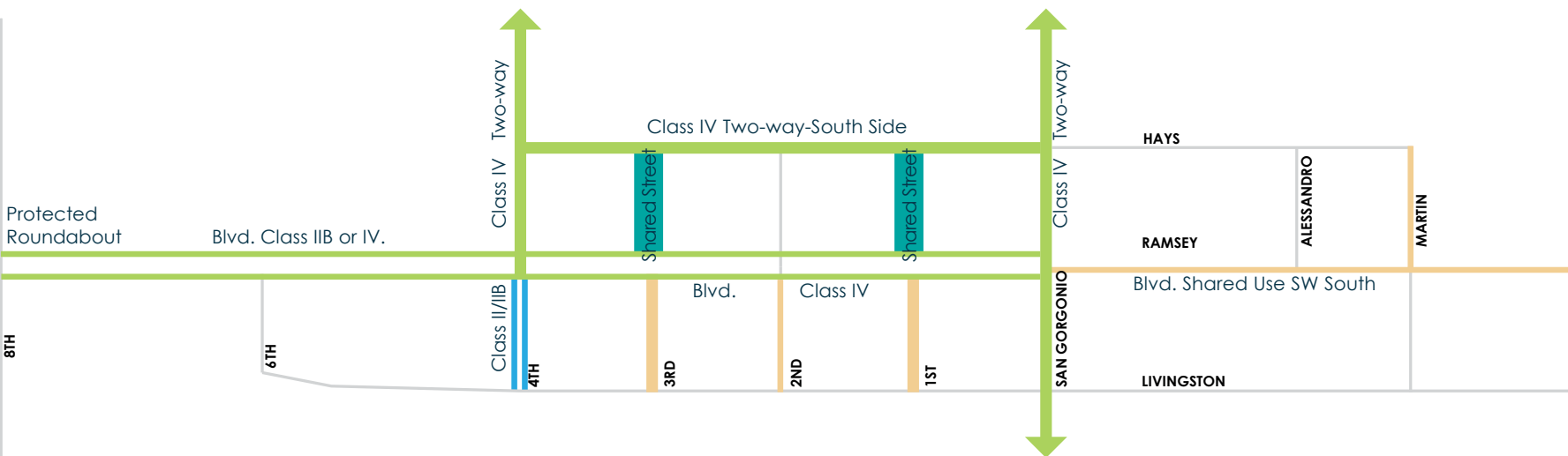
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING;
BLURRING THE LINES



Access and Gateways

The Spark

- **G1: Gateway Sign.** Currently proposed to span over Ramsey at 3rd St. Suggest moving the location to 4th St to better align with where we see the western gateway to the downtown core starting with the proposed planning and development concepts. Although some interesting concept directions have been proposed for the gateway elements, it may be worth stepping back and looking at a holistic approach to all the downtown elements and features as part of a branded downtown effort. Could also consider a downsized approach to the message board to be a more monument-type or pylon-type rather than a road-spanning gateway structure, which could feel very heavy and constraining to future downtown extents. Alternatives to digital message boards, such as gateway signs and banners, should also be considered. 4th St should be the start of the pedestrian-focused core of downtown, rather than a vehicular focused entry so scaling the gateway elements appropriately will be important.
- **G2: Monument Sign.** Currently proposed at 8th St (southeast corner). 8th St to 4th St to be more of the vehicular focused side of downtown. Will a smaller message board type at 8th be visible enough to call attention to arrival to downtown Banning? Will a gateway element perhaps be more appropriate at this location (and message board at 4th)?
- **G3: East Side Gateway.** Nothing has been proposed for the eastern edge of downtown as part of the City's Message Board Signage package, but a complimentary gateway or message board could be considered to better mark the eastern gateway to downtown. Potential locations could include element locations at: Martin St, the eastern edge of the Civic Center (halfway between Alessandro and San Geronio), or at the San Geronio intersection.

Park & Play

- **G4: I-10 Bridge Markers.** Uniquely identify Banning from I-10 in both the east and west bound directions. Potentially combine with study for other access and gateway opportunities.
- **G5: Off/On Ramp Markers.** Mark arrival to Banning from I-10 exit ramps with a sign type coordinated with the rest of the gateway and access types. With the limited space, this may need to be a pylon-type or monument-type.

Gradient

- **G6: Feature Edge Treatment.** Repetitive marching of unique urban elements and planting between Livingston and I-10 as arrival edge feature and definition of Downtown Banning as a sustainable district for passerby.



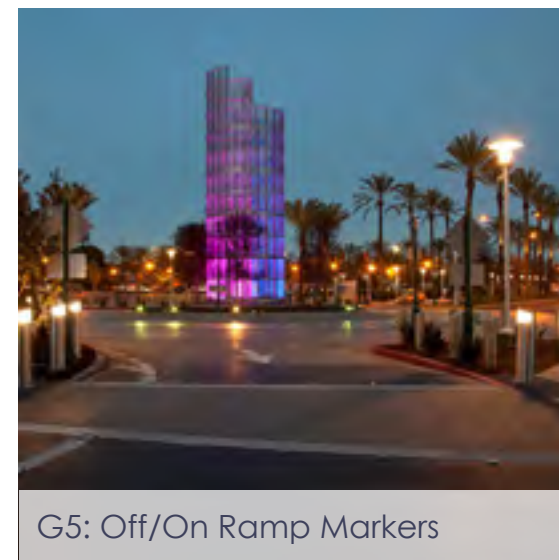
G1: Gateway Sign



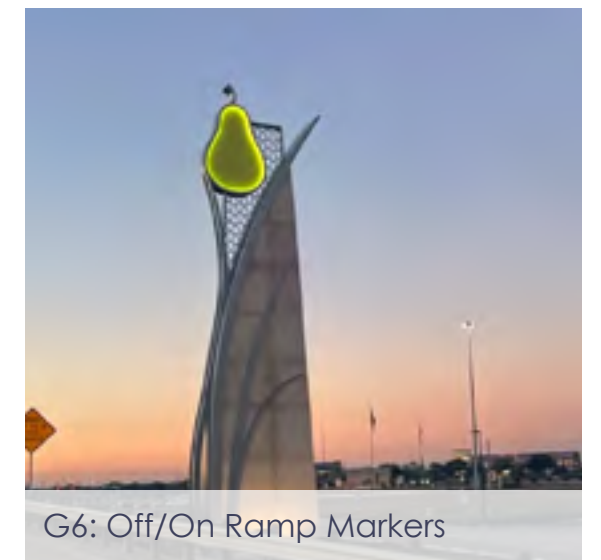
G 2: Monument Sign



G4: I-10 Bridge Markers



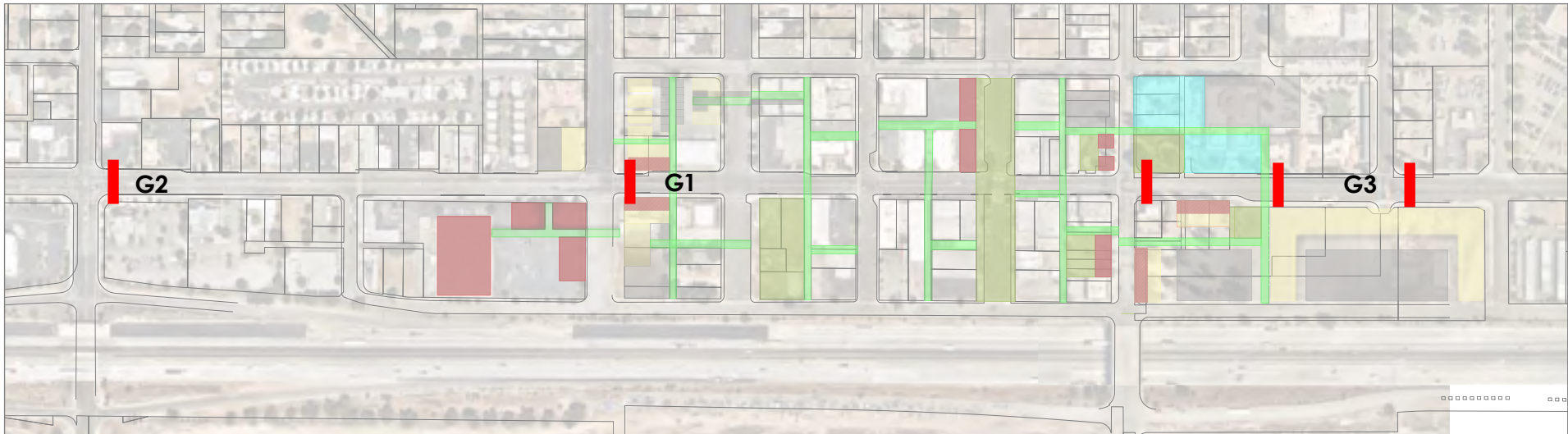
G5: Off/On Ramp Markers



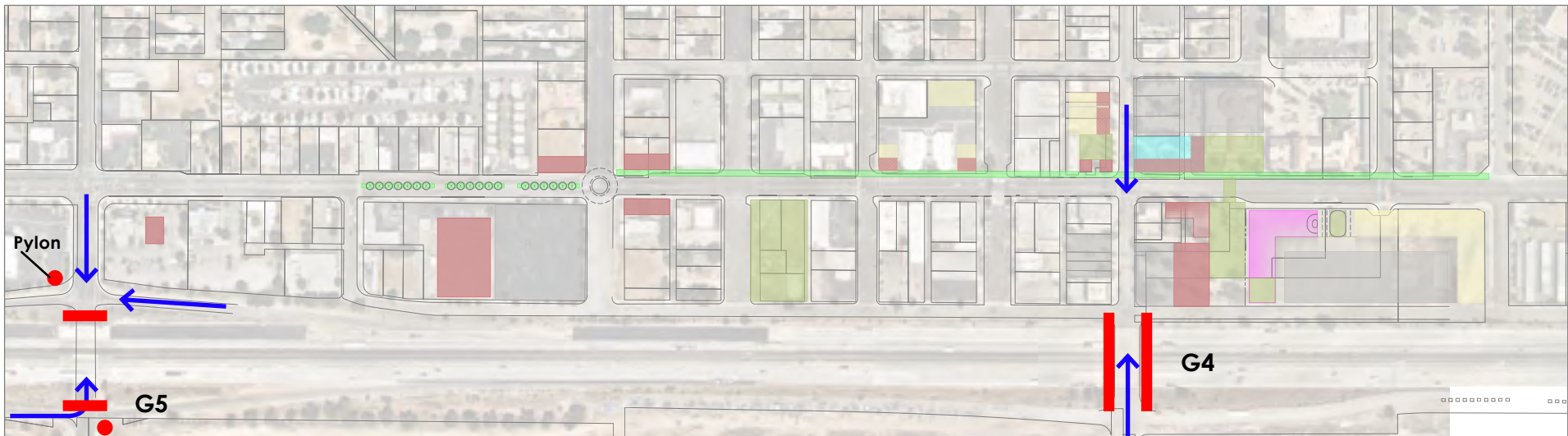
G6: Off/On Ramp Markers

Concepts

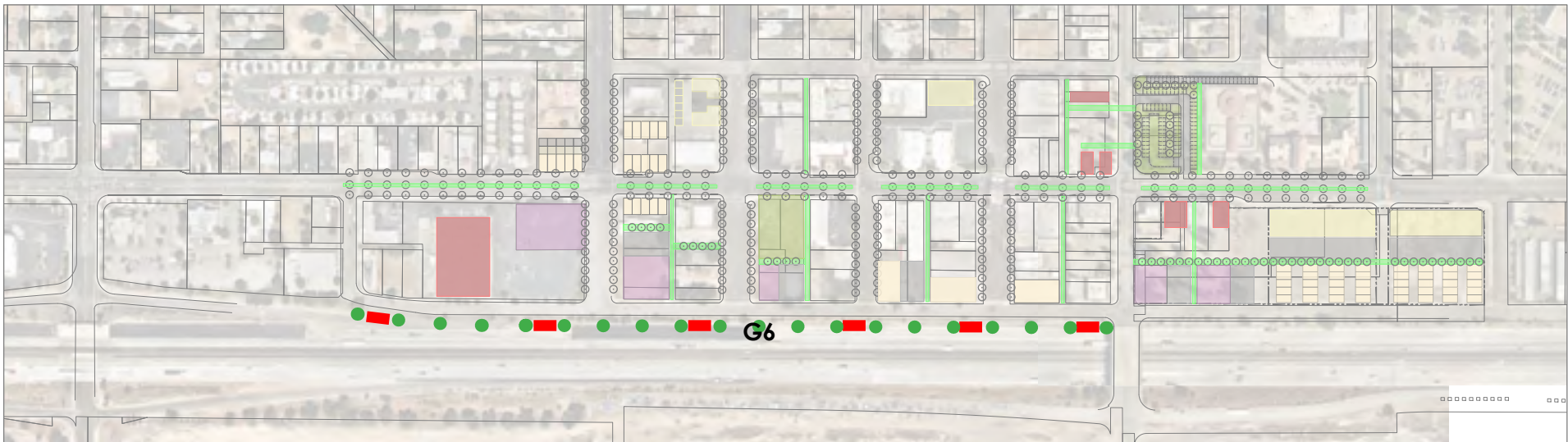
1: The Spark



2: Park & Play



3: Gradient



LAND USE & OPEN SPACE

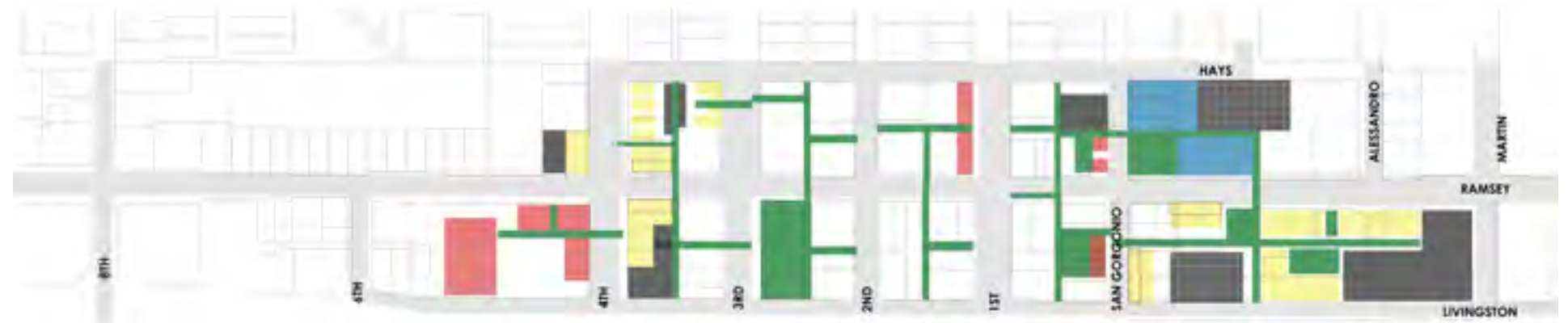
Land Use and Open Space concepts presented three ideas of how to revitalize downtown. Each concept had a particular focus. The Spark depicted a more traditional mixed-use downtown with focus on 1st Street and Alleys, Park & Play provided a more visitor and entertainment focus on Ramsey Street, and Gradient blended land uses from the more residential north side of Ramsey to live-work area near Livingston Street.

Concepts

1: The Spark

TRADITIONAL, MIXED-USE
DOWNTOWN

PLACES FOR OUR COMMUNITY
SENSE OF DISCOVERY



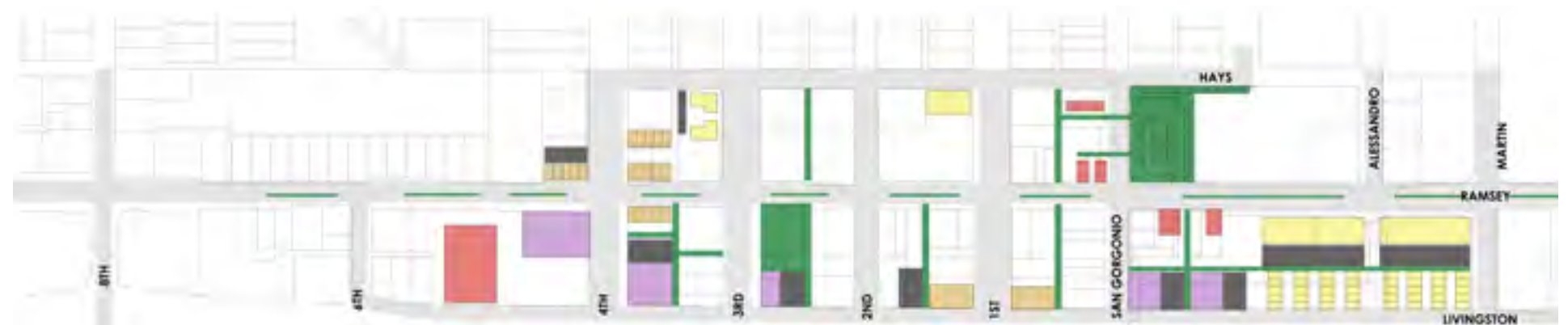
2: Park & Play

FRESH ENTERTAINMENT
DESTINATION FOR VISITORS
MAIN STREET PARK AND STROLL



3: Gradient

LIVE/WORK COMMUNITY
SOFTENING AND GREENING
CUSTOMIZED PRODUCTION



Existing Downtown Framework

1: Freeway to Downtown Transition Area. This area links the freeway entrance at 8th Street to other portions of I-10. Businesses are geared toward freeway and vehicular traffic in general, including fast food restaurants and banks. Large, expansive parking lots cover much of the south side of the street. Despite the appearance of the area, this portion does have some of the most visited businesses in downtown.

2: Downtown Core. The center of downtown, this area is the historic downtown. The portions along Ramsey Street between San Geronio Avenue and 2nd Street and along 1st Street between Livingston and Hays have a stronger concentration of pedestrian-friendly, retail shopfronts including popular attractions such as Jitters Coffee, the Fox Theater and the Firehouse Bar and Grill. The portion west of 2nd Street has a more mixed land use, with single-family and multi-family residential, auto-oriented retail and office/R&D-type facilities.

3: Civic Center/Eastern Transition Area. This area consists of civic-focused uses including City Hall, Police Station and Superior Court. Ramsey Street transitions from a wide boulevard to the east into the downtown street it is in the Downtown Core. The area has a significant daytime population which could contribute more to the Downtown Core.

4: City-Owned Opportunity Site. This large city-owned, vacant plot has the potential to drastically transform downtown with new development and relate to the Civic Center/Eastern Transition Area to create a new district of Downtown, feeding the downtown core.

5: Vehicular Gateway to Downtown. This intersection will be the pass-through for freeway traffic entering Downtown Banning.

6: Vehicular to Pedestrian Transition/Gateway Point. 4th Street marks the point at which block and building orientation patterns change significantly, marking the beginning of the walkable, historic downtown core. This is an appropriate location for a gateway element to mark the change.

7: Eastern Gateway. There is currently no discernible existing edge or gateway into downtown from the east, but land use and street design changes could create a strong gateway in this area.

The Spark

TRADITIONAL, MIXED-USE DOWNTOWN , PLACES FOR OUR COMMUNITY, SENSE OF DISCOVERY

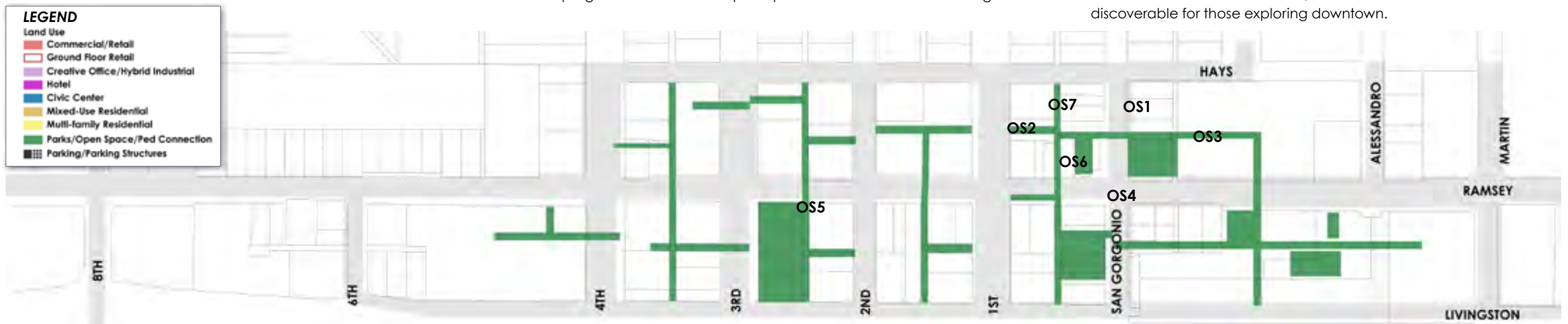
Open Space

- **OS1: Alley and Paseo Places.** A network of narrow back-alley pedestrian paseos to be looped to connect a collection of new open spaces and key downtown businesses. Paseos to be designed as 'places' to encourage adjacent business spill-out, exploration, art, and other experiential programming. Intended to initially connect core downtown areas radiating out and connecting to more areas over time to create a broad and connected network of downtown experiences.
- **OS2: Banning Pedestrian Mall.** A traffic-calmed, pedestrian and event space running north-south along the roadway of 1st Street between Livingston and Hays, creating a plaza-like space and providing opportunities within to stage events and activities of various sizes to help activate downtown Banning. The Mall should be connected to the overall open space network and circulation to encourage pedestrian movement and walkability downtown. The corridor will still be usable by vehicles but may be limited to certain times of day or controlled through other traffic calming measures.

- **OS3: Civic Center Plaza.** A new vision for Carpenter Hamilton Park will better open and connect the park to the Ramsey / San Gorgonio intersection and core downtown development. A more hardscape-focused, plaza-like civic space will be highly visible and become the ceremonial gateway to City Hall. The existing fountain to be the focal point of the revamped civic space.
- **OS4: Courtyard Discovery Places.** A series of new courtyard spaces will provide an opportunity to increase overall vibrancy downtown by introducing a range of new programming options and to serve a broad selection of user groups. Some potential programming for the courtyards may include more intimate, local business focused events and activities such as: spill-out seating, outdoor movies, instructional classes, live music, art installations, and others. A scattering of various courtyard spaces will be linked with pedestrian paseos and help promote a sense of discovery downtown.
- **OS5: City Recreation Park.** The .66-acre vacant lot at 3rd St and Ramsey is a unique opportunity to provide a more actively programmed downtown park space that could serve kids using the

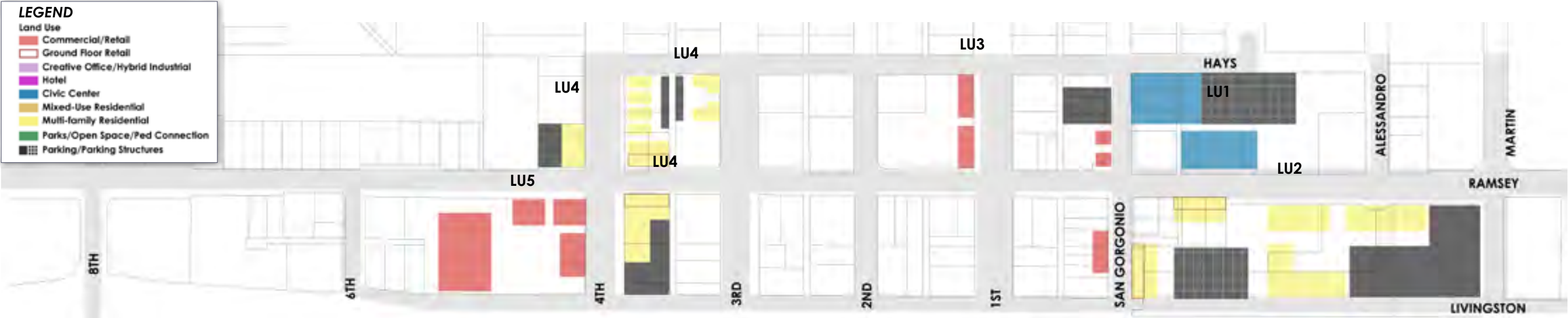
adjacent Boys and Girls club as well as local residents not wanting to drive out of the downtown area to find more active types of recreation. Potential sport courts, sports fields, vending kiosks, exercise equipment, and other active recreation uses could be provided in the park.

- **OS6: Parklet Places and Connectors.** Replacing individual parallel parking spaces along Ramsey with more usable parklets will create opportunities for outdoor dining and other programming. Parklets grouped along an entire block can provide enhanced connections between areas that cannot be connected through back alleys.
- **OS7: Building Pass-throughs.** Several potentially underutilized buildings could be repurposed with publicly accessible pedestrian pass-throughs included to help complete key circulation links in the downtown and provide a unique architectural way of integrating interior-focused programming to the downtown experience. Art installations, cafes, entertainment pop-ups, and other uses could all be housed within the buildings and become more easily discoverable for those exploring downtown.



Land Use

- **LU1: Civic Center Expansion.** Phased expansion concept for the Civic Center to include new expanded Civic Center facilities focused on a featured corner plaza space, new structured district parking garage, and pedestrian paseo connections linking the development. See more detailed information on the proposed expansion concept under Development Site #2.
- **LU2: Mixed-use Residential Development.** New residential / urban living development concept for the 5-acre City-owned property along Ramsey between San Gorgonio Ave and Martin Street. Concept includes a multi-family residential development, potentially affordable, with parking, mixed-use residential infill with ground floor retail facing Ramsey Street/ San Gorgonio Ave, district parking garage, new courtyard open space, and pedestrian paseo connections linking the development. See more detailed information on the proposed development concept under Development Site #1.
- **LU3: Downtown Retail Infill.** New retail development blocks fill in gaps along San Gorgonio Ave and 1st Street to strengthen a more consolidated downtown core and activated by new adjacent courtyard open spaces and pedestrian paseo connections.
- **LU4: Multifamily Residential Infill.** New multifamily and mixed-use residential infill developments on the outskirts of the core downtown area and support the other new downtown development. New infill development to include ground floor retail when facing Ramsey. Pedestrian paseo connections to link the new / existing development. See more detailed information on the proposed development concepts under Development Site #3.
- **LU5: Neighborhood Shopping Center.** New shopping center repurpose and infill concept for the 2.4-acre County Services property at the southwest corner of 4th Street and Ramsey Street. The existing County Services building would be repurposed to a roughly 27,000 SF grocery store and surrounding infill retail would further break down the large existing parking lot with opportunities to add new retail businesses along Ramsey, including a potential location for the proposed laundry mat development. Pedestrian paseo connections to link the new / existing development and create a more walkable district. See more detailed information on the proposed development concept under Development Site #3.



Park & Play

DESTINATION FOR VISITORS, ENTERTAINMENT, MAIN STREET PARK AND STROLL

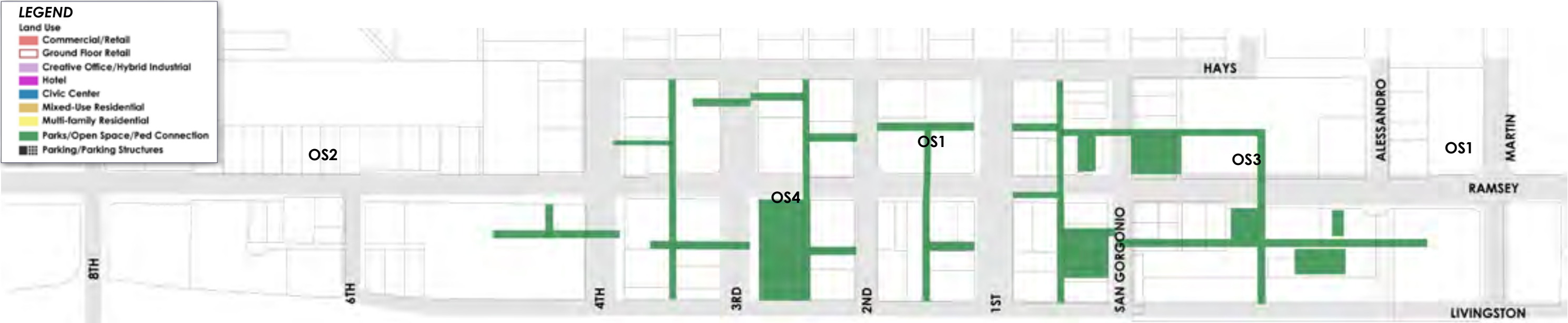
Open Space

- **OS1: Main Street Ramsey.** Widened sidewalk along Ramsey Street, especially on the north side, to become a major east / west pedestrian promenade and Main Street strolling experience through the downtown, connecting key core area open spaces and businesses. On the west end, 4th Street to become a gateway to a more pedestrian-focused downtown. Opportunities for outside visitors coming into Banning to park and explore downtown on foot to be provided along Ramsey, including a major park and walk hub at 4th Street. On the east end, the Superior Court property anchors the edge of downtown as a major local employment center and could help drive a steady flow of local daytime visitors downtown with a strengthened connection.
- **OS2: Boulevard Entry Ramsey.** A tree-lined boulevard with a central median and accent planting to greet visitors arriving to downtown Banning from the 8th Street I-10 entrance. Broad medians will allow for easy vehicular u-turning and navigation to western downtown businesses catering primarily to outside visitors / I-10 stop-

overs. Ensuring ease of arrival and access from outside are important to encourage further exploration downtown.

- **OS3: Civic Core.** A new Civic Center expansion coupled with new-build development at the City's 5-acre southeast property presents a major opportunity to not only link two important downtown development areas but also create an important open space destination supported by usage shared between both developments. Linking both sides of Ramsey Street will be important to make the north / south side developments feel seamless and connected. A potential tabled roadway crossing could physically help link both sides and slow east / west crossing traffic to prioritize pedestrians. A major new civic open space could be an attractor for both local residents and outside visitors. Some potential programming for the civic park may include: a large event lawn, kids play area, civic-scale water feature or focal element, accent planting areas, shade and greening, and other uses TBD. Lining the park edges with retail and other uses will also help better activate the park.

- **OS4: City Park.** With proximity to the vehicular / pass-through traffic side of downtown, a new city park at 3rd Street and Ramsey Street would also potentially serve visitors coming into downtown from outside Banning. A flexible-use space is envisioned to allow for a range of users to use the space and would operate mostly as a passive park. A dog park component would be one use that could serve both local residents and be attractive to visitors from the outside to stop and use the park.



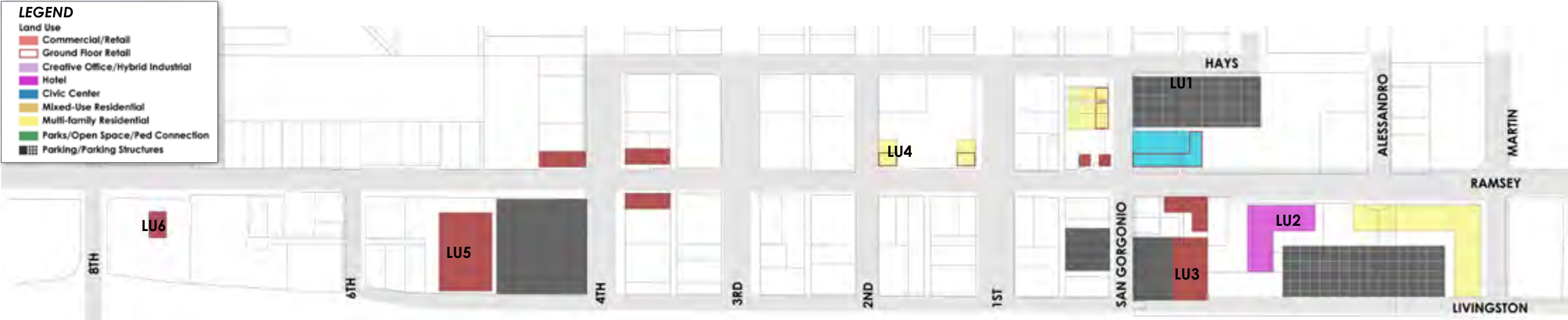
Land Use

- **LU1: Civic Center Expansion.** Phased expansion concept for the Civic Center to include new expanded Civic Center facilities that would front directly up to Ramsey as a concept and better engage the Ramsey Street/ San Gorgonio Ave intersection, new civic core park, and a widened Ramsey promenade. Ground floor retail would serve the Civic Center facility and help activate the adjacent promenade. Enhanced architectural features on the new Civic Center building would provide visual cues framing the downtown core and act as a gateway. A new structured district parking garage would serve the Civic Center parking needs and be a district parking resource. See more detailed information on the proposed expansion concept under Development Site #2.
- **LU2: Mixed-use Hotel/Conference Development.** New hotel / conference / urban living development concept for the 5-acre City-owned property along Ramsey Street between San Gorgonio Ave and Martin Street with a focus on attracting outside visitors and guests to downtown Banning. Concept includes a 4-story hotel / conference facility, 5-story multifamily residential development, and

a shared structured garage parking. New retail infill development blocks complete the concept on the western half of the property. New hotel and retail development to front on an existing new civic park and take advantage of the open space linking to the Civic Center development to the north. See more detailed information on the proposed development concept under Development Site #1.

- **LU3: Entertainment Use.** An entertainment use could provide a draw to the hotel and bridge the gap between the hotel and Downtown Core. Examples include pickleball, modern mini golf, axe throwing or an indoor shooting range focusing on Old West or bolt action weapons. See more detailed information under Development Site #1.
- **LU4: Ramsey-oriented Infill Development.** New retail development blocks focused on east / west infill along Ramsey Street to strengthen a more connected and activated promenade walk linking downtown. Several infill blocks between 1st Street and 2nd Street to include additional upper level residential / and parking facility over the ground floor retail.

- **LU5: Themed Attractor.** Business sector focused on elevating the typical retail or customer experience to help attract visitors normally just passing by, help retain them and create opportunities for guests to further explore downtown Banning. Two potential types of sub-businesses being targeted within this category include: Destination Rest Stop and Specialty Farmer's Market. These uses to be paired with an electric vehicle recharging facility to bring more people in. See more detailed information under Development Site #3.
- **LU6: New Drive-thru Restaurant(s).** Fast food restaurants located between 4th Street and 8th Street represent some of the most visited existing uses in downtown Banning with visitors coming from I-10 to visit the various businesses as they pass through the area. Opportunities to infill more food uses exist and will help draw in more outside visitors to downtown. Opportunities to enhance the current and new uses with spill-out seating and shared hang-out spaces would help get visitors out of their cars and exploring more of the downtown area.



Gradient

LIVE/WORK COMMUNITY, SOFTENING AND GREENING, CUSTOMIZED PRODUCTION

Open Space

- **OS1: District Greening.** Finding opportunities to add regular urban greening to existing and repurposed corridors and open spaces downtown will help provide much needed shade and cooling to the district and promote a more walkable environment. Cutting trees into existing sidewalk areas (with the needed soil volume) will be a long-term project but will drastically change the district. A continuous median along Ramsey will be an opportunity to also plant a regular rhythm of shade trees. Opportunities to also add green infrastructure to the district will help build a more sustainable community and lighten the load on expensive piped infrastructure over time.
- **OS2: Secondary Pedestrian Connectors.** Existing north / south alleyways to become secondary pedestrian circulation routes to better connect the district and increase walkability. With limited placemaking envisioned within these corridors, opportunities exist for adding green infrastructure and converting these spaces to true 'green alleys'.
- **OS3: Civic Center Park.** The existing Carpenter Hamilton Park would be expanded to become an enlarged flexible-use park space for major city-wide events and other programming. Food trucks and other event infrastructure could be brought in as needed to scale up or down events within the space. The entire expanded park to be designed with the geometries needed for a parking lot and would have the ability to be driven over and parked upon with stabilized subsurface systems but would be planted and remain park-like on the surface. No roadway curbs planned within the park area.
- **OS4: Community Garden.** Aligned with the overall sustainability / greening of this concept, a small-scale community garden at 3rd and Ramsey would provide a community sourced agriculture use that could be supported, run, and used by local residents. The adjacent Boys and Girls Club could also be engaged to help maintain the gardens and use it as a learning tool for the children.
- **OS5: Buffer Greenbelts.** Several east / west greenbelts have been proposed south of Ramsey to help buffer the production / hybrid industrial / creative office land uses proposed in this concept from other potentially non-congruous uses such residential and live / work uses and to give some enhanced visual and noise screening. These buffering greenbelts to also offer important greening to the district and be opportunities to add green infrastructure.



Land Use

- **LU1: Civic Center Improvements.** No major facility changes are proposed for the existing Civic Center building in this concept, only modifications to the existing parking lot and to Carpenter Hamilton Park. Focus of the facility's primary parking would shift to be head-in parking along Hays. The west side of the Civic Center would function as spill-over parking and mainly as an expanded flexible-use park space when not needed for facility parking.
- **LU2: Affordable Housing for Artists.** New residential artist living development concept for the 5-acre City-owned property along Ramsey between San Gorgonio and Martin. Concept includes a 3-story artist loft development with surface parking lot flanked by a multi-story live / work development to the south. The western side of the site includes retail infill along Ramsey and larger production / hybrid industrial / creative office blocks on Livingston. See more detailed information on the proposed development concept under Development Site #1.
- **LU3: Live/Work Residential Infill.** New live / work infill developments on underutilized or vacant properties along both the north and south sides of Ramsey and between Ramsey and Livingston. Intended to help add people to the district to support new downtown amenities. Live / work units along Ramsey to include ground floor small-scale, self-employed businesses such as artist studios, dentists, accountants, etc and to activate the Ramsey frontage with more economically feasible uses that could work outside of the main downtown core.
- **LU4: Multifamily Residential Infill.** New multifamily infill developments on underutilized or vacant properties between Ramsey and Hays. Intended to help add people to the district to support new downtown amenities. Low-rise multifamily building types are intended to help better transition denser downtown development to the scale of the adjacent single family residential neighborhoods.
- **LU5: Small-scale Production / Hybrid Industrial / Creative Office.** Opportunity to introduce some new types of production-based, hybrid industrial, and creative office uses to the district that would offer business types not happening in surrounding areas and offer the district a unique market position. Many of these businesses could fill in the largely underutilized or vacant properties along Livingston with cost-effective warehouse types of buildings and not affect the smaller-scale, brick-and-mortar Ramsey frontage. Livingston would offer an attractive access route for those businesses needing loading or truck service without conflicting with more pedestrian-focused areas of downtown.
- **LU6: Retail Infill.** New retail infill development blocks focused in / around the Ramsey / San Gorgonio intersection to strengthen the downtown core with more consolidated and connected development. Included with infill to be the vacant lot south of La Carreta Dulceria.



LOOK AND FEEL

Each concept had a unique color and material aesthetic to show options for Downtown and ranged from more traditional streetscape, to colorful sculptural design.

1: The Spark

SUBTLE ENHANCEMENTS WITH
RUSTIC DESIGN ELEMENTS



2: Park & Play

PLAYFUL AND COLORFUL WITH
SCULPTURAL ELEMENTS



3: Gradient

NATURE FORWARD WITH
PLANTINGS AND NEUTRAL TONES

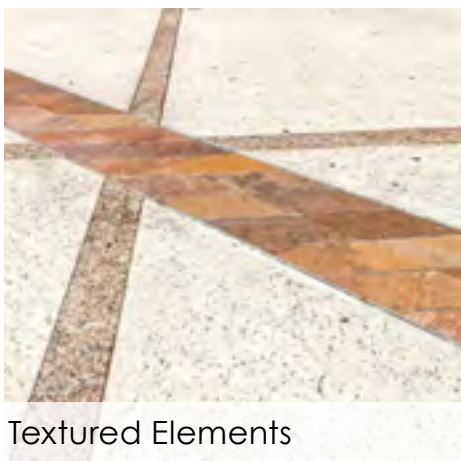
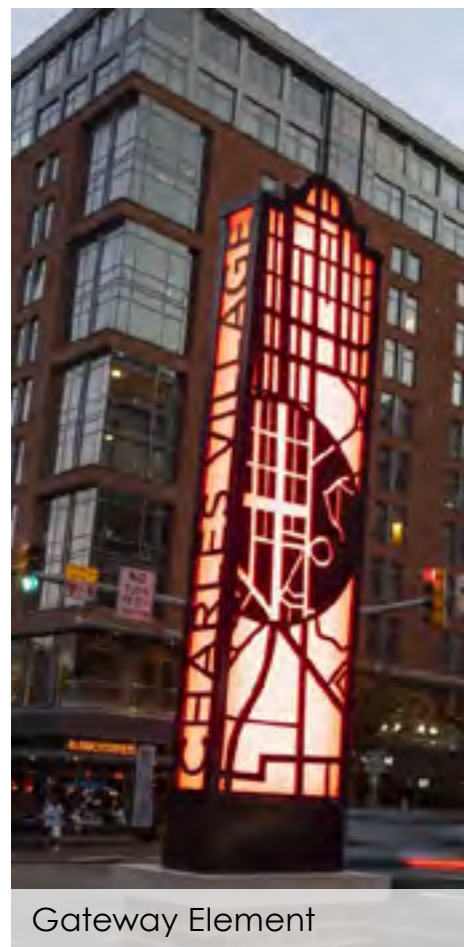


The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Streetscape Amenities

ELEGANT, DECORATIVE DETAILS, FINE TEXTURES



Public Realm/Placemaking

ENHANCED EXISTING ASSETS

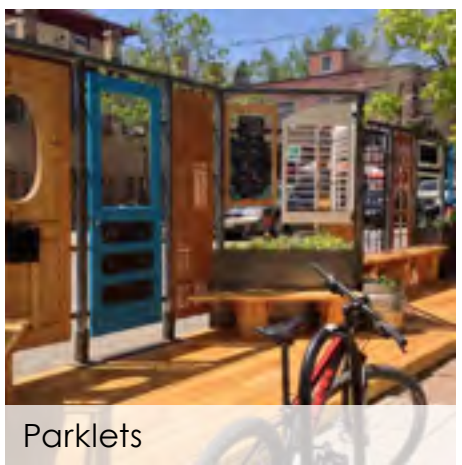




Figure 16. Ramsey and San Geronio Intersection



Park & Play

GREAT HUBS, ACTIVE SPACES

Streetscape Amenities

VIBRANT, SCULPTURAL, INTERACTIVE



Bench



Sculptural Bench

Public Realm / Placemaking

ILLUMINATION AND DISCOVERY IN THE DISTRICT



Parklets



Alley Activation



Transit Shelter



Creative Public Seating



Bike Racks



Interactive Art



Creative Public Seating



Pedestrian Lighting



Paving



Multi-Generational Play



Sculpture



Figure 17. Ramsey and San Geronimo Intersection



Gradient

LIVE/WORK BANNING; BLURRING THE LINES

Streetscape Amenities

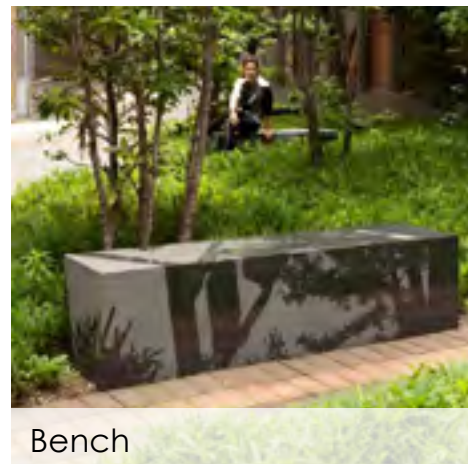
“ECO-CITY”, ORGANIC, BALANCE



Textured Elements



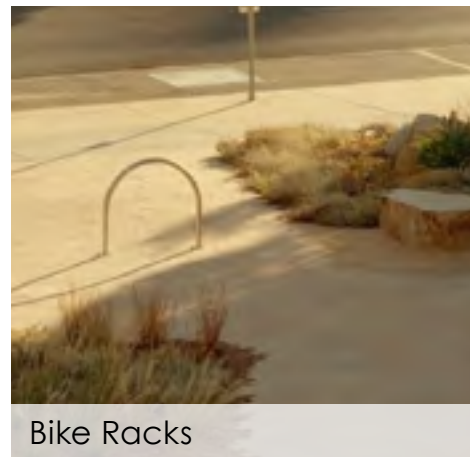
Information



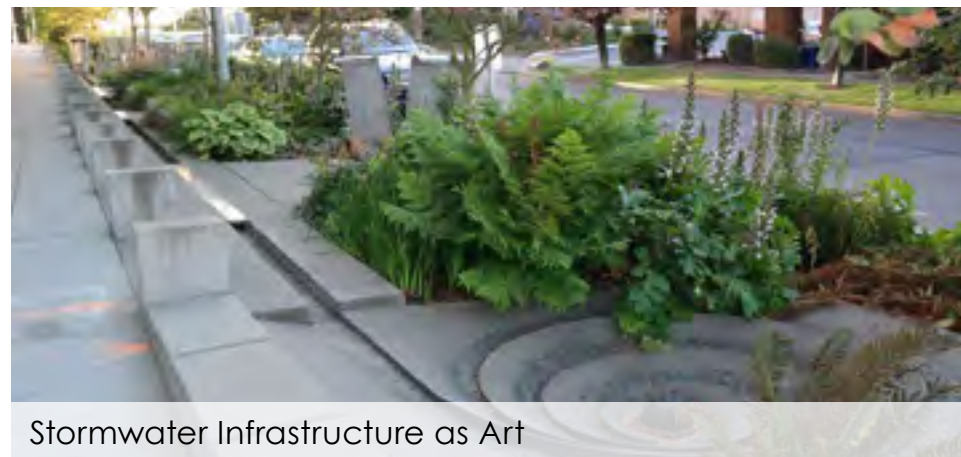
Bench



Paving



Bike Racks



Stormwater Infrastructure as Art

Public Realm / Placemaking

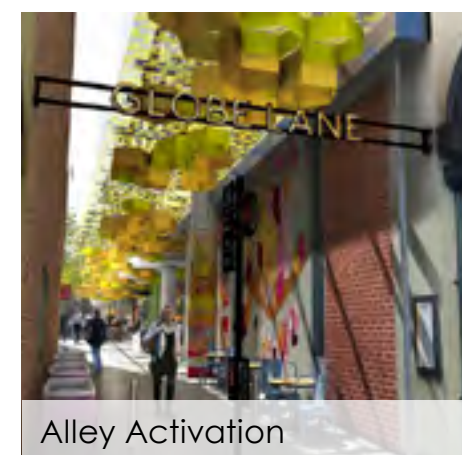
SOFTEN THE EXPERIENCE



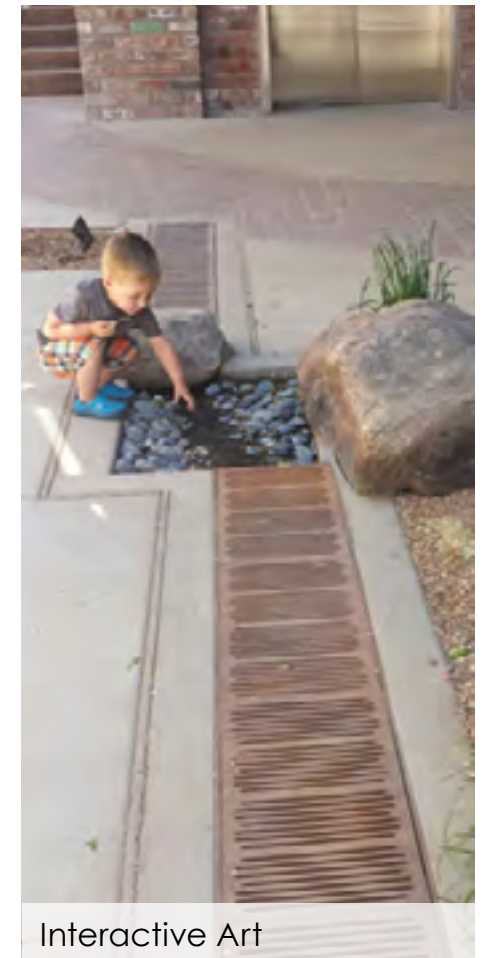
Social Space



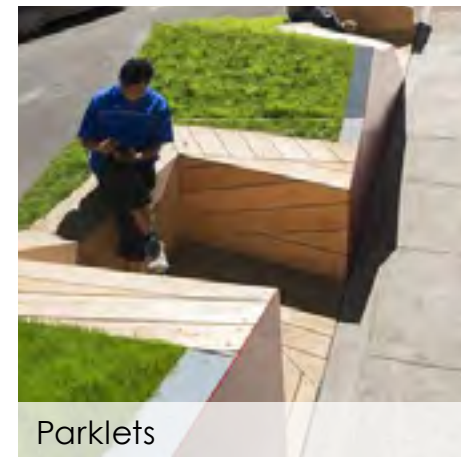
Community Gardens



Alley Activation



Interactive Art



Parklets



Creative Public Seating



Figure 18. Ramsey and San Geronimo Intersection



COLOR PALETTES

Two color palettes options were created based on Banning's history and natural assets. One of these will help guide future design and planning work in the city for amenities, facades, wayfinding, and other signage.

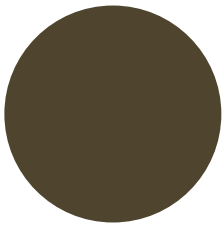


Small Town Charm

COLOR PALETTE

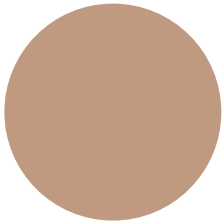
The Small Town Charm color palette encompasses Banning's colorful history and economic development to this day. It draws inspiration from the vibrant colors of local murals, the annual Stagecoach parade and rodeo, and the bustling downtown shopping and restaurant scene.

Valley Umber



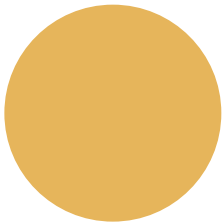
1774
The Serano and Cahuilla Indian tribes were well established when Mexican and Spanish expedition reach the area.

Adobe Tan



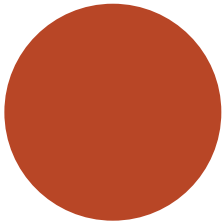
1853
Banning's first permanent landmark is built on what is now known as Gilman Ranch.

Goldrush Yellow



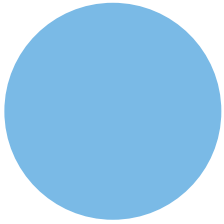
1862
Banning developed in coincidence with the start of the Colorado River Gold Rush

Stagecoach Red



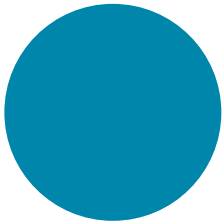
1876
The railroad replaces the stagecoach, but Banning is still famous for its annual Stagecoach Days Celebration.

Port Blue



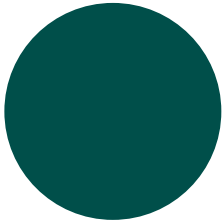
1913
The town of Banning is officially incorporated and named after Phineas Banning, Father of the Port of Los Angeles.

Aqua

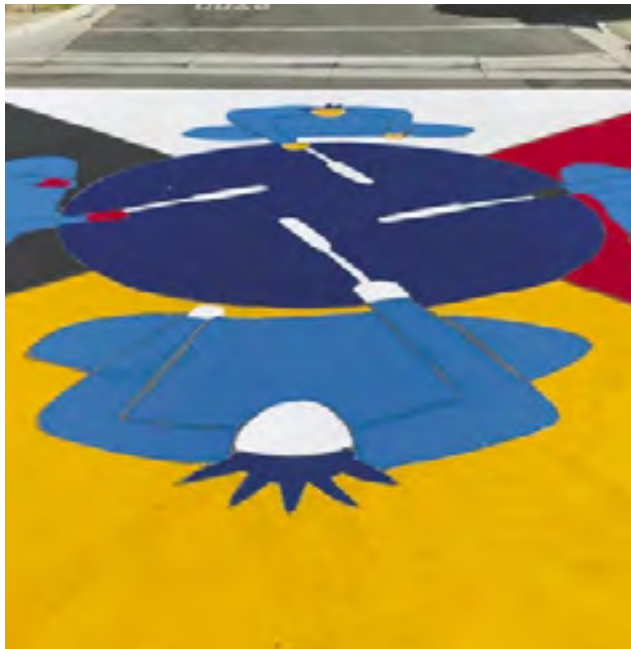


1940
The Colorado River aqueduct construction leads to massive boom in commerce and the local economy, tripling Banning's population size.

Acre Green



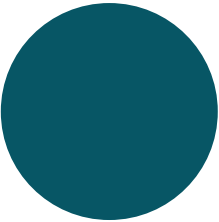
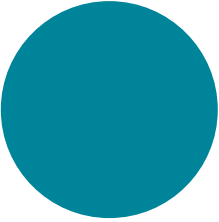
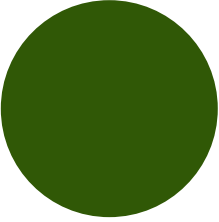

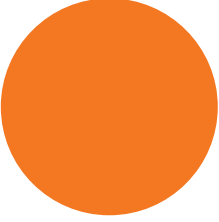
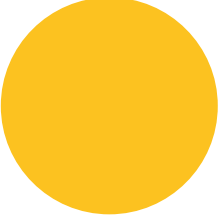

Present
More than 1500 acres of developable land are available for housing and commercial opportunities.

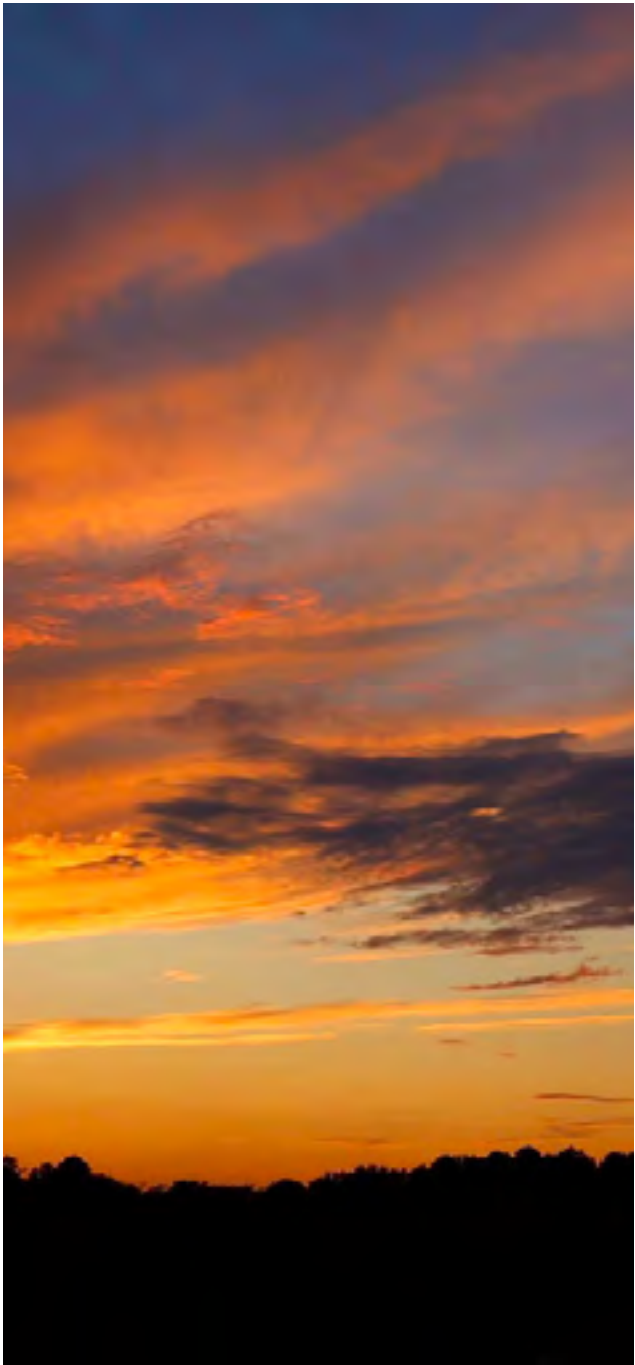


Scenic

COLOR PALETTE

The Scenic color palette draws inspiration from the surrounding landscape and backdrop of the San Geronio and San Jacinto mountains. With the desert to the east, the ocean to the west, and mountains and lakes both north and south you can always find something to do.

Azure		Reminiscent of the mountains painted against a bright blue sky
Cerulean		
Cedar		Reminiscent of the lush trees and landscapes in some of Banning's neighborhoods
Bayleaf		
Sunset Orange		Reminiscent of Banning's striking sunsets and autumn foliage
Goldenrod		
Almond		Giving a nod to the almond-growing heritage of Banning



FINAL CONCEPT

This section presents the final concept for the Banning Downtown Complete Street and Revitalization project. The concept is based on community feedback and is primarily The Spark concept with additional elements that complemented it from the other two concepts. This section outlines the design for the streets, land use, and how the design eventually comes to fruition through funding and implementation.

Preferred Concept Theme84

The Spark	86
Circulation	88
Look & Feel	90

Full Concept Plan..... 92

Ramsey Street Downtown Core	96
1st Street	100
Alleys and Courtyards	106
Hays Street & Post Office Linear Park	114
Civic Center Expansion & San Gorgonio Ave	116
East Ramsey Street & South East Lot	122
City Park	126
Neighborhood Shopping Center & Gateway	128

Implementation 134

Prioritization	135
Grant Funding	136
Cost Estimates	142
SCAG Go Human Pilot Projects	148
Wayfinding	154

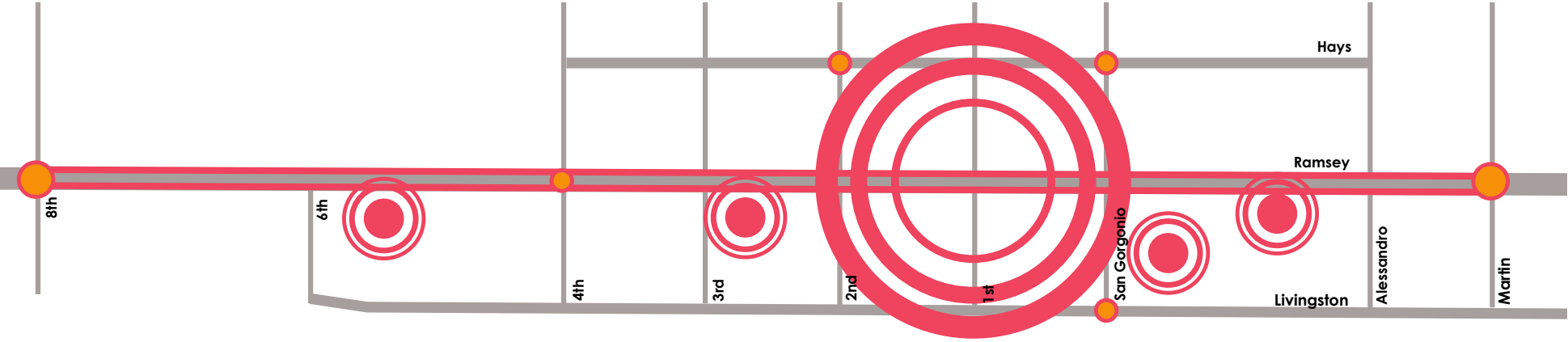


PREFERRED CONCEPT THEME

Three concepts developed in the analysis phase of the project were used to present different design concepts and a range of mobility types, look and feel, land use, and open space. The analysis and engagement with community favored The Spark concept, with additional elements from Park & Play and Gradient.

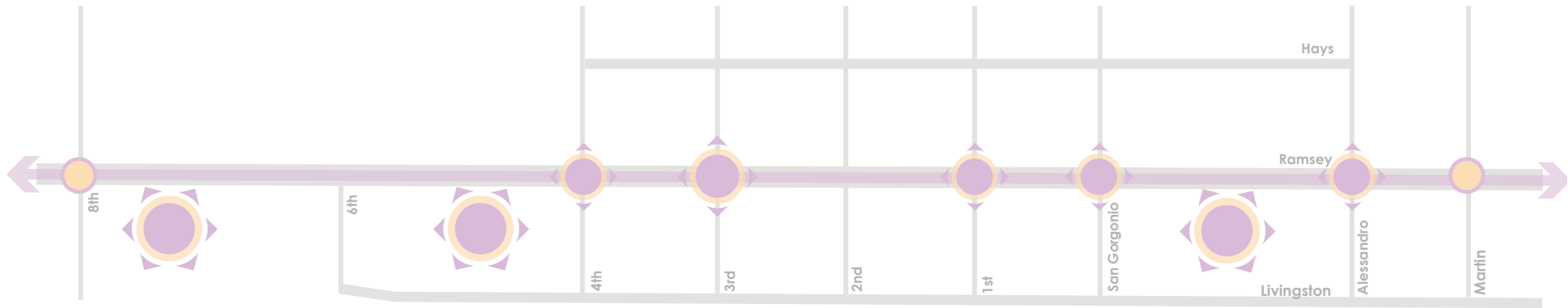
1: The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY



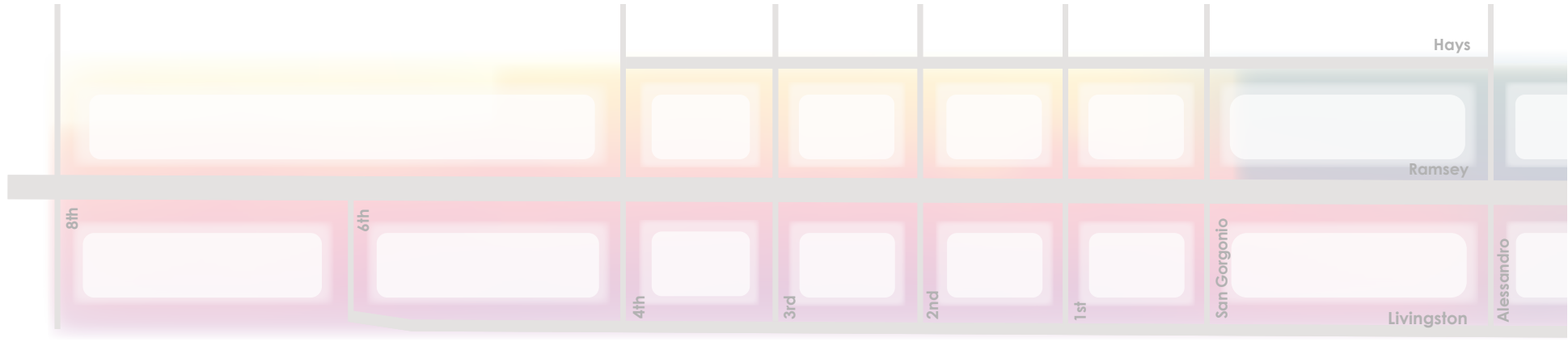
2: Park & Play

GREAT HUBS, ACTIVE SPACES



3: Gradient

LIVE/WORK BANNING;
BLURRING THE LINES



The Spark

RESTORE DOWNTOWN AS THE HEART OF THE COMMUNITY

Key Design Moves

Mobility: More traditional main street with balance of parking and protected bike lanes.

Land Use: Traditional, mixed-use Downtown with development focused on core of Downtown with infill on north-south streets and reuse of existing structures.

Open Space: A network of narrow, historic inspired alley pedestrian paseos to be looped to connect a collection of new open spaces like court yards and shared street and key Downtown businesses.

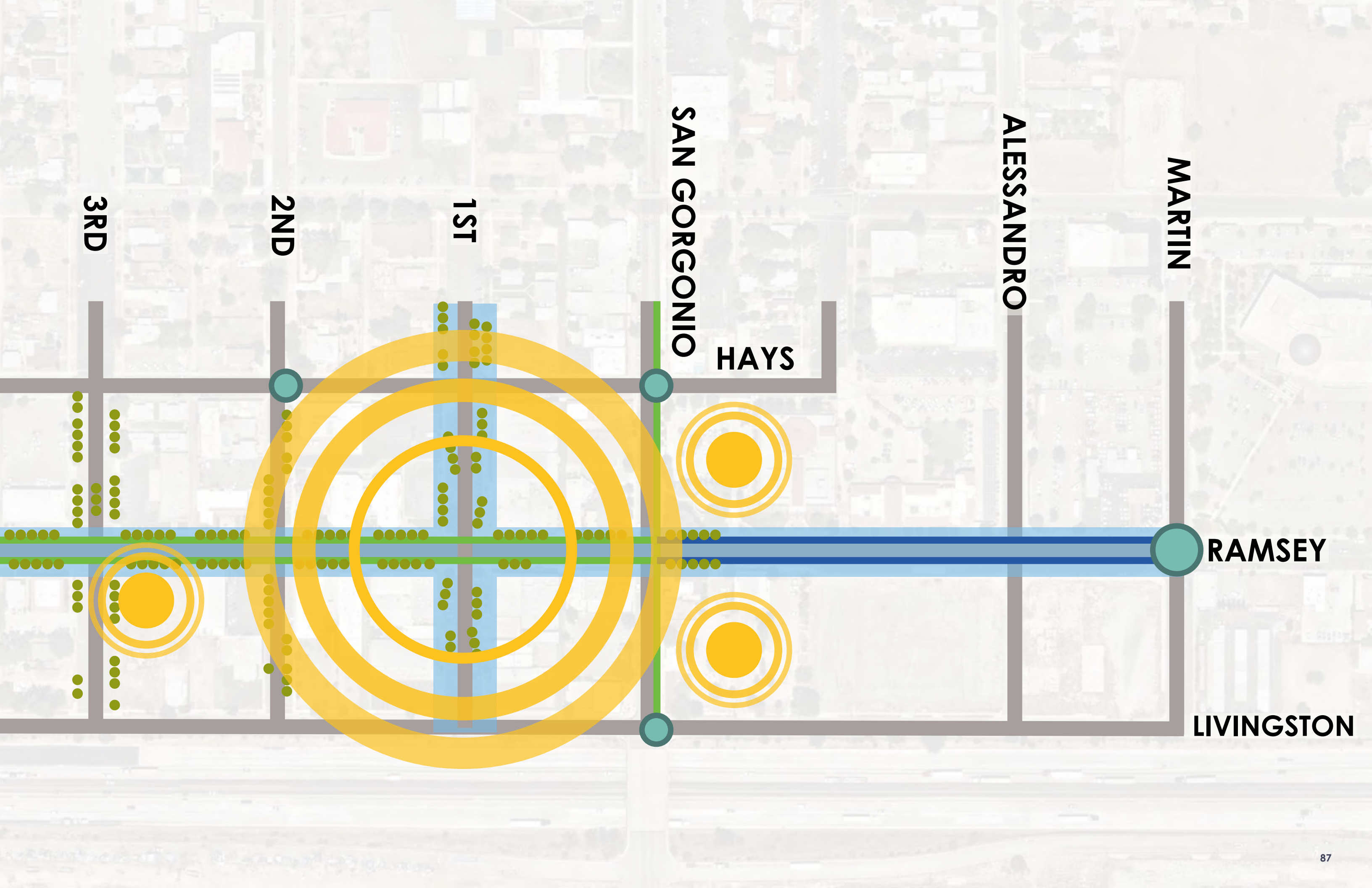
Applied

Mobility: Ramsey Street features chicanes which slow vehicular traffic and allow for pockets of on street parallel parking. Raised cycle track on either side are connected to wider sidewalks with space for street amenities and furniture. A two-way cycletrack on San Gorgonio Ave connects to schools to the north and south.

Land Use: New: grocery store, hotel, entertainment attractions, retail, residential, live-work, creative industrial.

Open Space: 1st Street is a slow, shared street that connects across Ramsey Street. Complimented by controlled alleys and courtyards that connect to new development and park spaces.





3RD

2ND

1ST

SAN GORGONIO

HAYS

ALESSANDRO

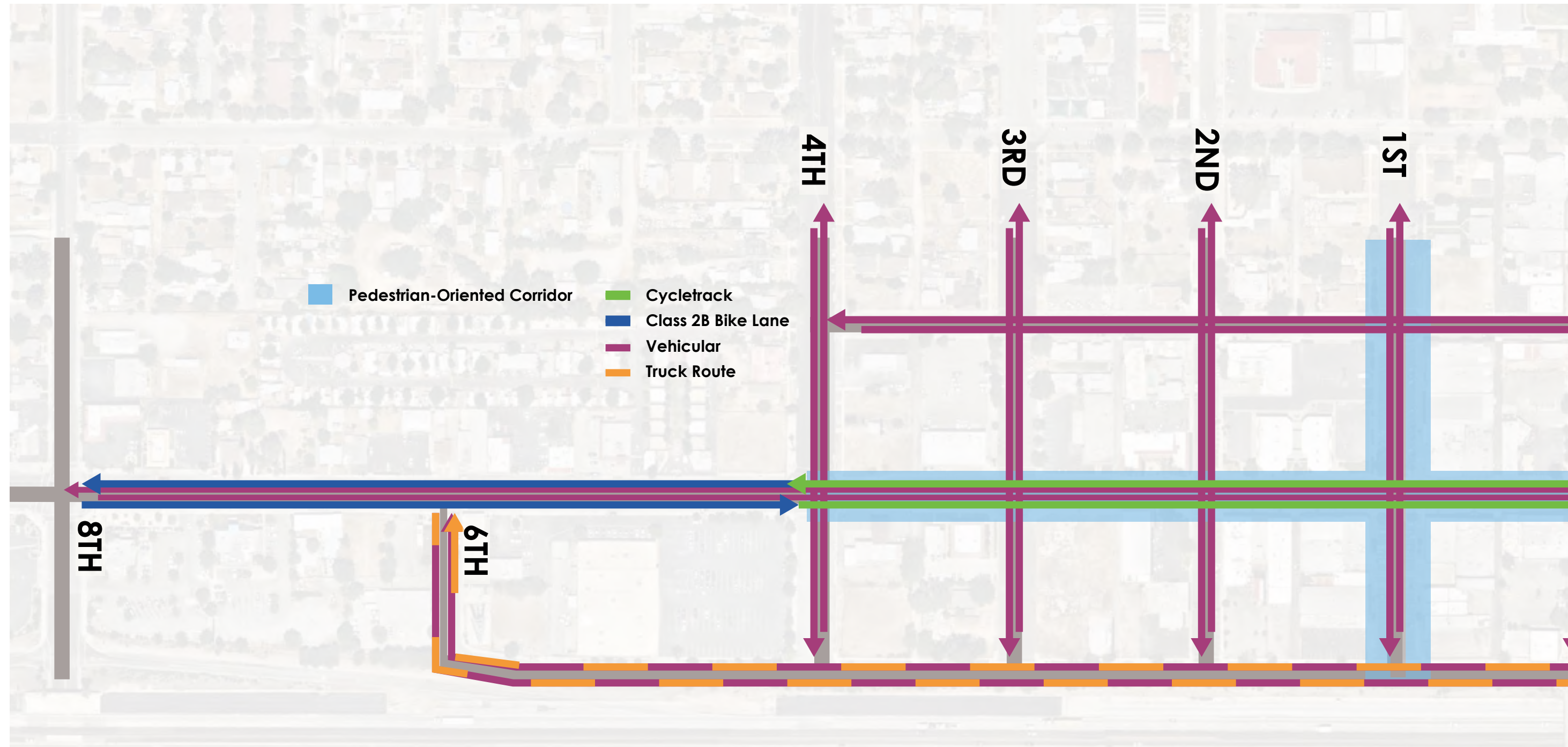
MARTIN

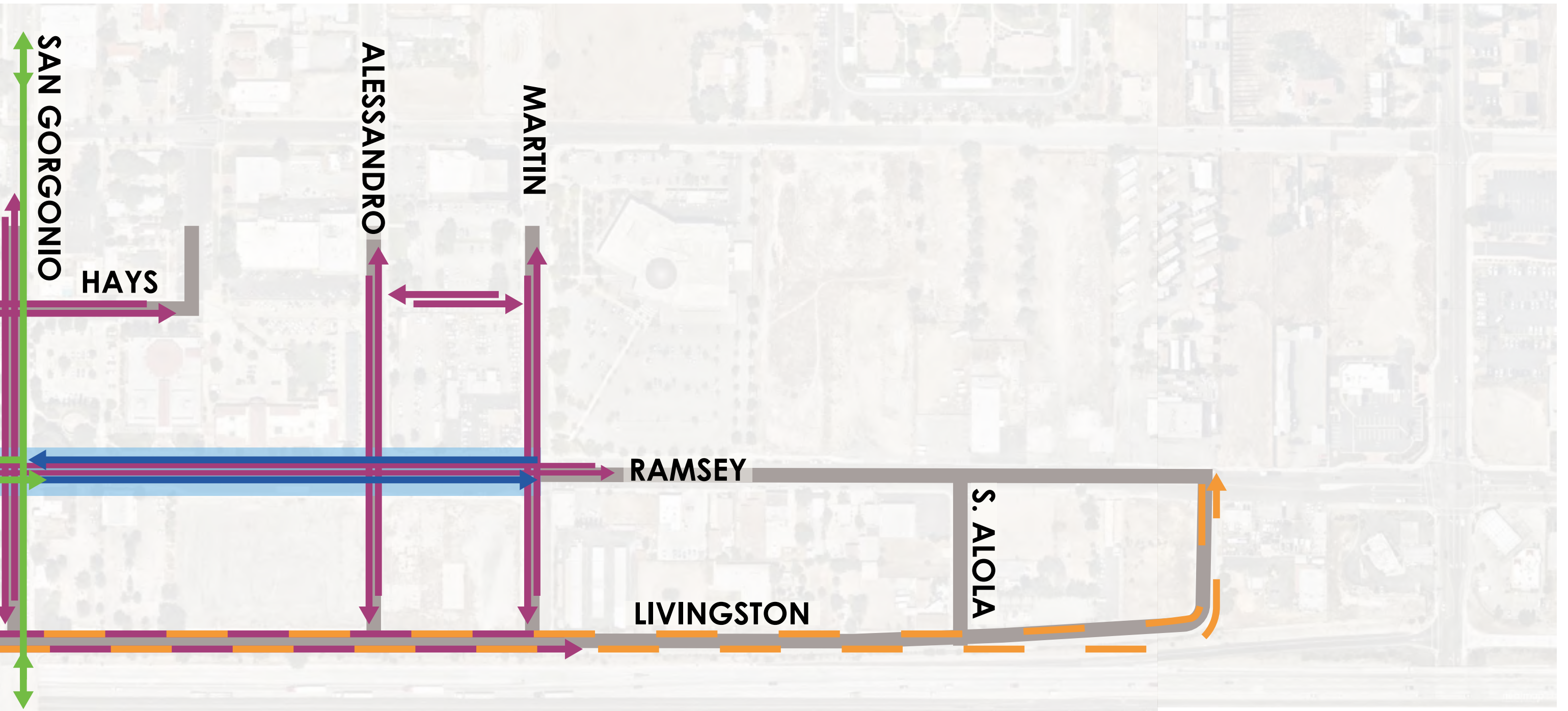
RAMSEY

LIVINGSTON

Circulation

The Complete Street design allows for vehicular circulation through downtown to access businesses and parking. For cyclists and other micromobility users, cycletracks on Ramsey St and San Geronio create safe, comfortable access through and to downtown. To maintain a pedestrian-oriented downtown with cycletracks and shared 1st Street, trucks are routed on Livingston Street. The intersections connecting Livingston Street to Ramsey Street may require further study to accommodate truck turns. Additionally, there are future ideas to use Bryant Street on the south side of the interstate as a couplet for one-way truck traffic. This would require modification and closures to highway ramps and requires partnership with Caltrans for further study.





Look & Feel





Full Concept Plan

This plan view shows the entirety of the final concept for Downtown from Martin to 8th Street and Livingston to Hays Street. All work will be done within public right-of-way.

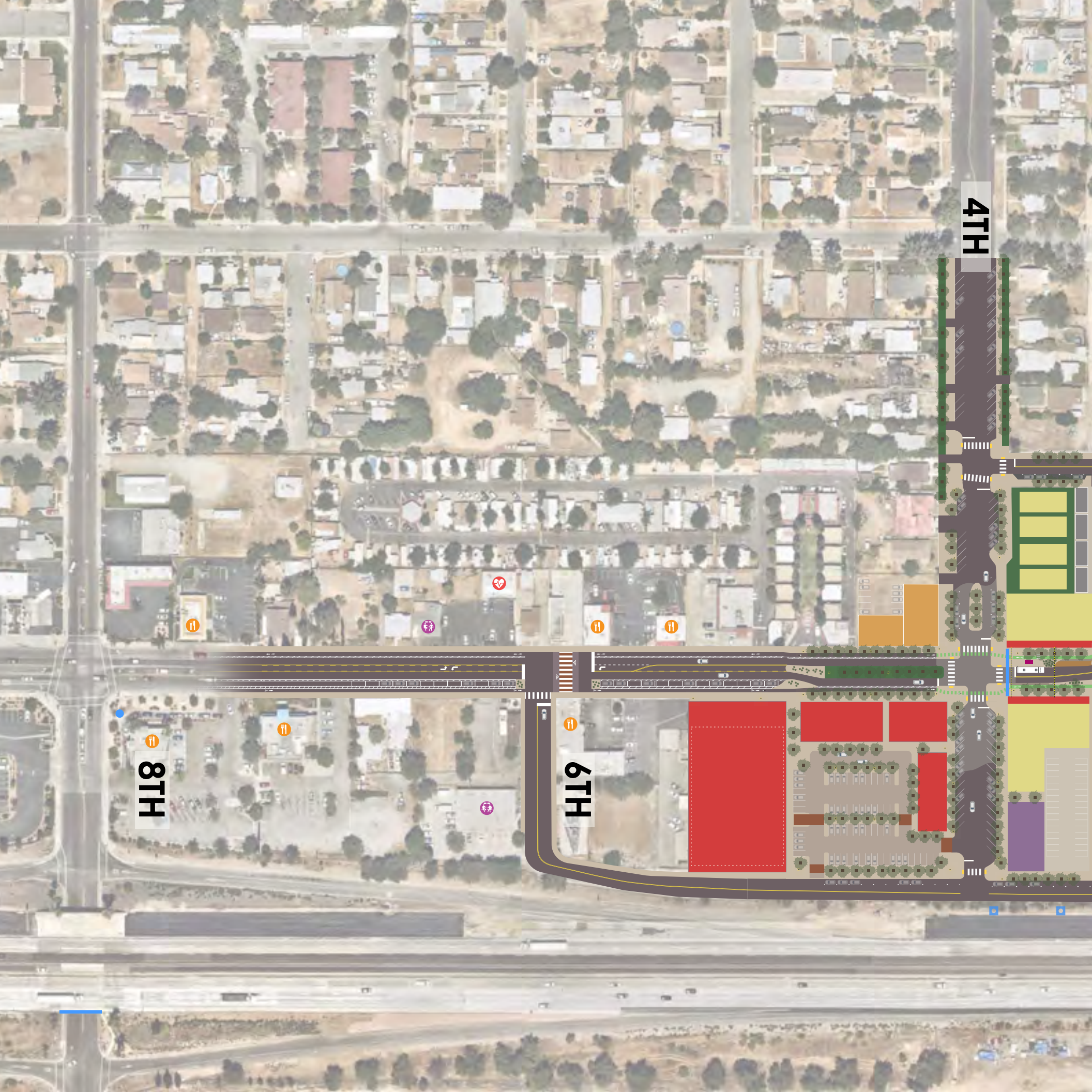
LEGEND

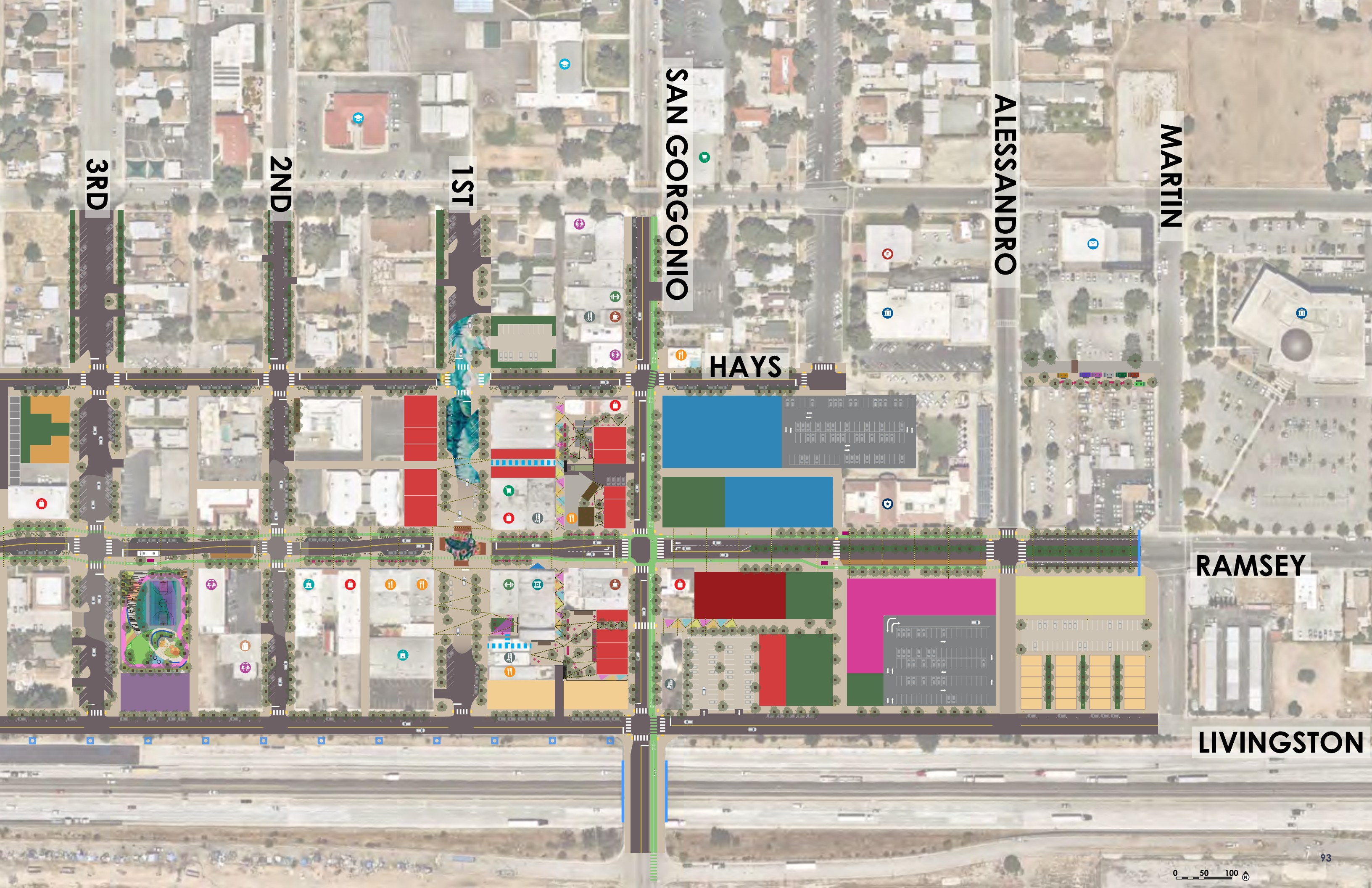
Mobility and Signage

- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class I/II Bike Lane
- Gateway Signs and Monuments
- Sidewalk/Pedestrian Areas
- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections

Land Use and Parking

- Commercial/Retail
- Themed Attractor
- Small Scale Production/Creative Office
- Hotel
- Civic Center
- Residential
- Live-Work
- Multi-family Residential
- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking





MARTIN

ALESSANDRO

SAN GORGONIO

HAYS

RAMSEY

LIVINGSTON

3RD

2ND

1ST

Areas of Focus

This section is divided into five sections highlighting the major Design Moves of the concept. Each section contains the annotated plan view, sections, precedent imagery, photo simulation, and land use details.

**1. RAMSEY STREET, 1ST STREET, ALLEYS/
COURTYARDS, HAYS STREET**

PG. 96

**2. CIVIC CENTER EXPANSION
& SAN GORGONIO AVE**

PG. 116

**3. SOUTH EAST LOT
& EAST RAMSEY STREET**

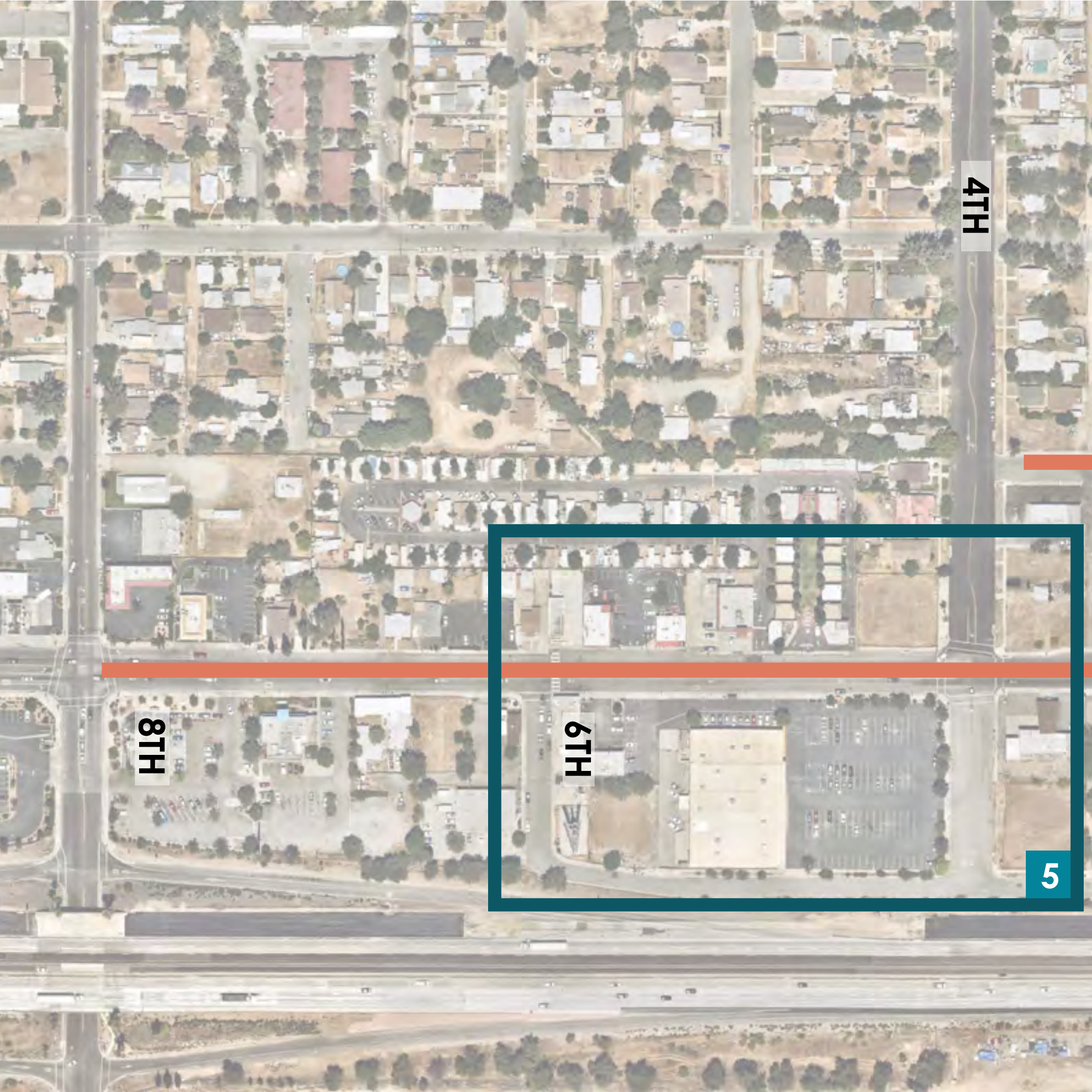
PG. 122

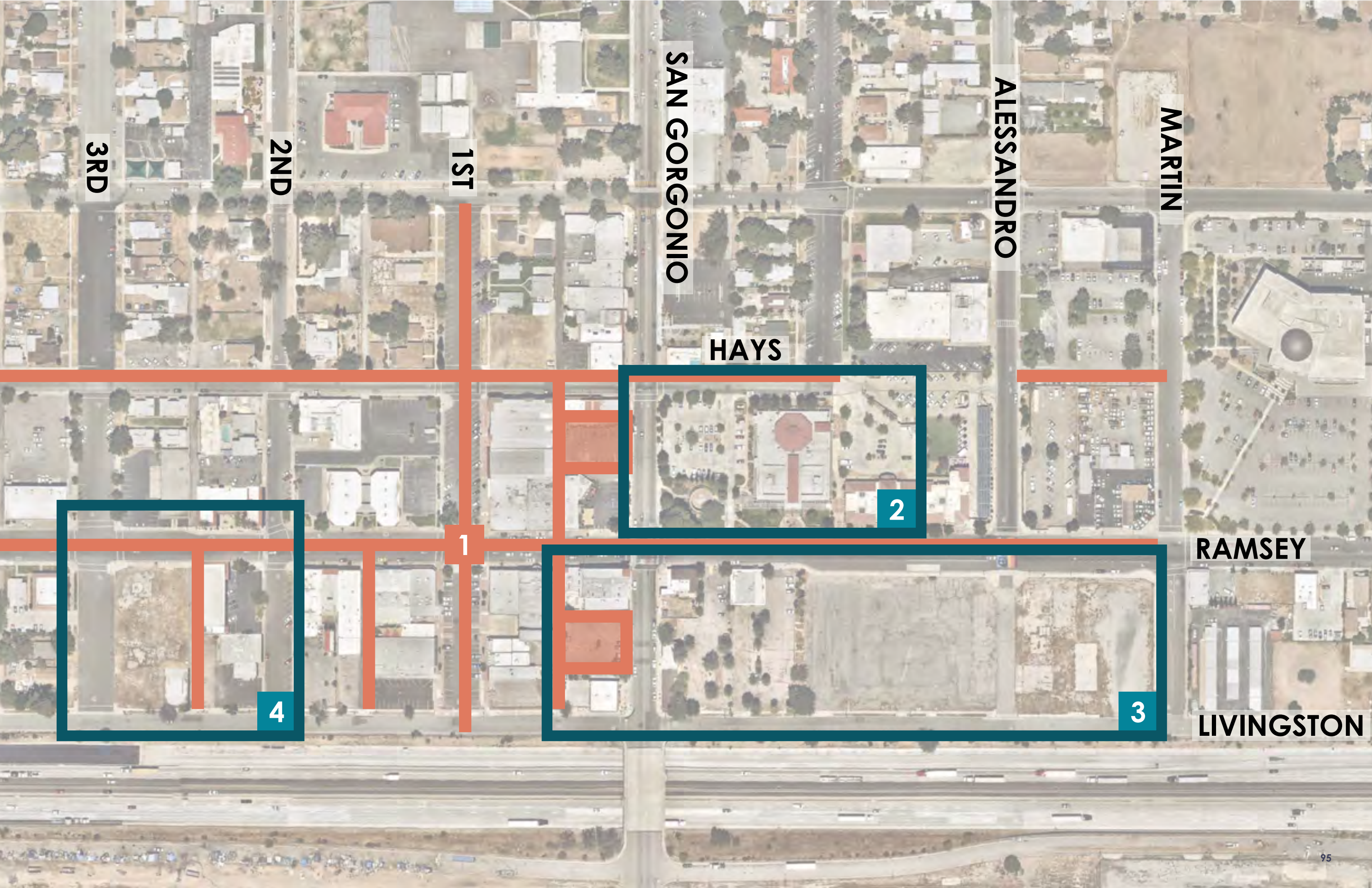
4. CITY PARK

PG. 126

**5. NEIGHBORHOOD SHOPPING
CENTER & GATEWAY**

PG. 128





MARTIN

ALESSANDRO

SAN GORGONIO

HAYS

RAMSEY

LIVINGSTON

1ST

2ND

3RD

2

1

4

3

Ramsey Street Downtown Core

The existing wide, and variable width right-of-way, though constrained in some places, allows for the design of a Complete Street along Ramsey Street. The design of the Complete Street accommodates all users with safety and comfort as the top priorities. Travel lanes are 11 feet wide and are designed as a chicane that reduces speeds in the pedestrian-focused Downtown. With the chicane design, parking and short-term flex zones for drop off and deliveries alternate between the north to south side on each end of the blocks. Pedestrians can cross the street at intersections with curb extensions providing a shorter crossing for distance and tighter turning radius for vehicles. Sidewalks are wide, ranging from 10 to 18 feet with room amenities such as outdoor seating, and native, drought tolerant trees and plantings for shade and stormwater catchment. For bicyclists and micromobility users, a protected intersection at Ramsey Street and San Gorgonio Ave would facilitate safe travel through town. This design would benefit school children and parents traveling to the schools located approximately half a mile north and south of Downtown. The 5 foot one-way sidewalk-level cycletracks along Ramsey Street are an extension of the sidewalk with the recommended minimum 3-foot buffer from on-street parking. Pedestrian-scale street lights are located approximately every 100 feet and are supplemented by overhead string lights. Transit is accessed via bus stops approximately a quarter-mile apart at 3rd Street, 4th Street, and Banning Civic Center (both sides).

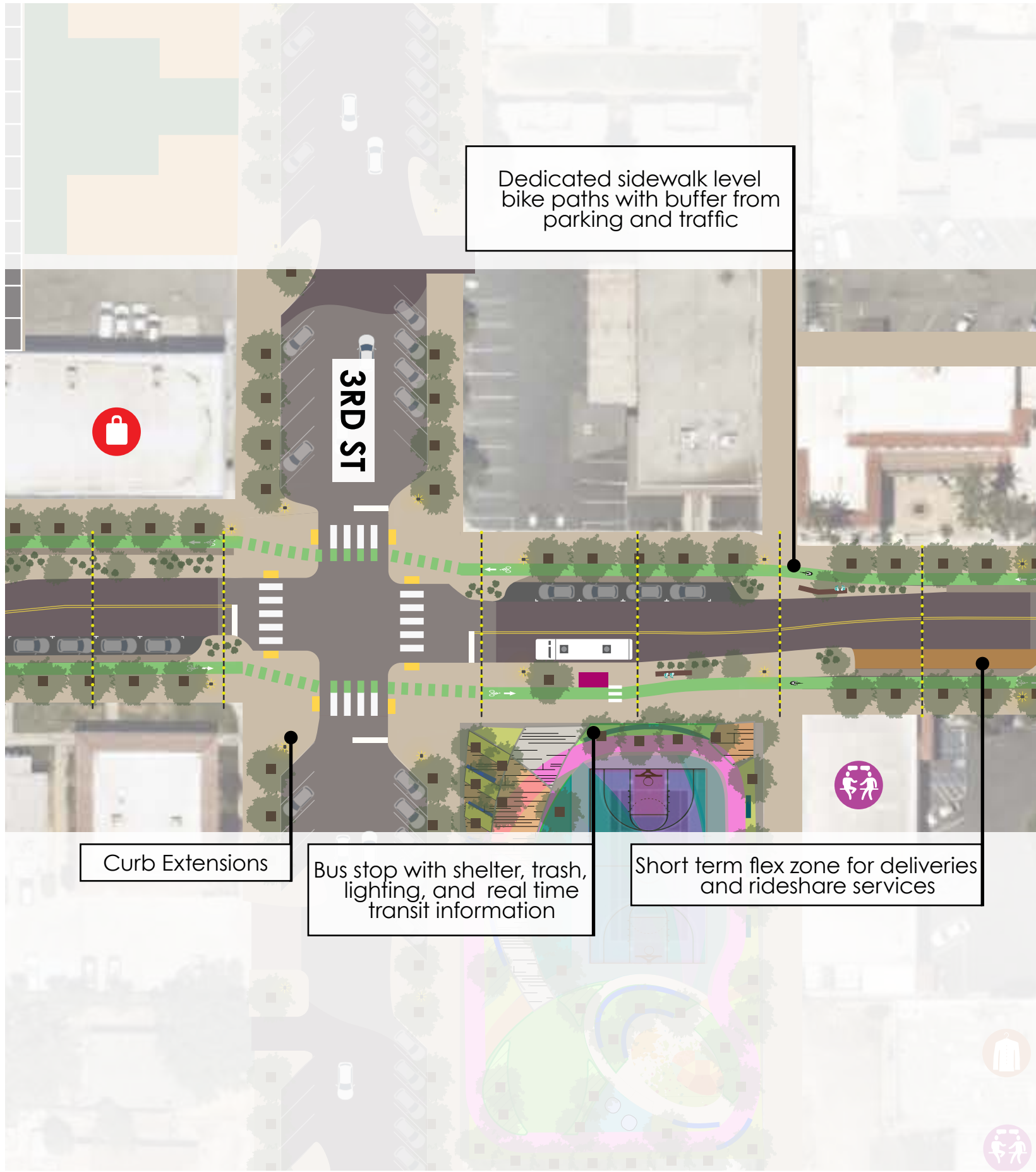
LEGEND

Mobility and Signage

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- Class IIB Bike Lane
- Gateway Signs and Monuments
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- Bus Stop
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- Parks/Open Space/Ped Connection
- Parking Structures
- Permeable Paver Surface Parking



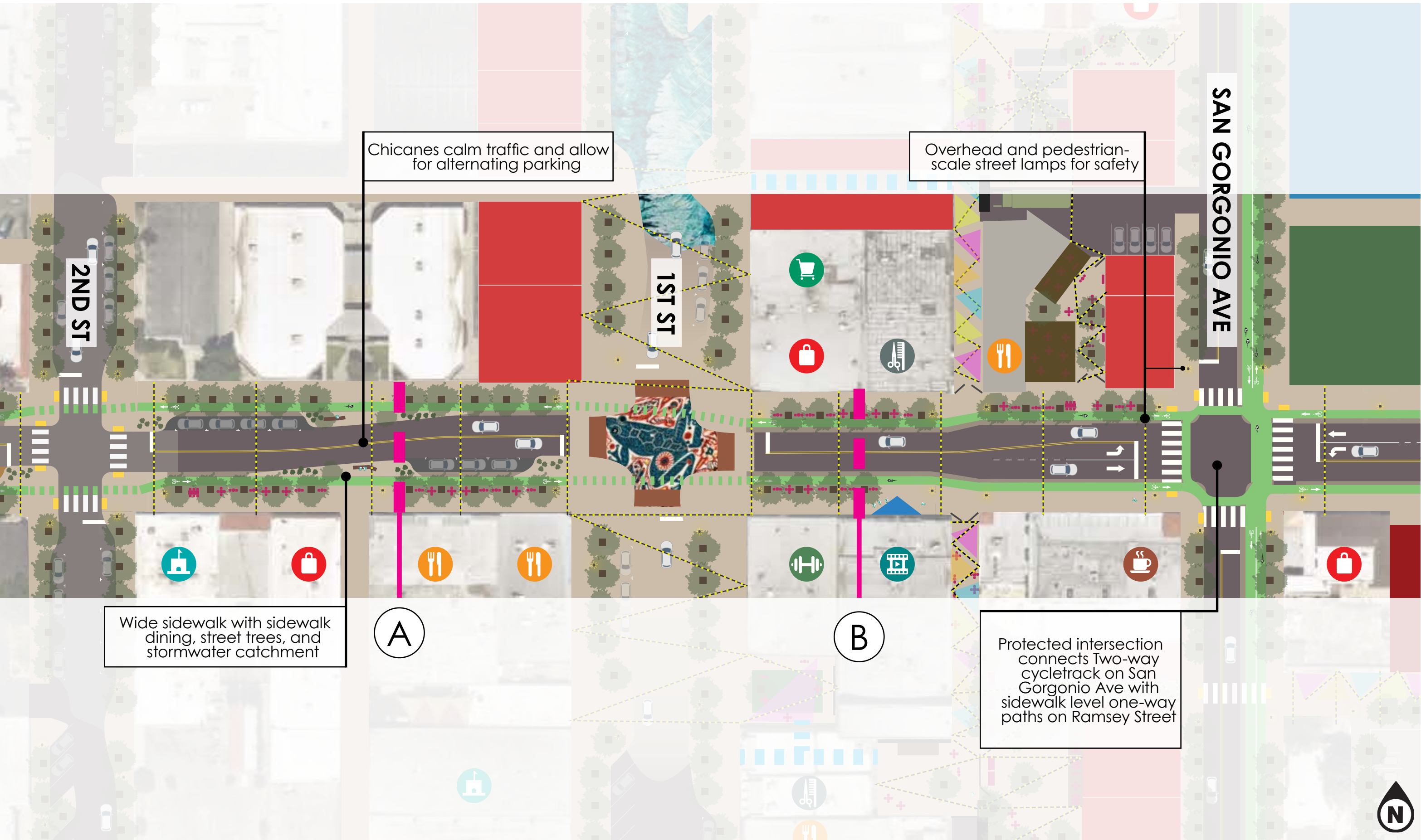
Dedicated sidewalk level bike paths with buffer from parking and traffic

Curb Extensions

Bus stop with shelter, trash, lighting, and real time transit information

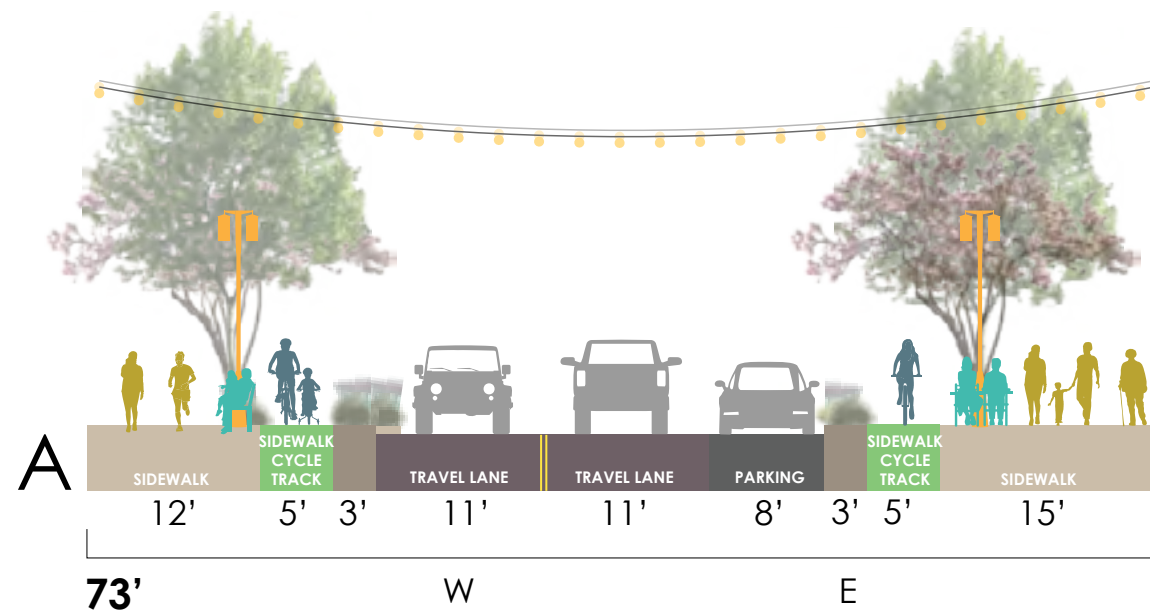
Short term flex zone for deliveries and rideshare services

Ramsey Street Downtown core between 1st and 4th Street

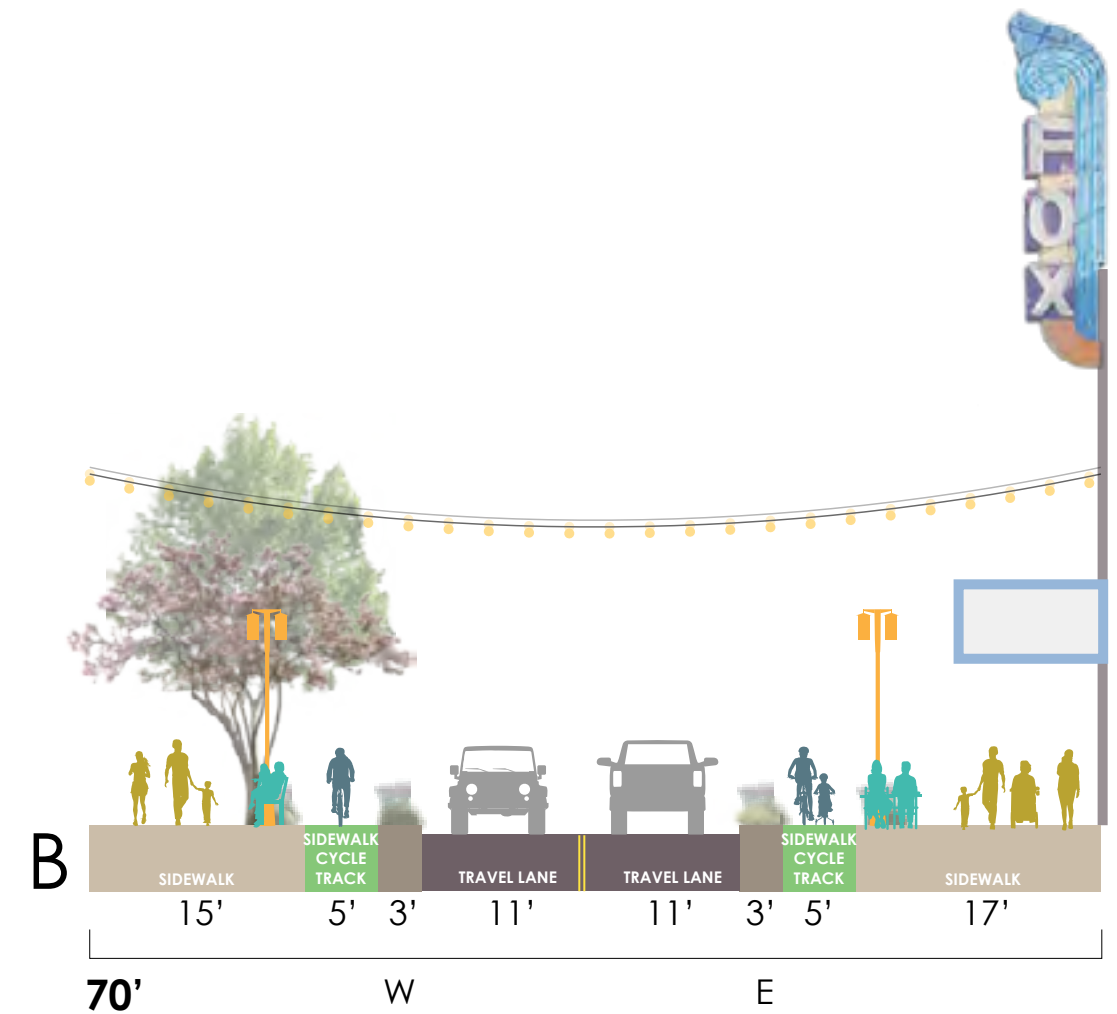




Precedent images for Ramsey Downtown core



Ramsey Street complete street with chicane travel lanes, parking, raised cycle tracks, and wide sidewalks



Ramsey Street by Fox Theater

1st Street

1st Street is the heart of the Downtown and connects historic and cultural locations north and south of town. Pedestrians are again the focus, with the street design signaling this to drivers via the raised curbless intersection of 1st and Ramsey. This elevated feature transitions back to street grade midblock north and south of Ramsey. It also transitions on the north side to the expansive, Native American/Historic-themed street mural leading to the Dorothy Ramon Learning Center and Garden.

LEGEND

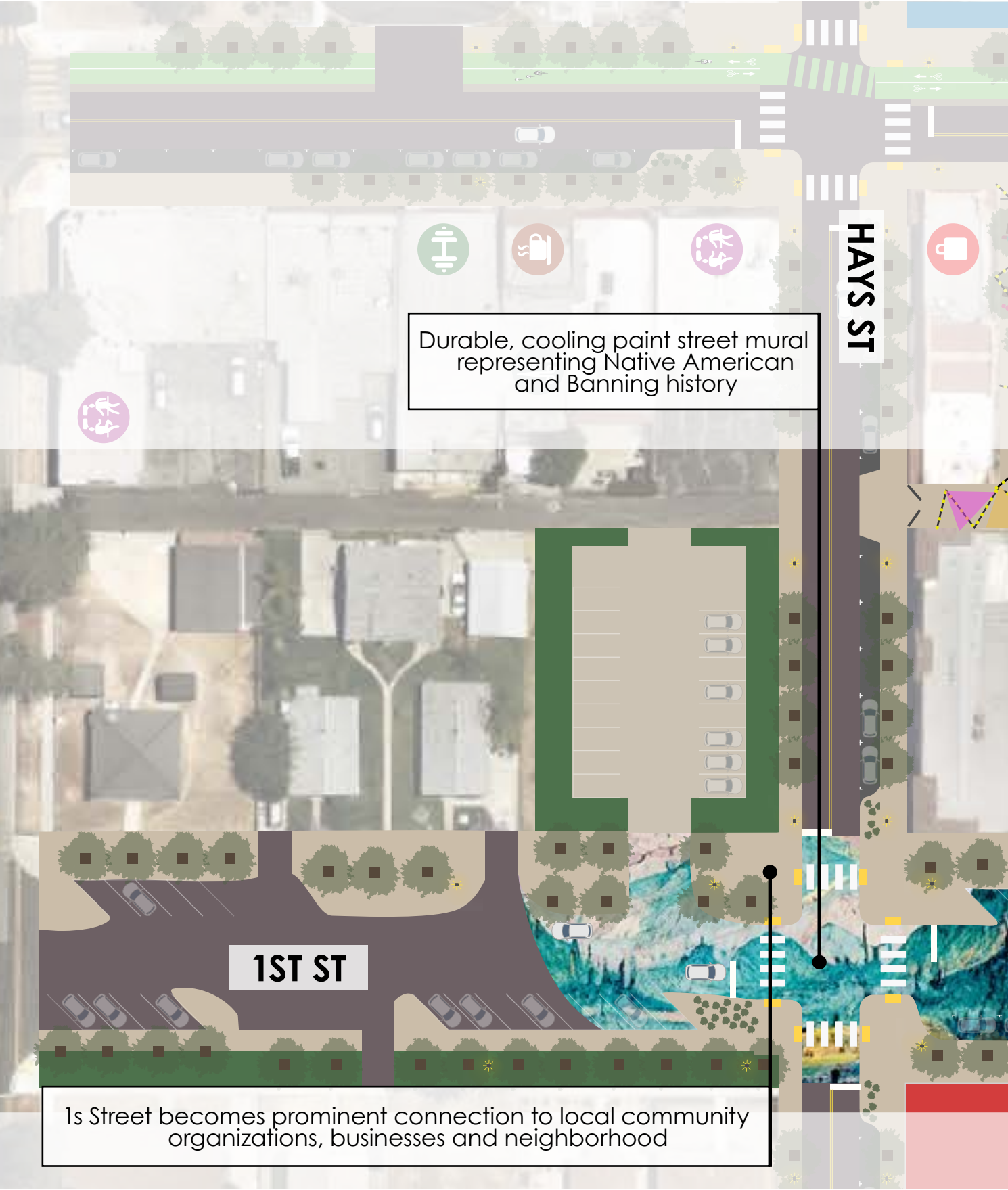
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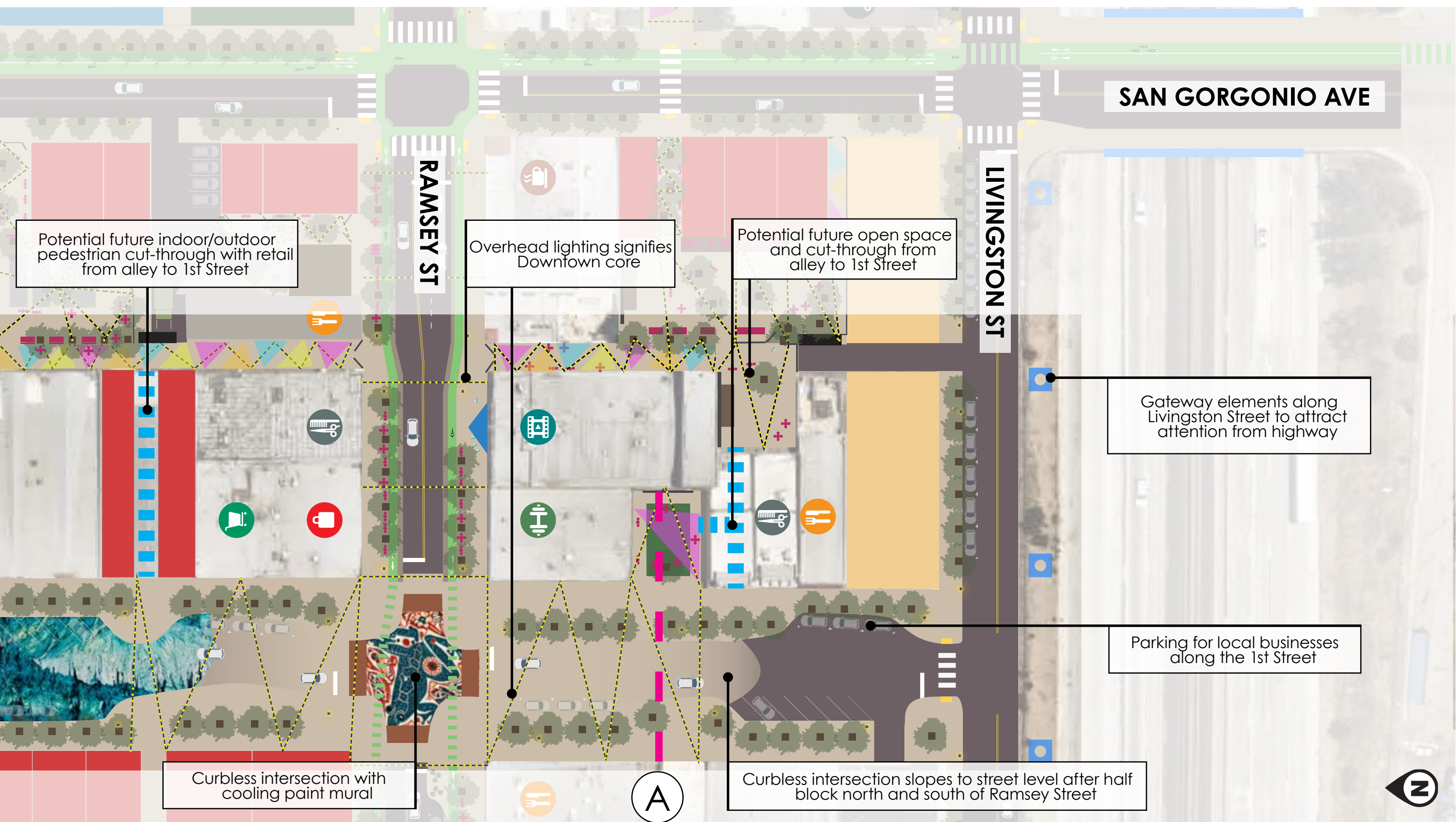
Land Use and Parking

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- Themed Attractor
- Small Scale Production/Creative Office
- Hotel
- Civic Center

- Residential
- Live-Work
- Multi-family Residential
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- Permeable Paver Surface Parking

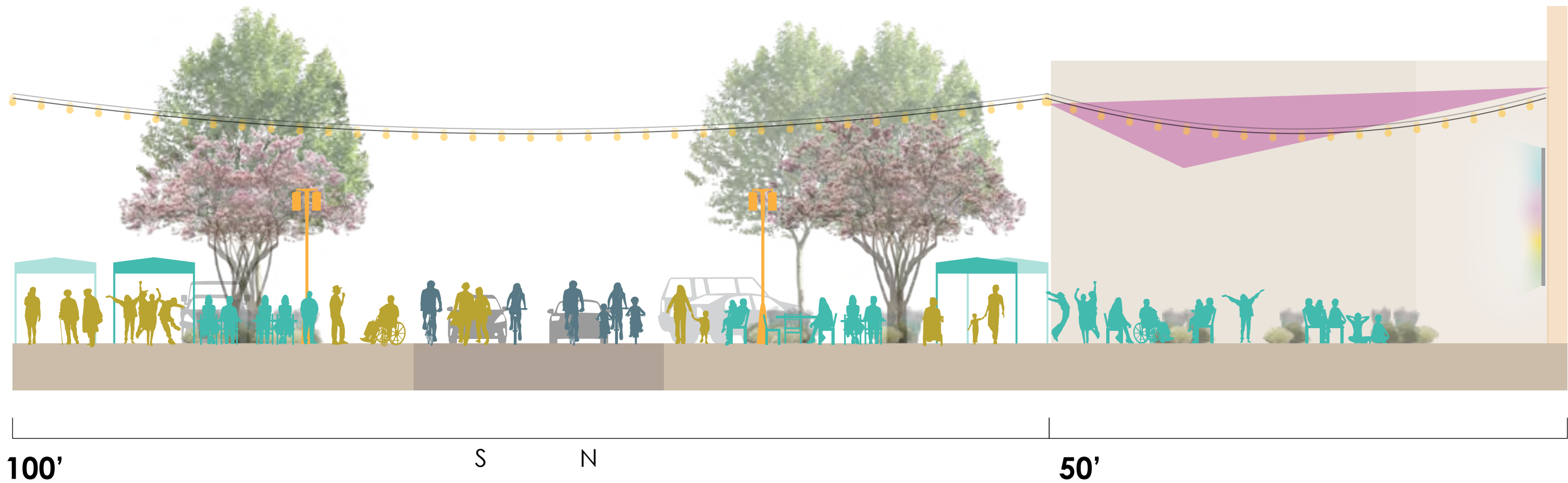


Plan view for shared, slow, pedestrian-oriented 1st Street



1st Street

The slow, shared street enabled by the design elements such as permeable pavers, plantings, and pedestrian-scale lighting creates space for people such as street festivals and opens the possibility to expand the public realm as infill park and seating spaces with shade and stormwater infrastructure.



100'

S

N

50'

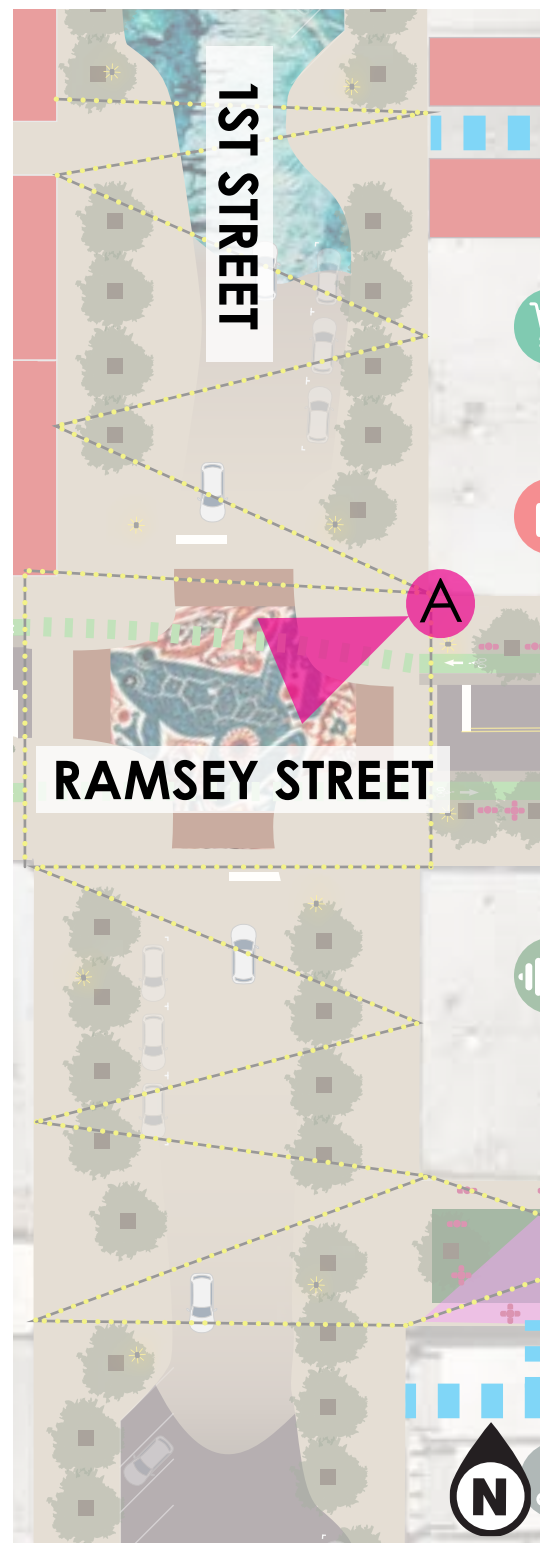
Section of 1st Street with potential expansion
of open space behind Fox Theater



Precedent images for shared, slow, pedestrian oriented 1st street



Existing 1st Street and Ramsey Street



A

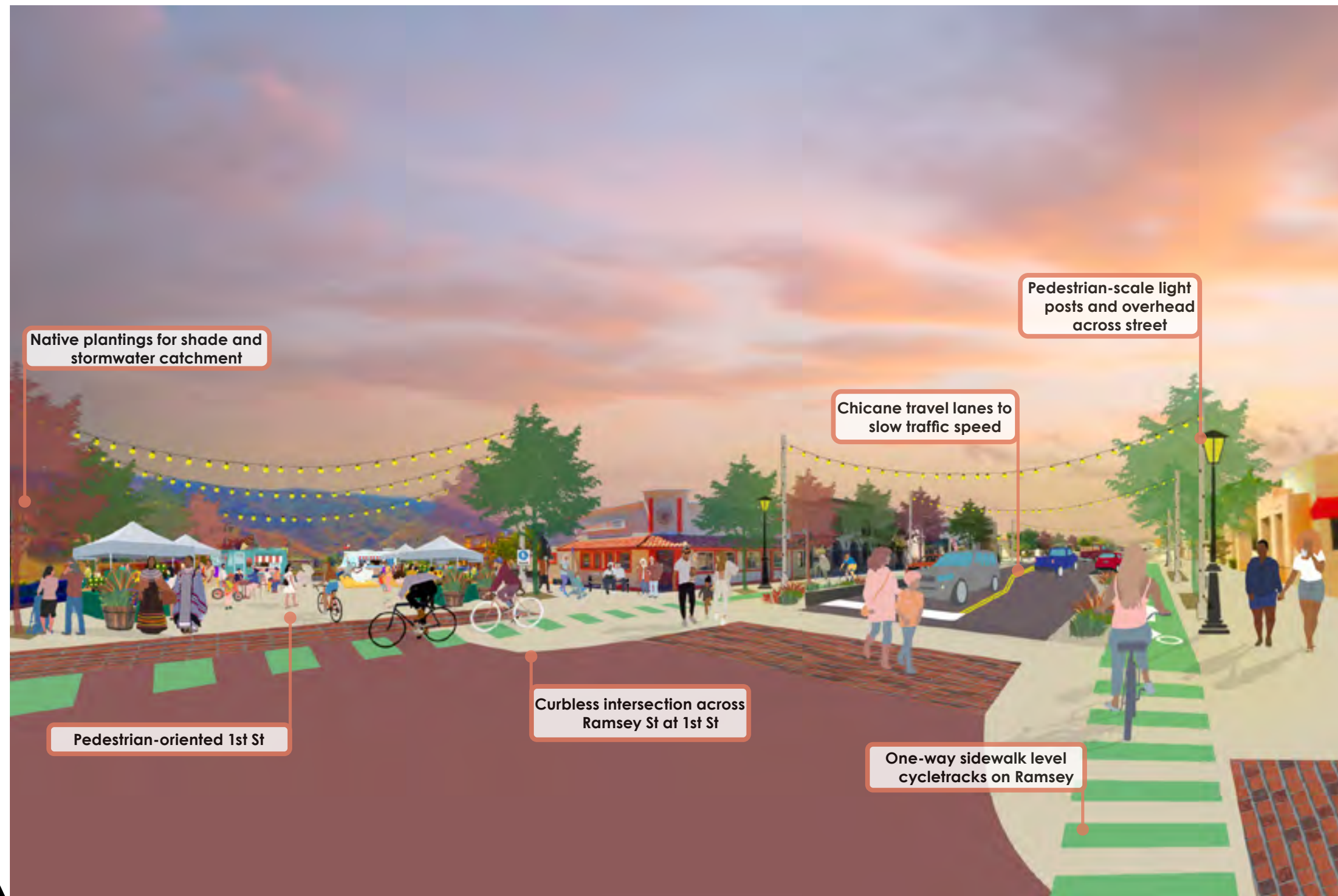
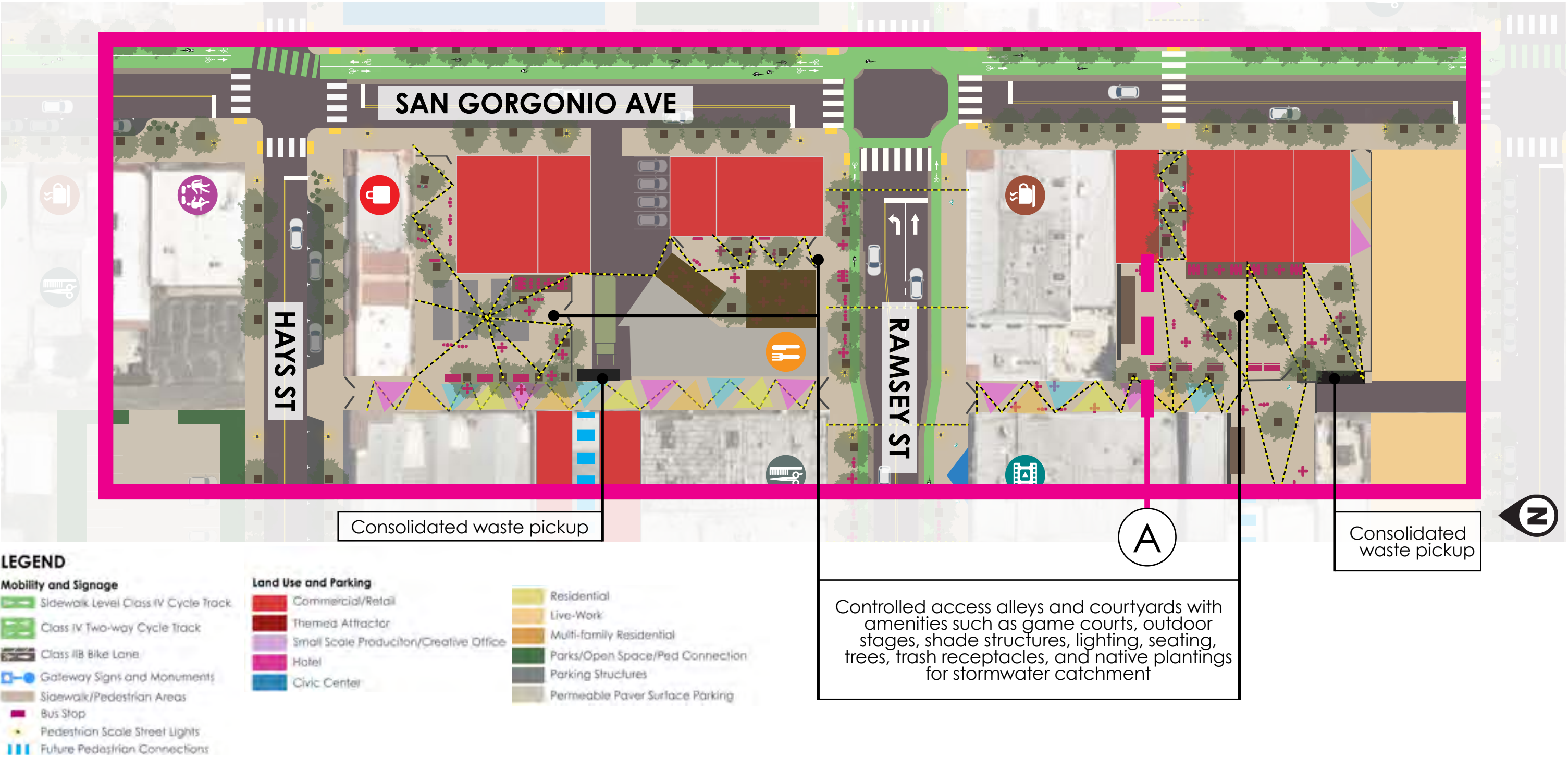


Photo simulation of Slow-Shared 1st Street and Ramsey Street with chicane travel lanes and sidewalk level bike lanes

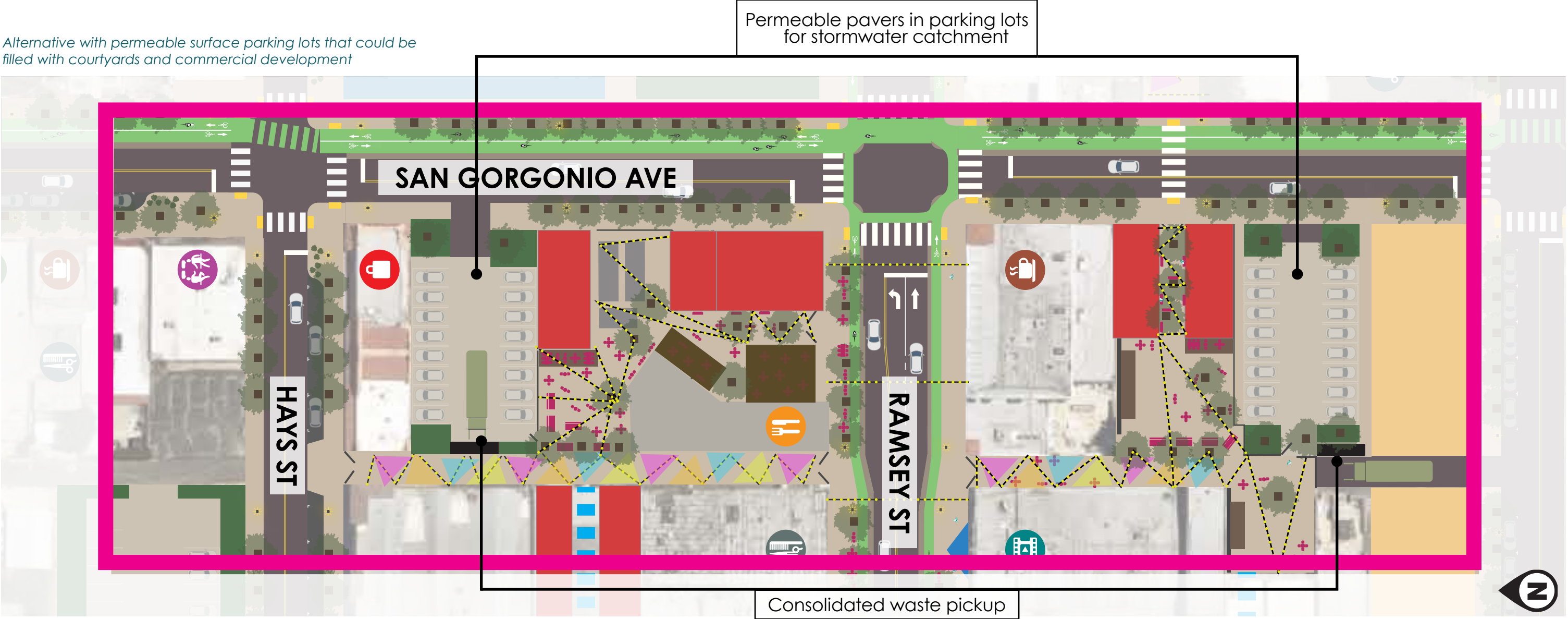
Alleys and Courtyards

Alleys and courtyards create a network of pedestrian connections in the heart of Downtown. These public gathering and connective spaces would be controlled with gates that are locked in the evening to prevent vandalism. Shade for users to relax would be provided by new trees and artistic, colorful elements. Lighting would also make the spaces feel safe with string lights and pedestrian-scale street lamps. Stormwater catchment would be collected via plantings in alleys and courtyards as part of the larger green infrastructure network. Courtyards are designed so that they could be built first and have commercial development along San Gorgonio fill in over time. An alternative design is also presented with permeable surface parking lots on the north and south ends of the blocks. Both or either of these lots could be built to provide public parking for Downtown, and could be filled in with commercial development and expanded courtyards as needed. The designs in all cases allow for access of consolidated waste collection via north-south alleys, or mid block from San Gorgonio. Future connections through the parcels midblock between the courtyards and 1st Street could also facilitate more pedestrian movement through town and provide unique retail experiences along these indoor/outdoor arcades.

Full courtyards and alleys on blocks north and south of Ramsey Street



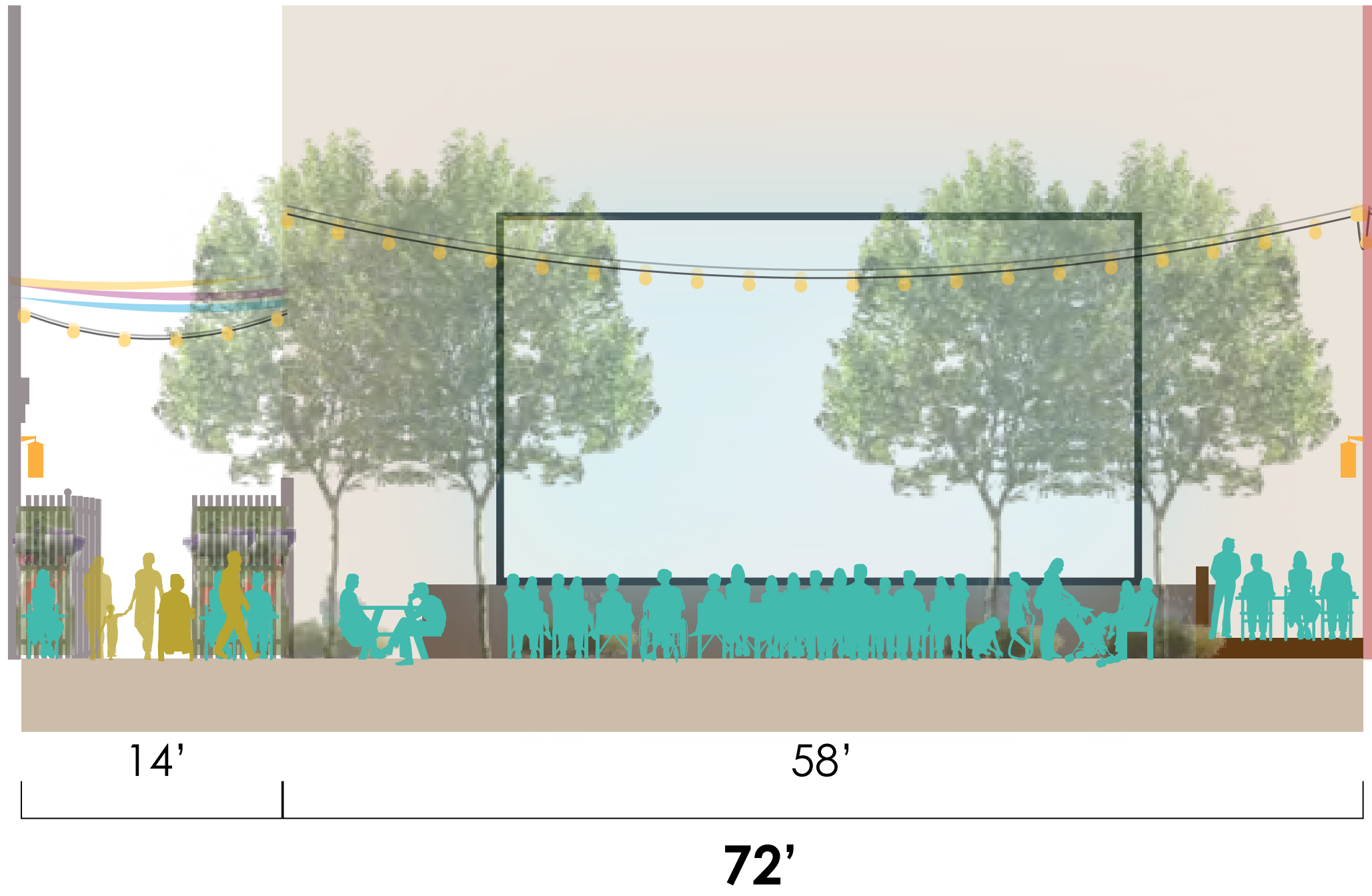
Alternative with permeable surface parking lots that could be filled with courtyards and commercial development





Precedent images for alleys and courtyards

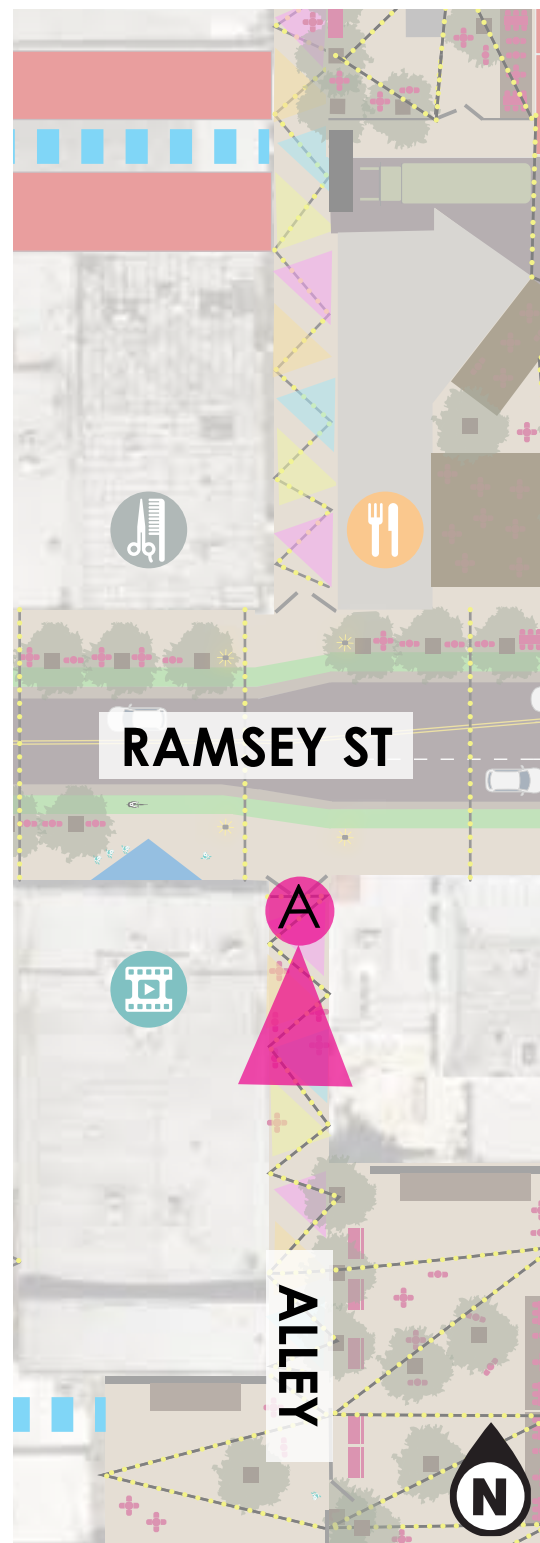
A



Section for Alley/Courtyard next to Fox Theater



Existing Alley next to Fox Theater

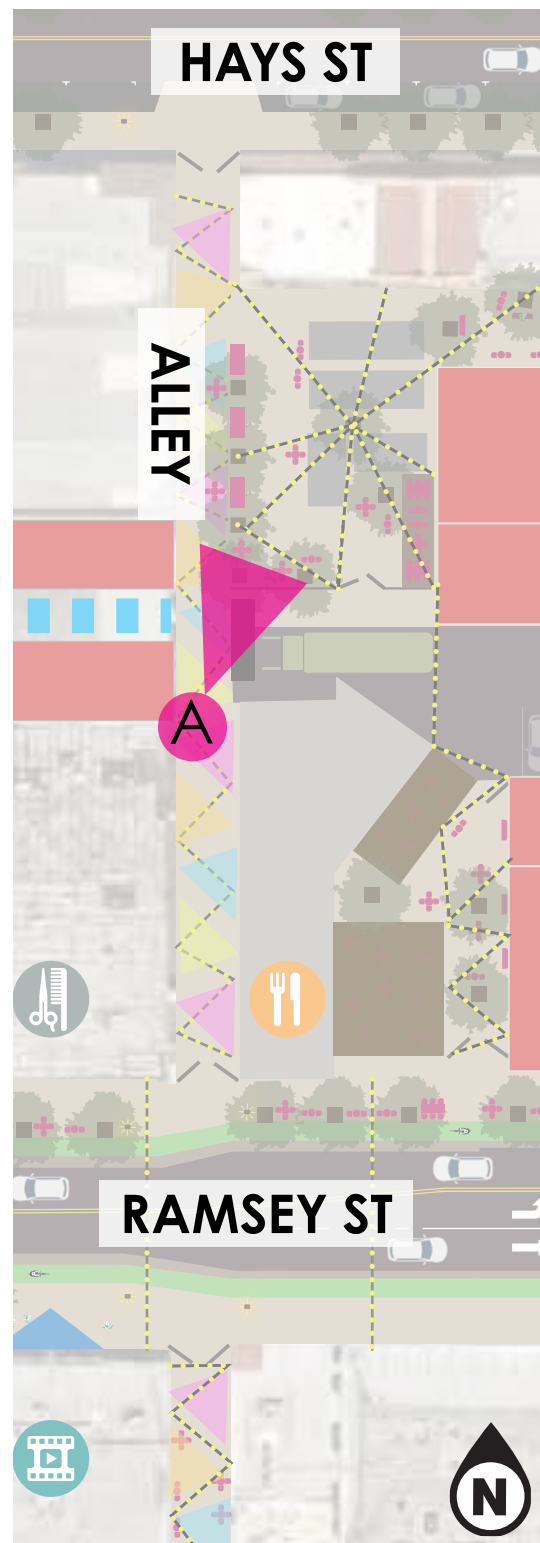


A

Photo simulation of Alley next to Fox Theater with seating, shade and lighting



Existing Alley and parking lot north of Ramsey Street next to Dulceria

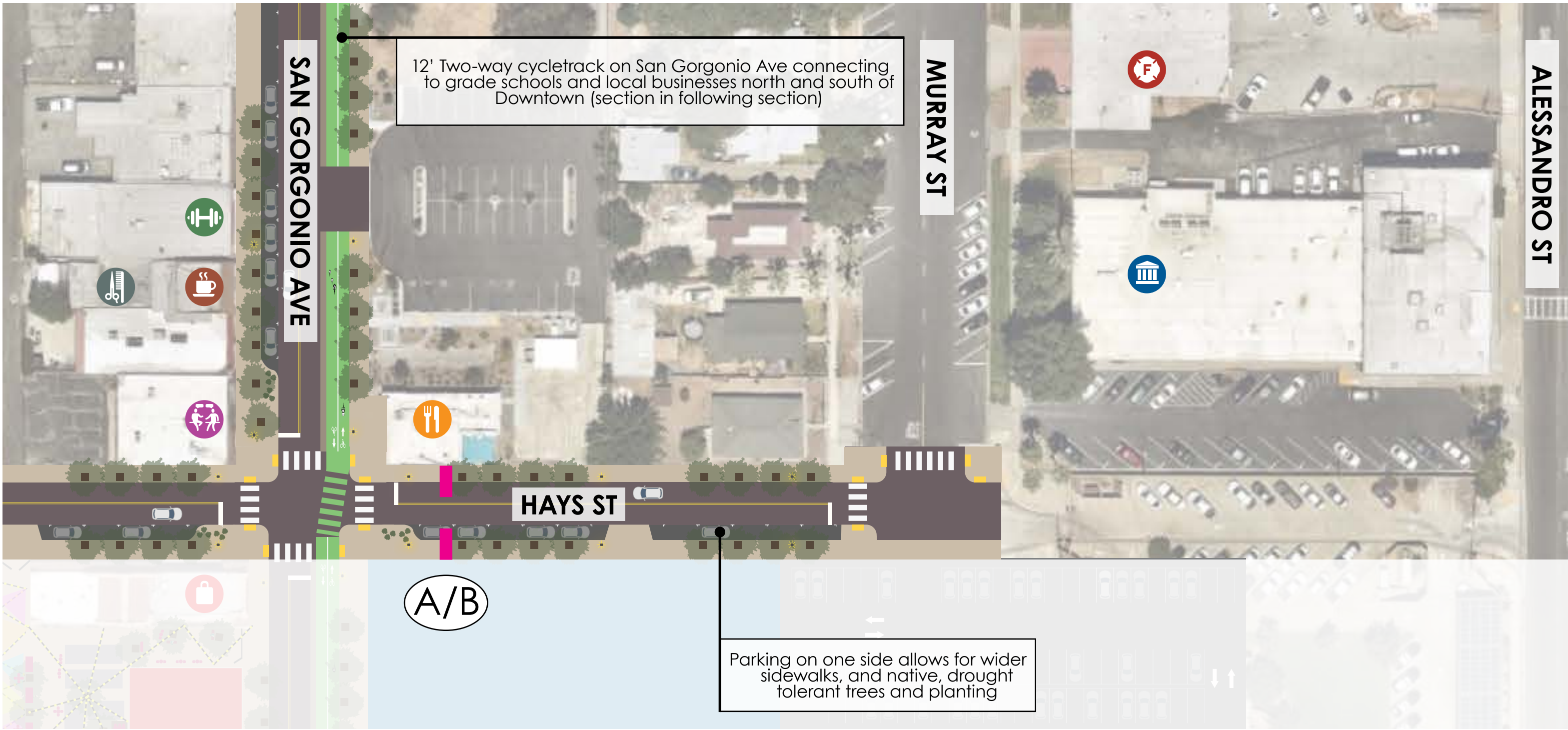


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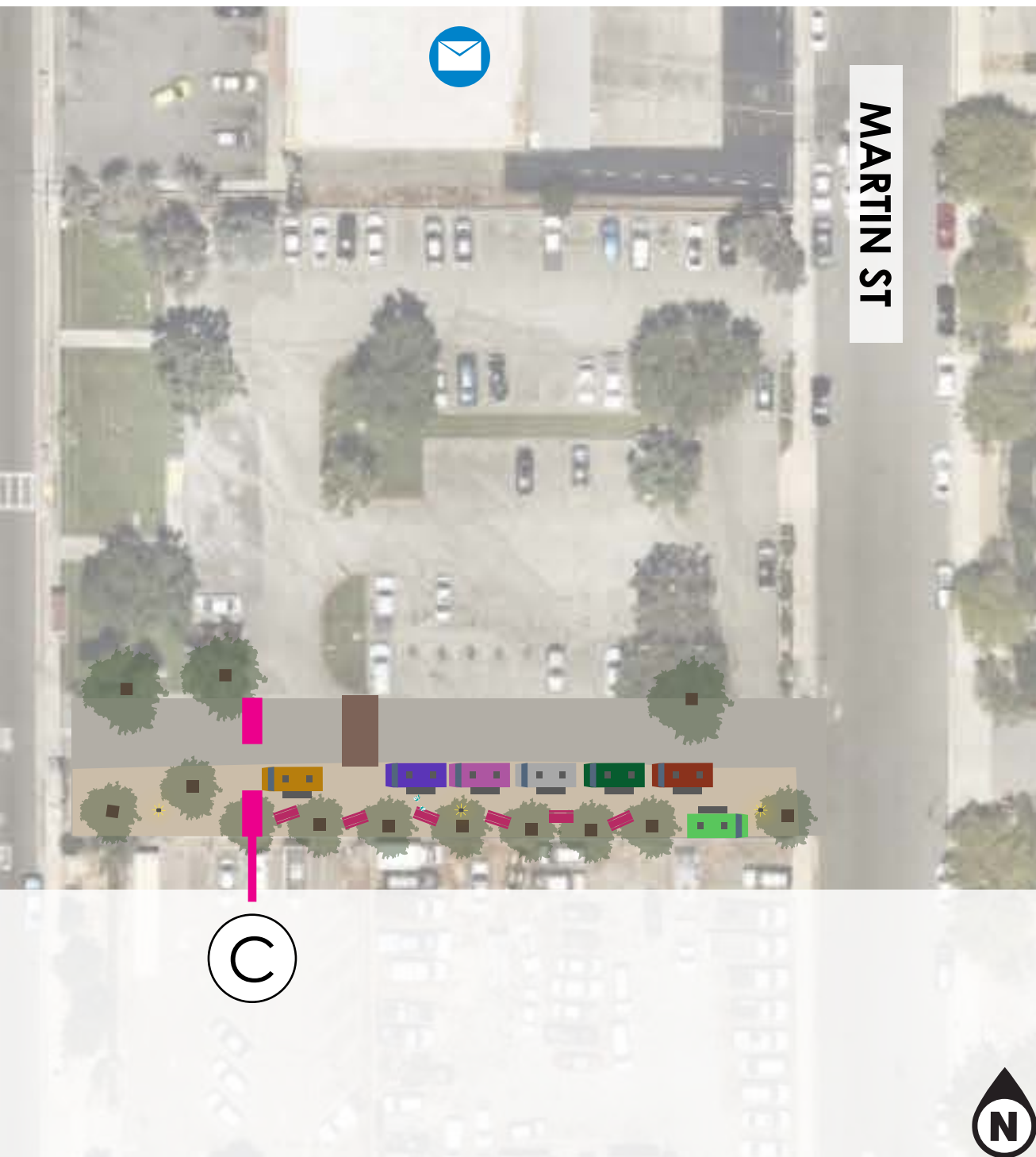
Photo simulation of Alley and Courtyard north of Ramsey Street next to Dulceria

Hays Street & Post Office Linear Park

Hays Street is the northern boundary of the study area and is where the residential neighborhood to the north transitions to Downtown. There are two alternative designs for Hays Street that show how different amounts of parking affect the width of sidewalks and ability to have street trees. The one represented in the diagram below includes parking along one side, which allows for 10 foot sidewalks and trees on both sides. The other section showing parking on both sides only has 6 foot sidewalks and no street trees and is essentially the existing condition. To the east on the other side of the police station is another new section of Hays Street that reclaims the street from the parking lot of the post office. This pedestrian-oriented street could be designed to accommodate food vendors serving employees and visitors to the Civic Center, Police Station, and Post Office. It could also serve Downtown more broadly on Festival Nights when Ramsey Street is closed to traffic.



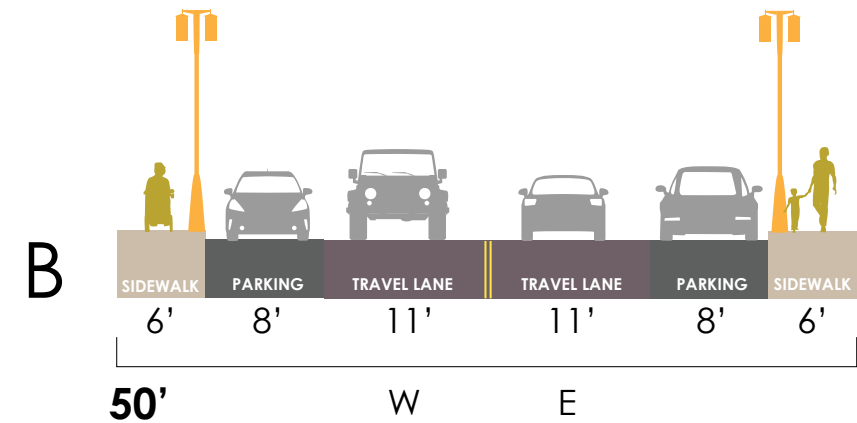
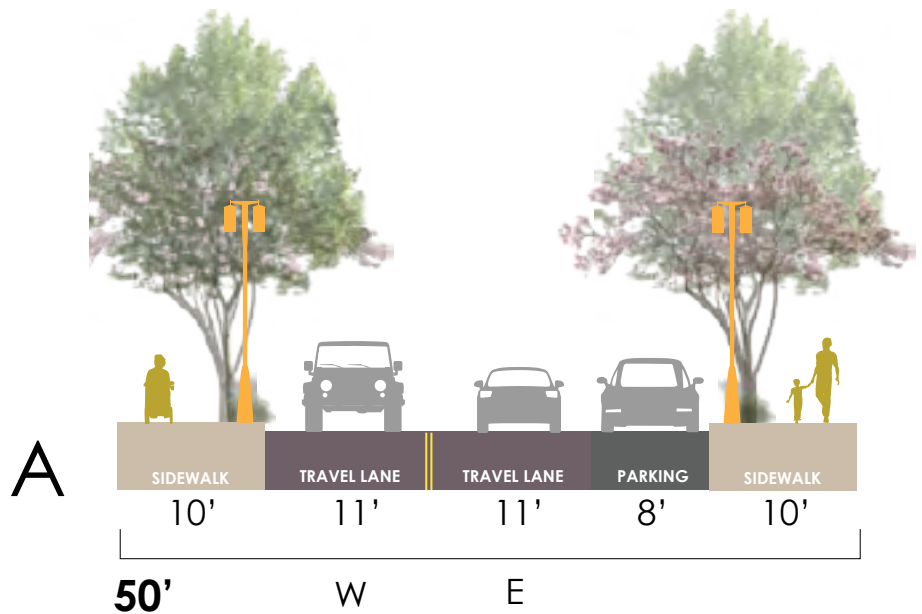
Hays Street and linear park in Post Office parking lot



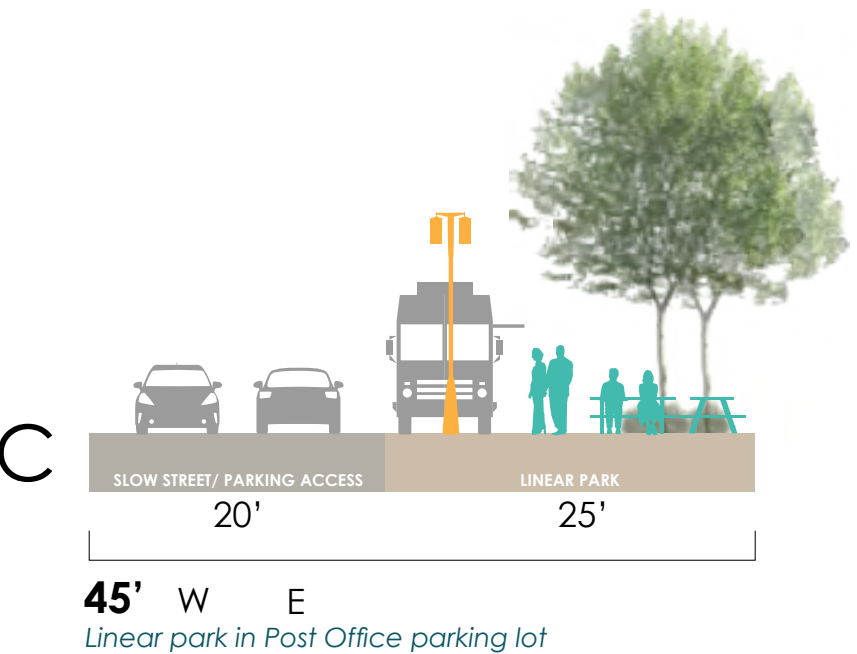
LEGEND

Mobility and Signage

- Sidewalk Level Class IV Cycle Track
- Class IV Two-way Cycle Track
- Class IIB Bike Lane
- Gateway Signs and Monuments
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- Bus Stop
- Pedestrian Scale Street Lights
- Future Pedestrian Connections



Typical sections for Hays Street showing one-or two-sided parking



Civic Center Expansion & San Gorgonio Ave

The phased expansion concept for the Civic Center includes new expanded Civic Center facilities that would front directly up to Ramsey Street and better engage the intersection, new civic core park, and a widened Ramsey promenade. Enhanced architectural features on the new Civic Center building would provide visual cues framing the Downtown core and act as a gateway. Behind the new Civic Center, a new structured district parking garage would serve the Civic Center parking needs and be a district parking resource allowing the public to park and walk to the Downtown core via a network of pedestrian paths and promenades.

- P1

Phase 1:
New City Hall expansion building to be located within current parking lot

New Civic Area: 23,214 SF
- P2

Phase 2:
Demolish existing City Hall
- P3

Phase 3:
New City Hall expansion building, located facing Ramsey Street.

 - New Civic Area: 18,920 SF**
- P4

Phase 4:
New structured parking garage to replace former City Hall site on back site, located facing Hays Street.

 - Parking Area: 31,524 SF
 - Parking Spaces Per Floor: 96
 - Floors: 2
 - Total Parking Spaces: 192**

LEGEND

Mobility and Signage

Sidewalk Level Class IV Cycle Track

Class IV Two-way Cycle Track

Class IIB Bike Lane

Gateway Signs and Monuments

Sidewalk/Pedestrian Areas

Bus Stop

Pedestrian Scale Street Lights

Future Pedestrian Connections

Land Use and Parking

Commercial/Retail

Themed Attractor

Small Scale Production/Creative Office

Hotel

Civic Center

Residential

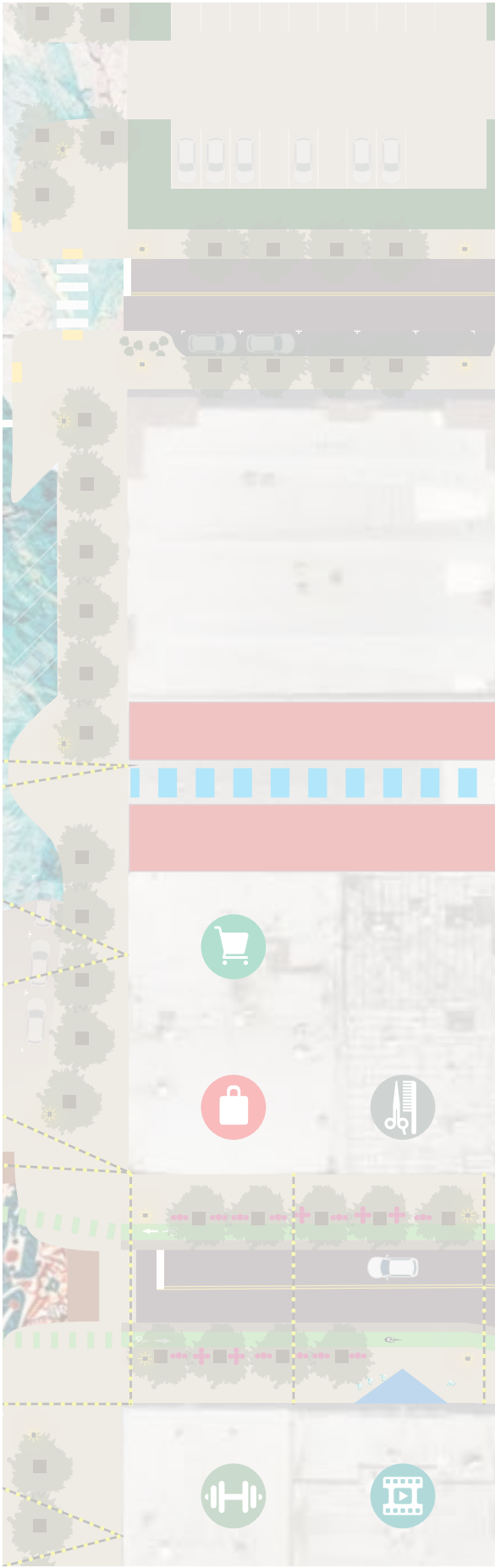
Live-Work

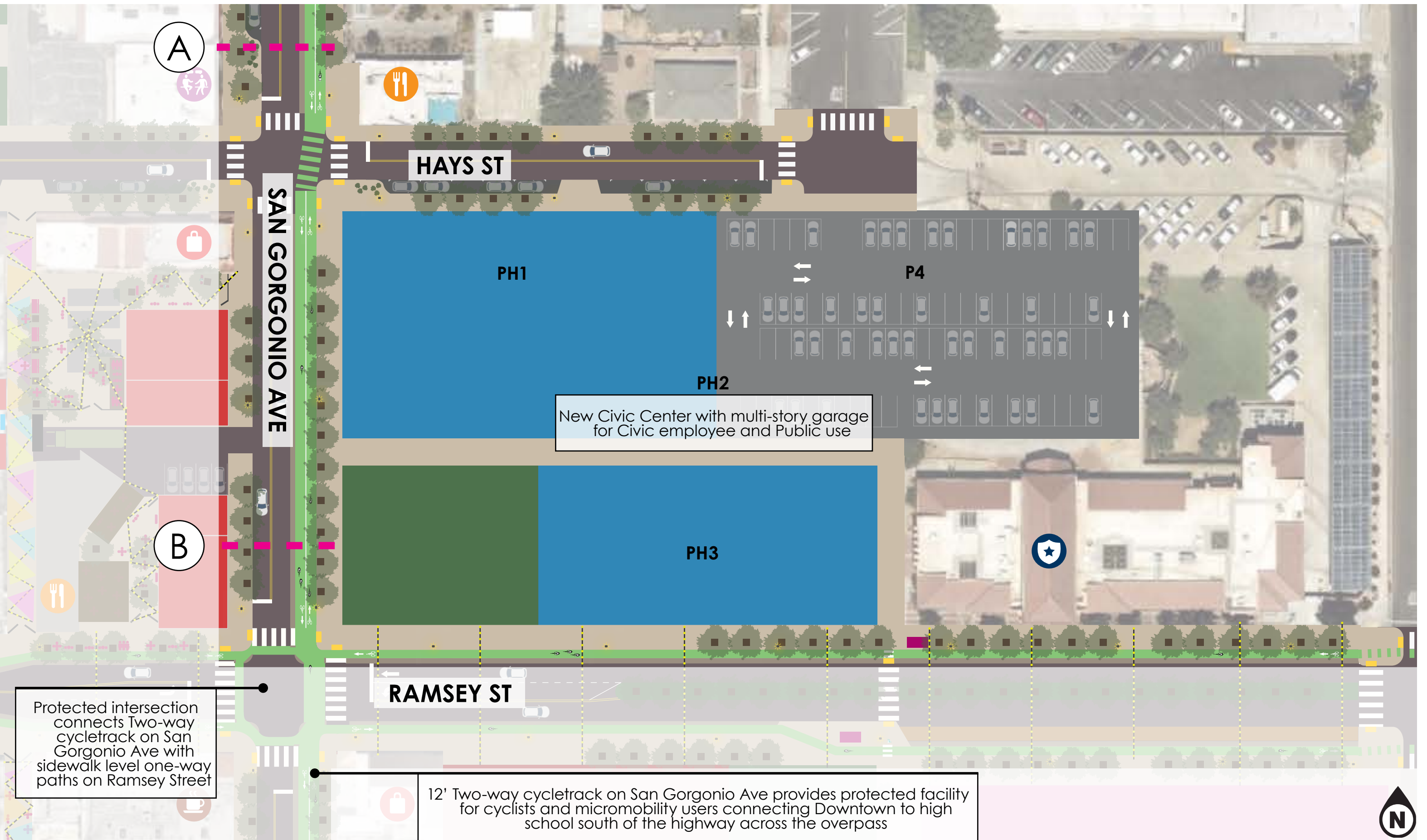
Multi-family Residential

Parks/Open Space/Ped Connection

Parking Structures

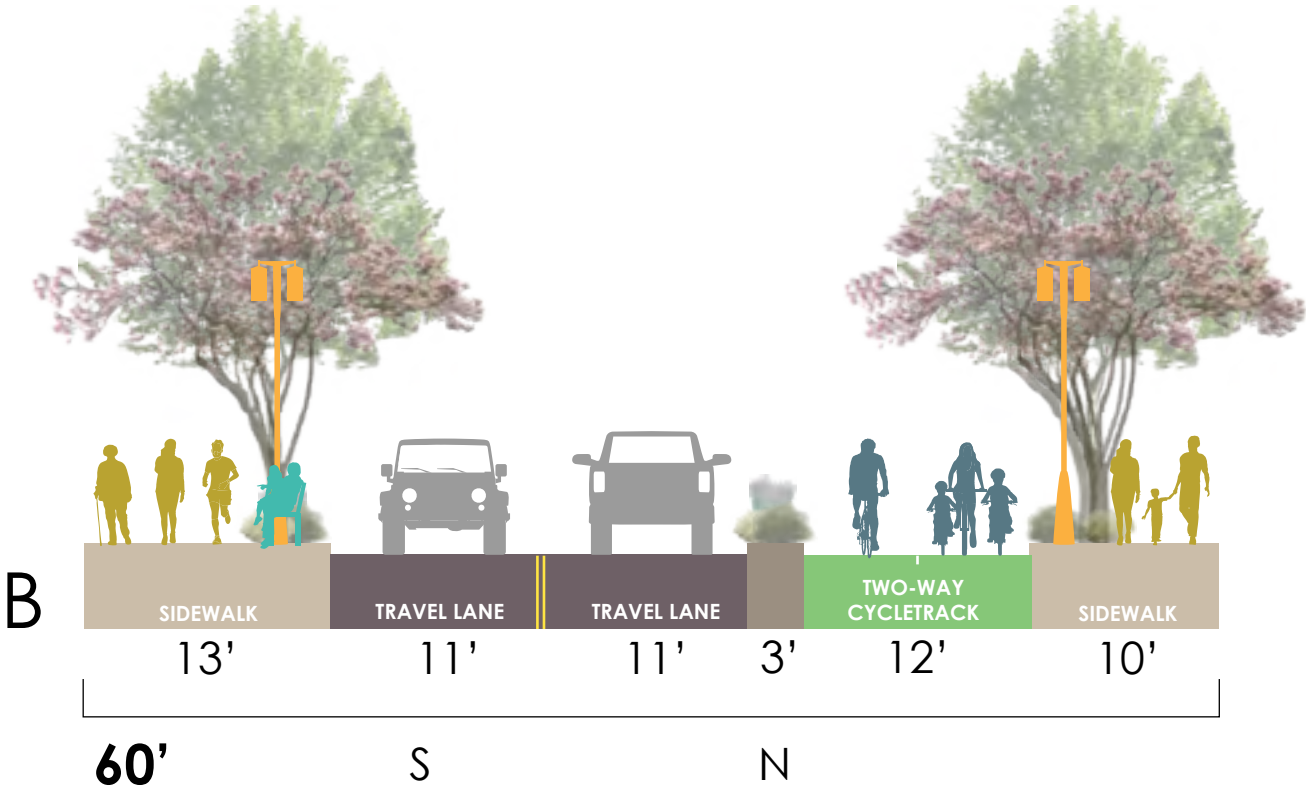
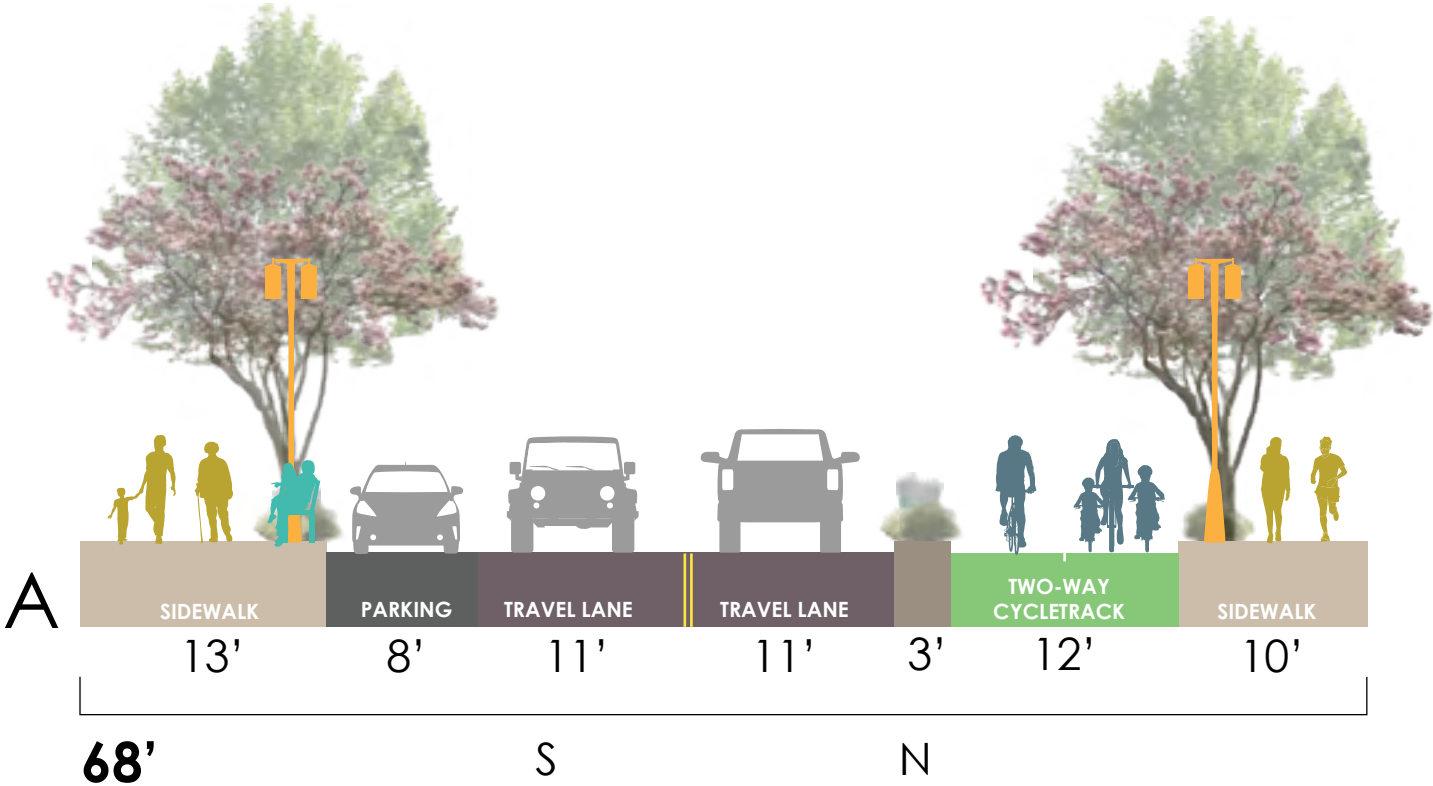
Permeable Paver Surface Parking





Plan view of Civic Center expansion and San Gorgonio Ave Complete Street enhancements

San Gorgonio Ave



Sections for San Gorgonio Ave with 12' two-way cycletrack. North of Ramsey Street has parking on west side



Precedent images for Civic Center expansion and San Geronio Ave complete street enhancements



Existing Ramsey Street and San Geronimo Ave intersection

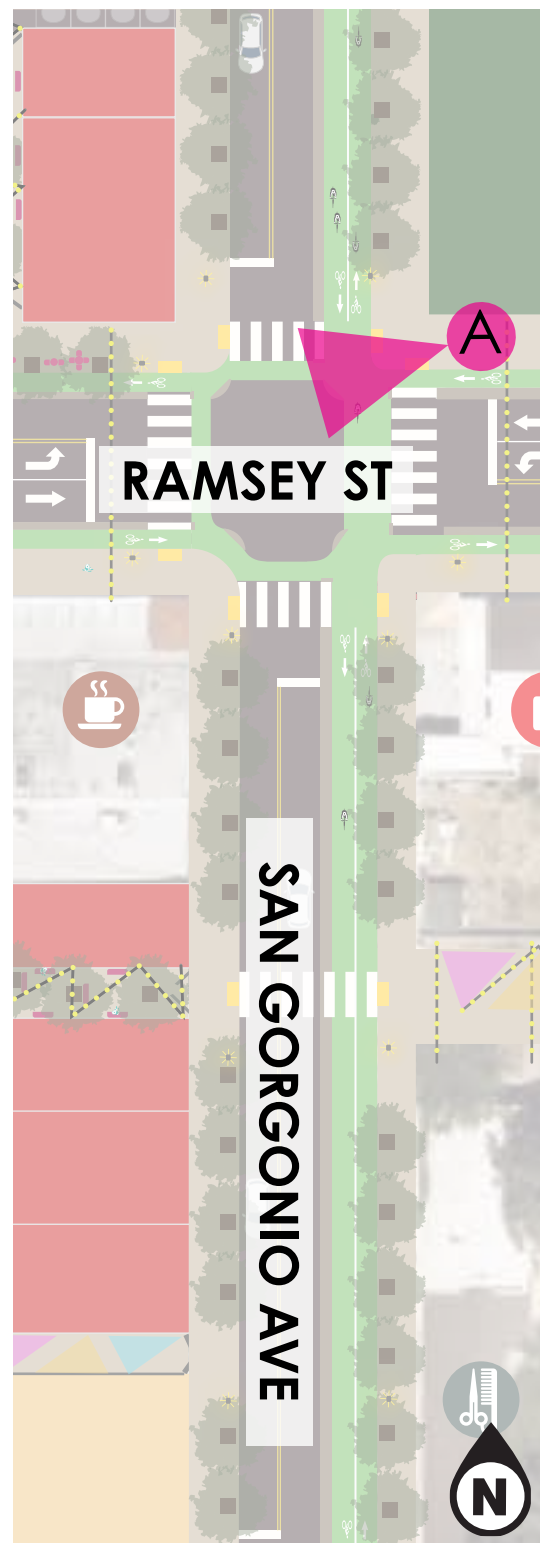


Photo simulation of Ramsey Street and San Geronimo Ave with protected intersection and cycletracks

East Ramsey Street & South East Lot

Ramsey Street through this section of Downtown would have a planted median with trees to signal a transition into the Downtown starting at the new gateway across Ramsey at Martin Street. Bus stops would allow transit riders to access Downtown via the stops on either side of Ramsey Street near the Civic Center. The lot to the south east of this intersection of Ramsey Street and San Gorgonio Ave would be a Downtown activity anchor for all types of users. New residential opportunities, in the form of apartments and live-work studios, would be located at the eastern edge near the new gateway at Martin Street. In the middle of the block would be a two-story parking structure accessed from Livingston serving the new hotel, conference center, and potentially provide public parking Downtown. The historic San Gorgonio Inn sign could be located near the hotel where it stood and be part of a larger wayfinding program in town. A new themed attractor, commercial development and active entertainment parks would be located on the western third of the lot between the oldest buildings in town and the new hotel. These attractor areas would provide entertainment for both local residents and visitors passing through or staying at the new hotel. The active entertainment park would be a continuation of the Civic Park to the north and could include large event lawn, play areas, shade, etc. Additional parking with permeable-surface would provide parking to these areas and be a collection point of stormwater contributing to the larger green infrastructure system in town.

H1 Hotel/Conference Center:

- Hotel Area: 24,894 SF
- Conference Area: 5,000 SF
- Rooms Per Floor: 41
- Floors: 4
- **Total Rooms: 123**

R1 Residential:

- Area: 15,398 SF
- Units Per Floor: 16
- Floors: 3
- **Total Resi Units: 48**

R2 Residential:

- Residential Area: 740 SF
- Floors: 2
- Total Residential Units: 20
- Parking Under Unit

P1 Parking Garage:

- Parking Area: 25,573 SF
- Parking Spaces Per Floor: 78
- Floors: 2
- **Total Parking Spaces: 156**

P2 Surface Parking Lot for Residential on East Side:

- Parking Area: 12,376 SF
- **Total Parking Spaces: 48**

P3 Surface Parking Lot for Themed Attractors West Side:

- Parking Area: 14,375 SF
- **Total Parking Spaces: 48**

C1 In-fill Commercial:

- **Retail Area: 6,476 SF**

C2 Themed Attractor/Park:

- **Retail Area: 15,404 SF**
- **Park Area: 17,934 SF**

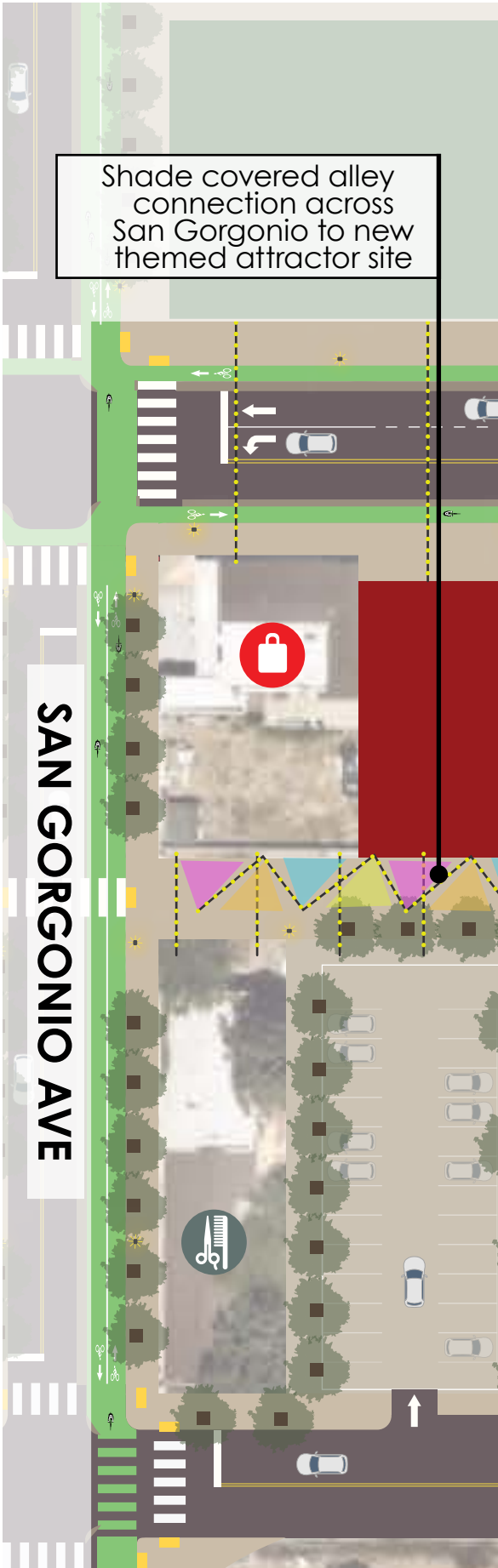
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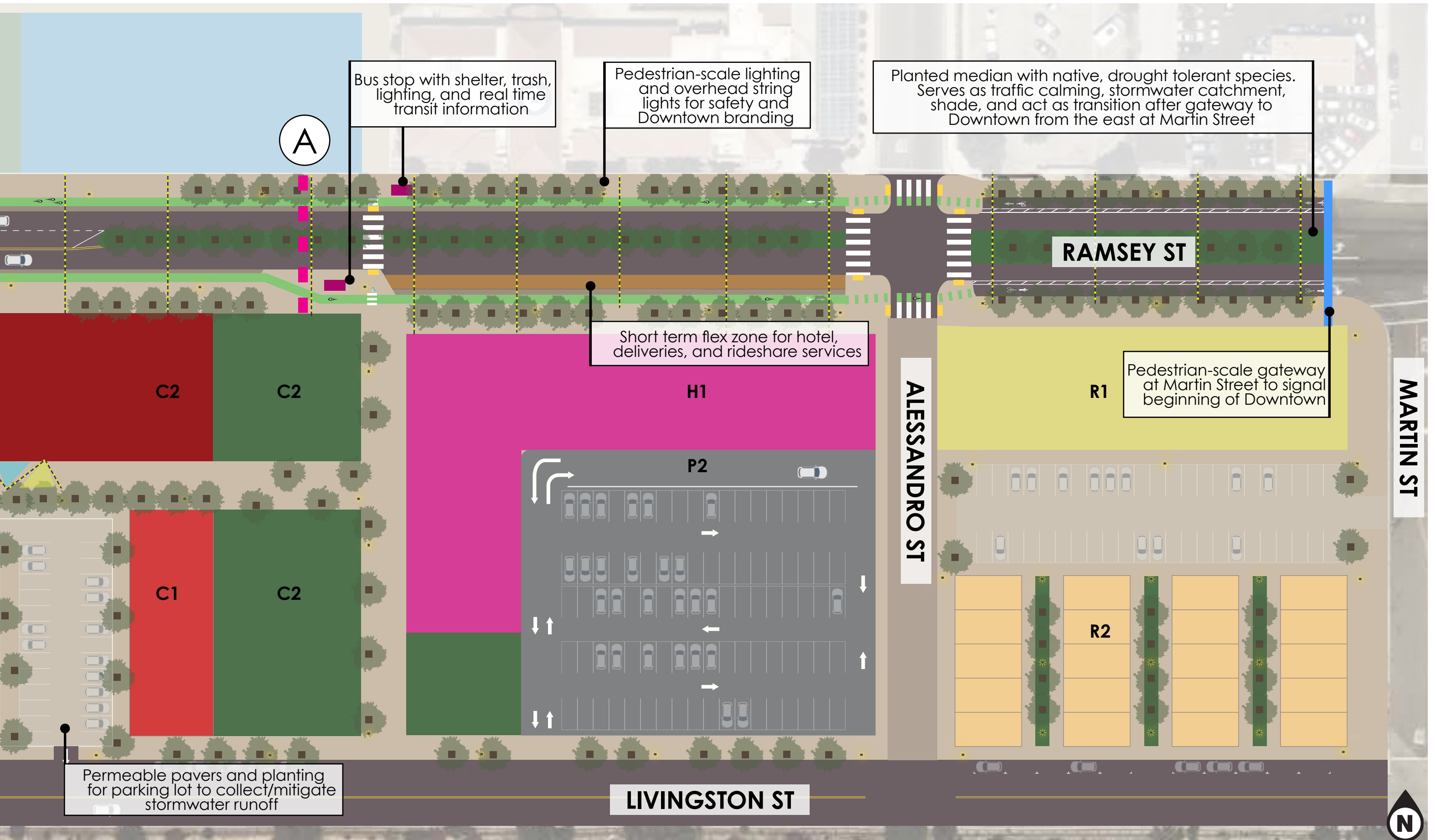
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Land Use and Parking

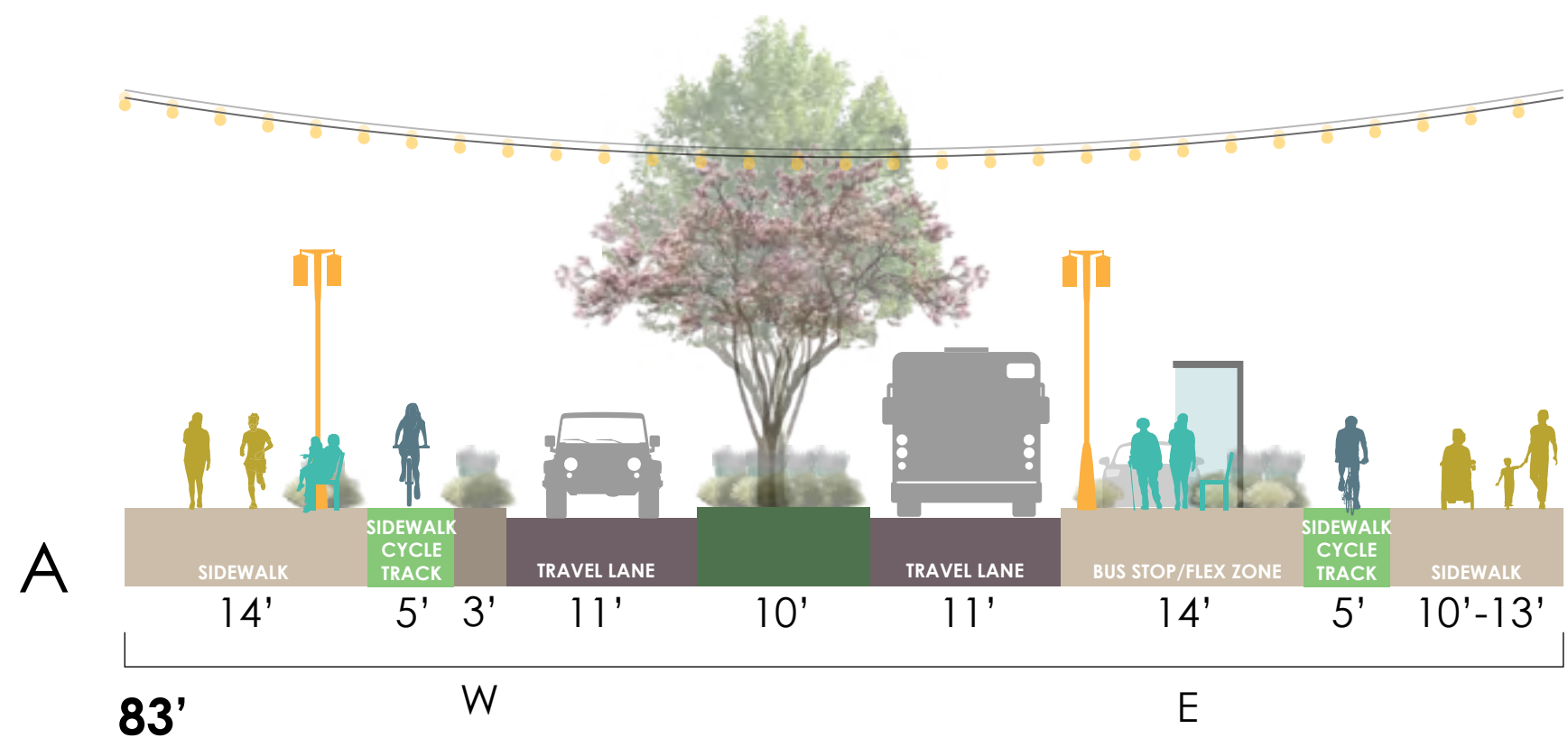
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- Parking Structures
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Plan view of East Ramsey Street along South East Lot with hotel/parking garage, themed attractor, open spaces, and housing in the form of apartments and live-work studios

East Ramsey Street



Section of east Ramsey Street with planted median and bus stop



Precedent images for east Ramsey Street and South East Lot

City Park

The .66-acre vacant lot at 3rd St and Ramsey is a unique opportunity to provide a more actively programmed Downtown park space that could serve children using the adjacent Boys and Girls club as well as local residents seeking recreational opportunities within downtown. Ball courts and open spaces for sports, vending kiosks, exercise equipment, and other active recreation uses could be provided in the park.

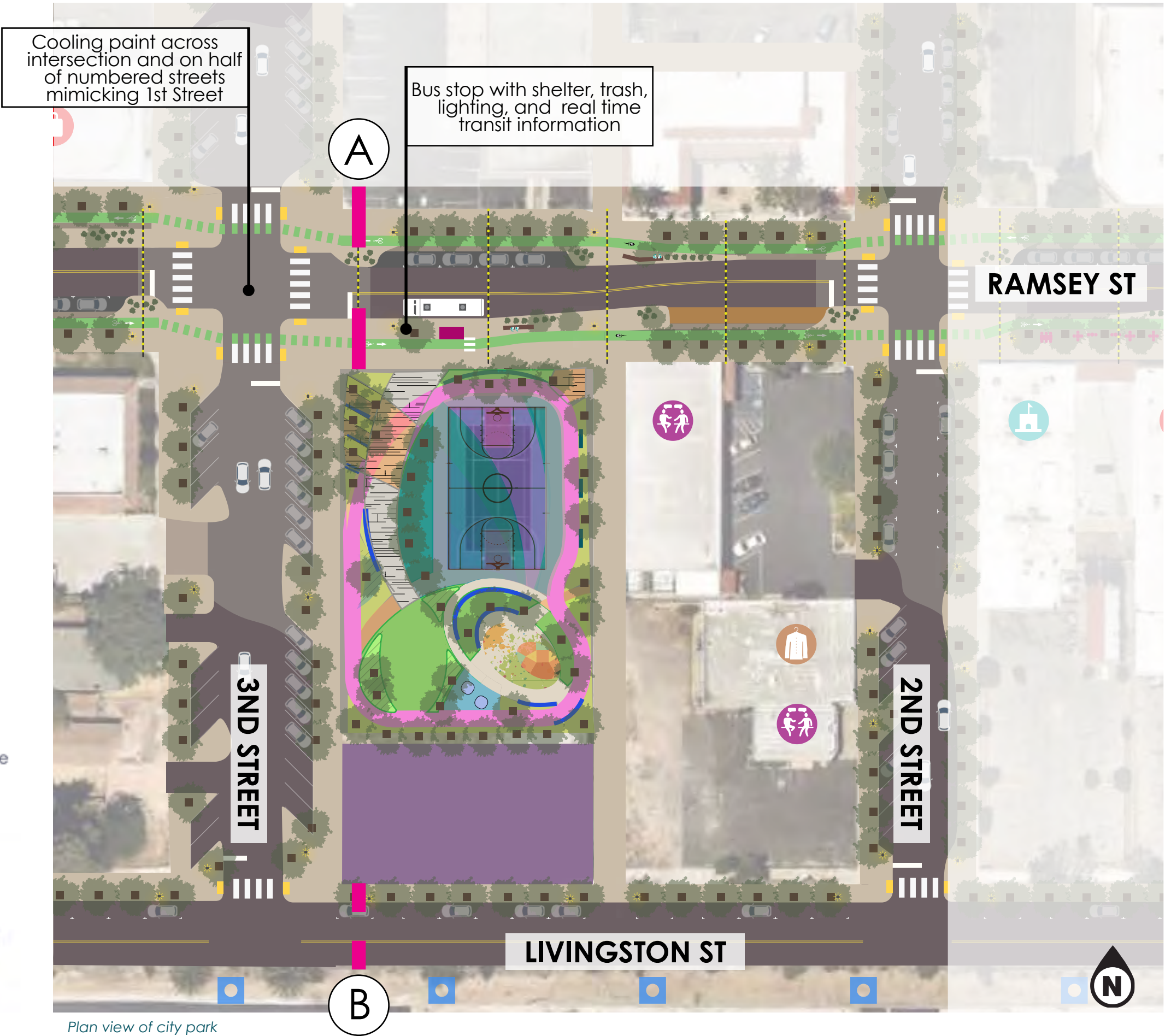
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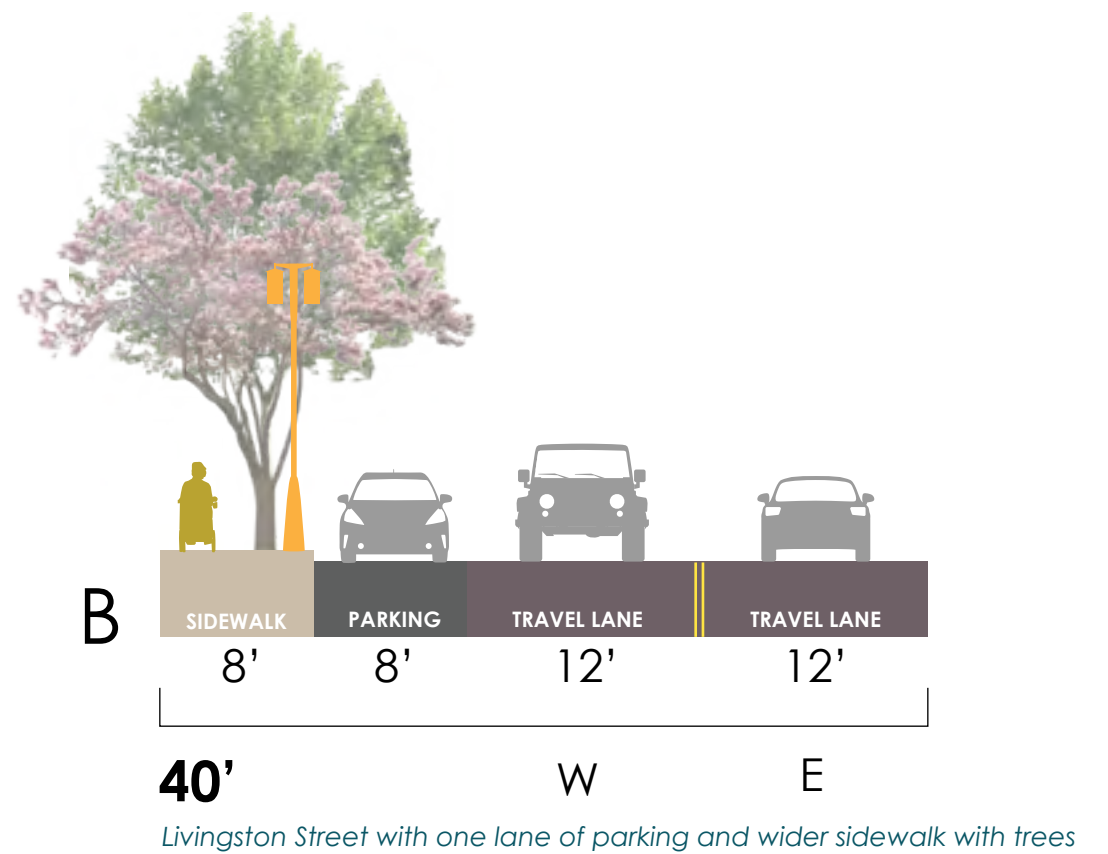
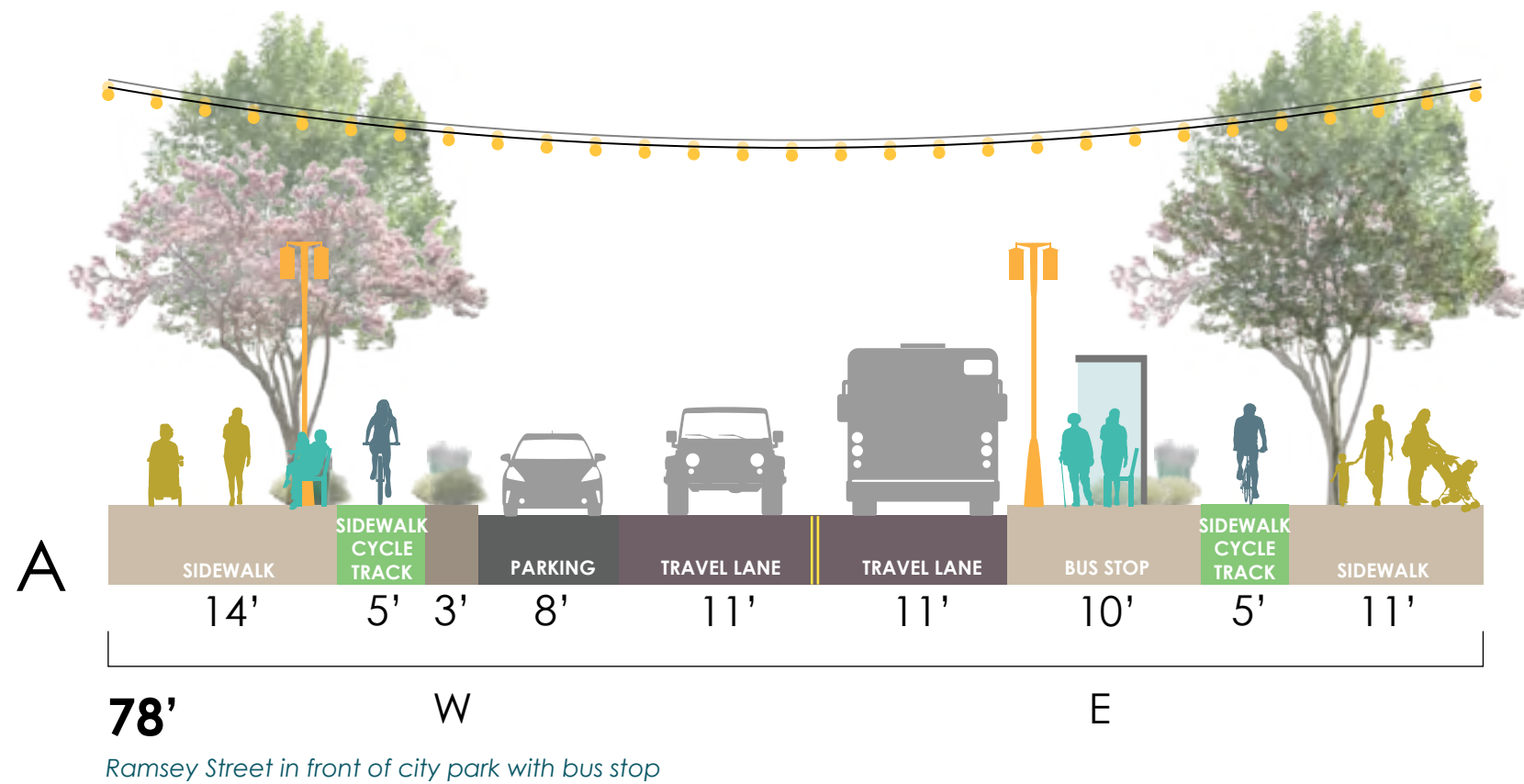
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Precedent images for city park

Neighborhood Shopping Center & Gateway

The final concept has a new shopping center and retail infill for the 2.4-acre County Services property at the southwest corner of 4th St and Ramsey. The existing County Services building would be repurposed to a roughly 27,000 SF grocery store. Surrounding infill retail would further replace the large existing parking lot, with opportunities to add new retail businesses along Ramsey, including a potential location for the proposed laundromat development. Residential and small creative industrial spaces would round out the land uses along 4th Street and Livingston Street.

- C1

 - Existing County Services Building
 - Converted to New Grocery Store:
 - Commercial Area: 27,000 SF
 - Surface Parking Spaces: 63
- C2

 - In-fill Commercial:
 - Area: 5,540 SF
- C3

 - In-fill Commercial:
 - Area: 5,500 SF
- C4

 - In-fill Commercial:
 - Area: 7,300 SF

- P1

Surface Parking Lot #1:

 - Permeable Surface for stormwater catchment
 - Parking Area: 5,184 SF
 - Parking Spaces: 32
- P2

Surface Parking Lot #2:

 - Parking Area: 3,770 SF
 - Parking Spaces: 11
 - Additional permit parking on N 4th Street

- MF1

Multi-family Residential #1 (4-plexes):

 - Area: 3,900 SF/Building
 - Units Per Floor: 2
 - Floors Per Building: 2
 - 4-plex Buildings: 4
 - Total Units: 16
 - Parking: 4 bay garage/building

- MF2

Multi-family Residential #2:

 - Area: 9,742 SF
 - Units Per Floor: 10
 - Floors: 2
 - Total Residential Units: 20
 - Parking: Garages on Site

- MF3

Multi-family Residential #3:

 - Area: 6,600 SF
 - Units Per Floor: 7
 - Floors: 2
 - Total Units: 14
- MF4

Multi-family Residential #4:

 - Area: 5,850 SF
 - Units Per Floor: 9
 - Floors: 2
 - Total Units: 18

- MXR1

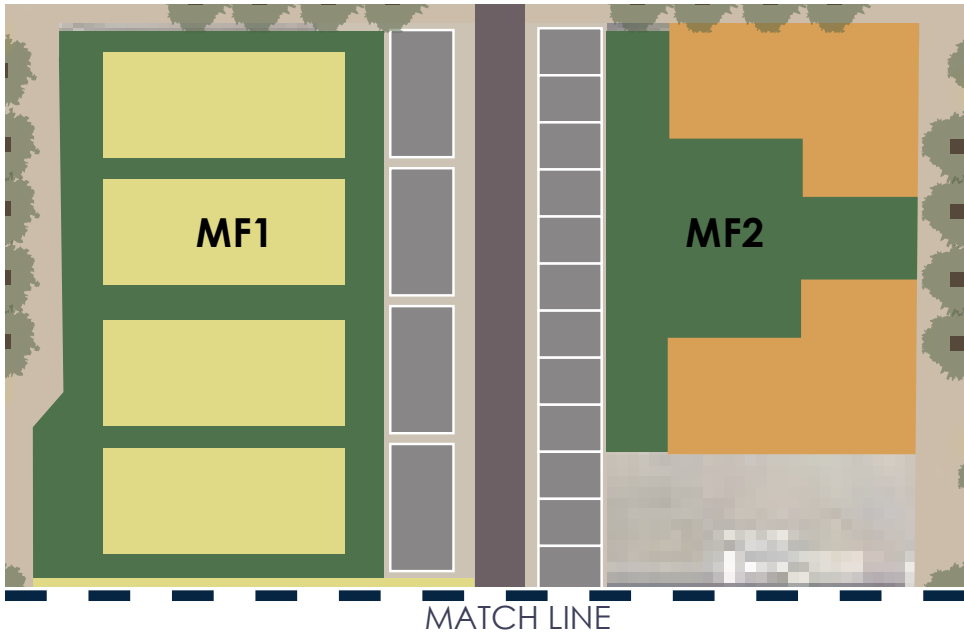
Mixed-use Residential #1:

 - Ground Floor Retail Area: 7,607 SF
 - Ground Floor Residential Area: 7,171 SF
 - Ground Floor Residential Units: 7
 - Upper Floor Residential Area: 14,750 SF
 - Upper Floor Residential Units: 15
 - Total Floors: Ground Floor +2
 - Total Residential Units: 37

- MXR2

Mixed-use Residential #2:

 - Ground Floor Retail Area: 3,471 SF
 - Upper Floor Residential Area: 6,930 SF
 - Residential Units Per Floor: 7
 - Total Floors: Ground Floor +1
 - Total Residential Units: 11



- LEGEND

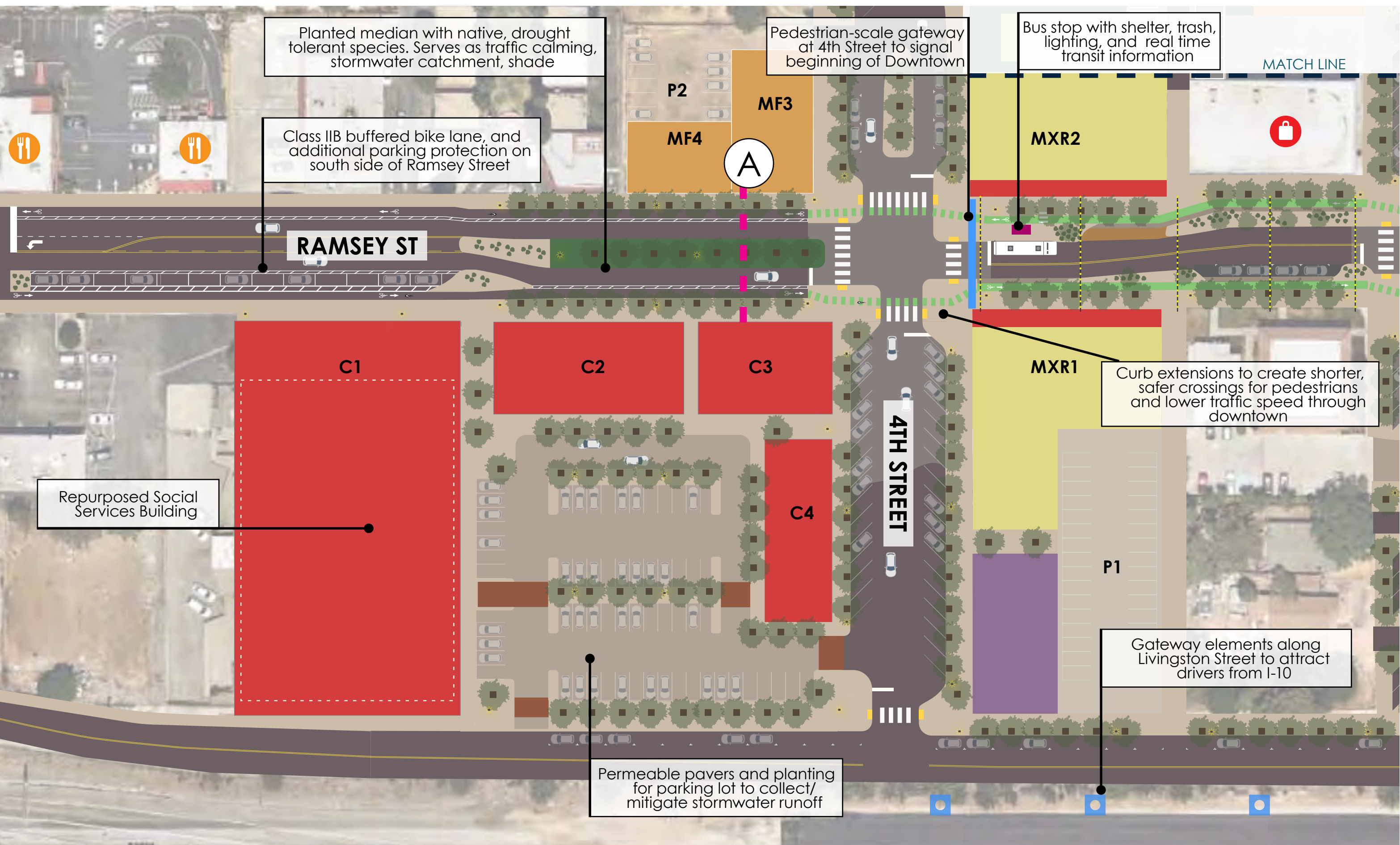
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 - Permeable Paver Surface Parking

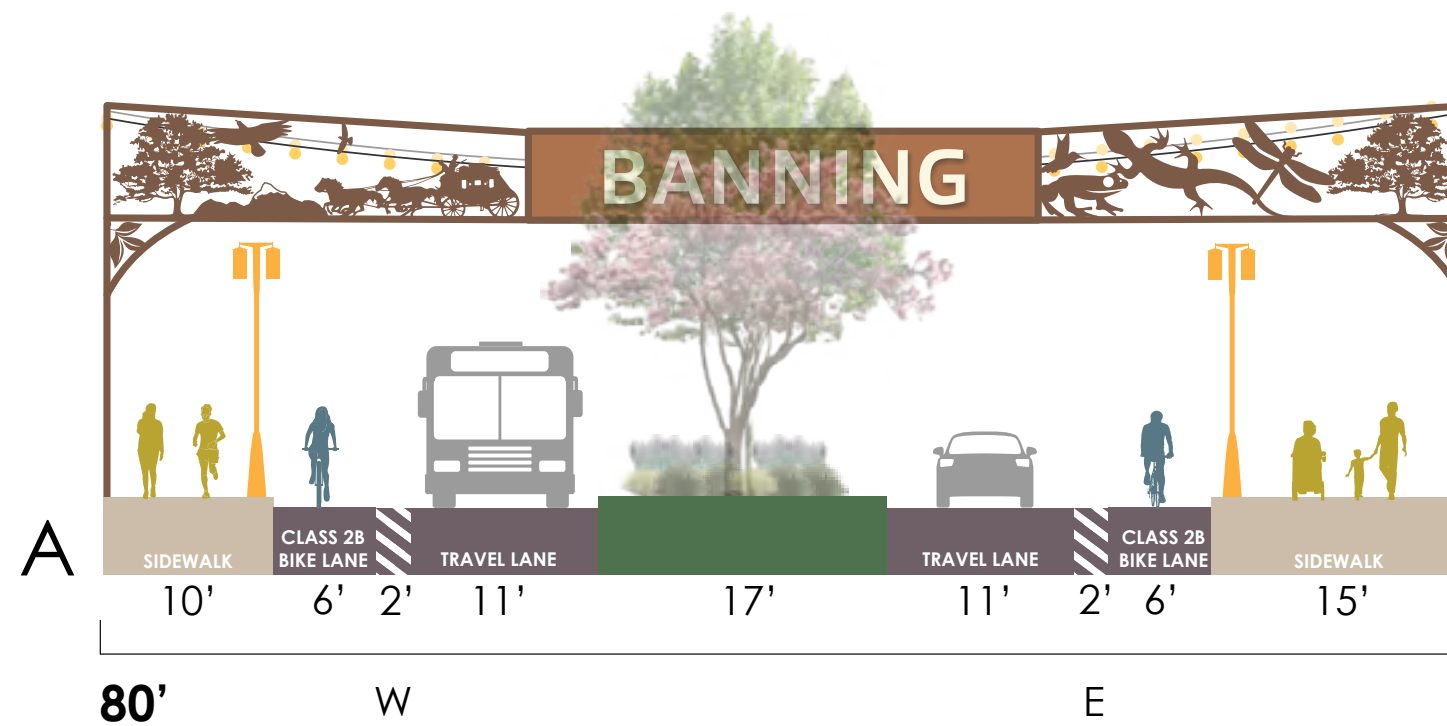




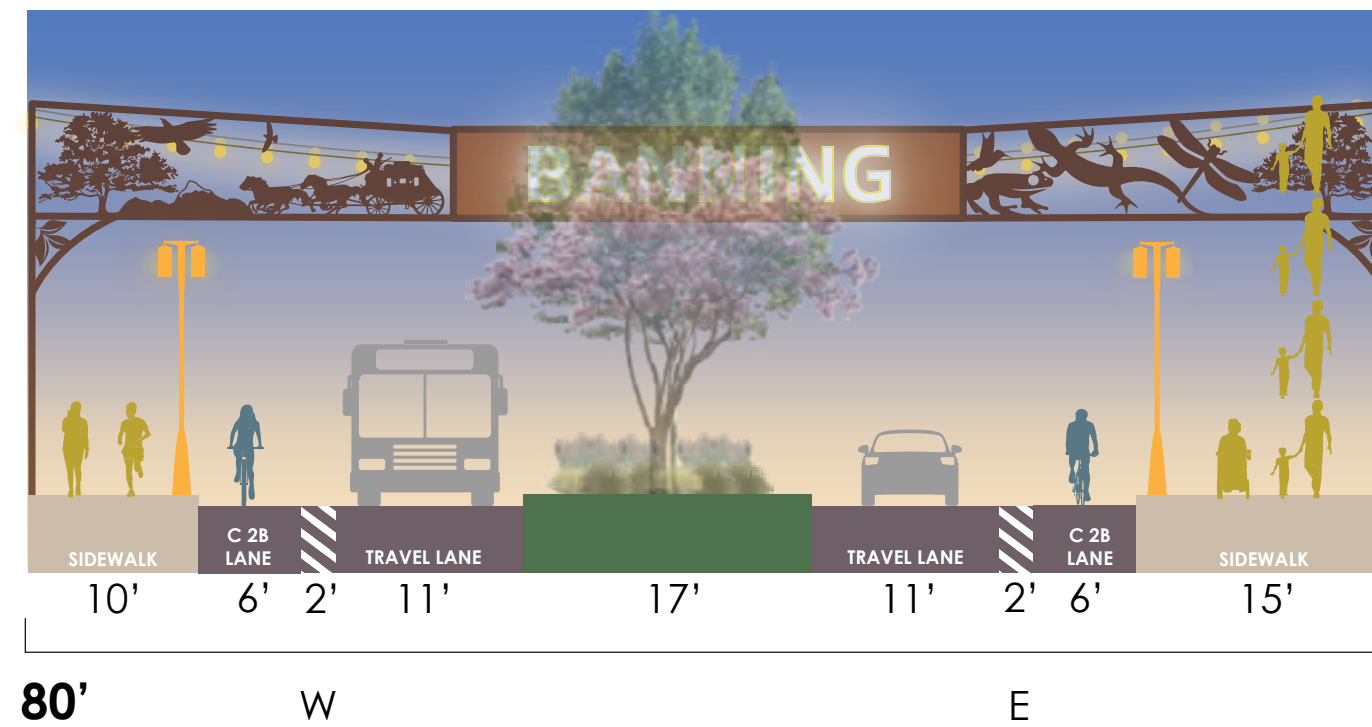
Plan view of neighborhood grocery store and adjacent mix of residential and commercial uses



Precedent images for neighborhood shopping area and 4th Street gateway



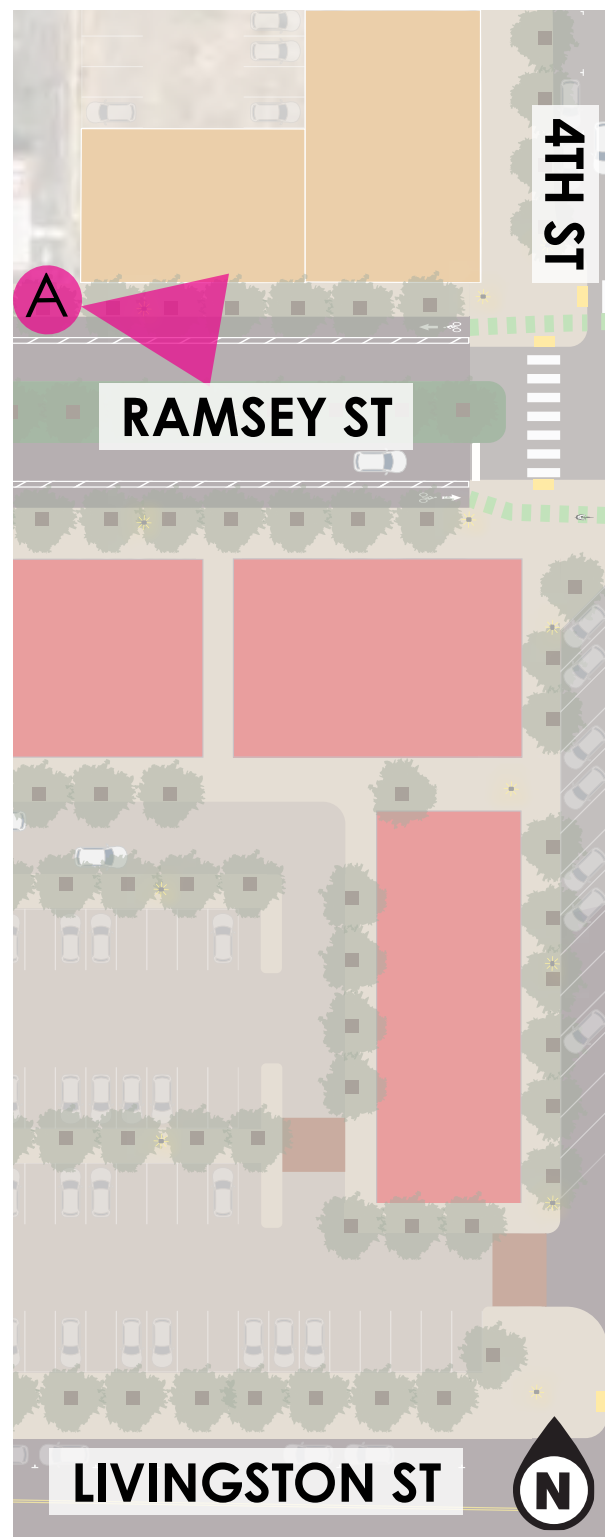
Section of Ramsey Street with planted median west of 4th and gateway sign over east leg of 4th Street



Gateway sign at night



Existing Ramsey Street at 4th Street



A



Photo simulation of Ramsey Street showing 4th Street gateway and planted median

IMPLEMENTATION

There are a number of projects outlined in this plan and not all can be completed all at once with some requiring extensive construction and coordination with stakeholder partners. Other projects are simpler and can be completed with little effort creating the “spark” of the Banning Downtown Complete Streets and Revitalization.

Prioritization

The projects are split into three phases of priority based on complexity.

Priority A Projects - 0-5 Years

The first phase in 0-5 years begins with Priority A projects which are the easiest and lowest cost improvements to kick-start the revitalization and street improvements. **This phase includes: The Go Human Pilot Projects, Parking Signage/Plan, Shared 1st Street, Controlled Alleys, Lighting Across Ramsey Street and 1st Street, Wayfinding Signage/Plan, and Bus Stop Improvements.**

Priority B Projects - 5-10 Years

The second phase in 5-10 years continues with Priority B projects which are ones that expand the spark of the initial projects through the creation of new public spaces and gateway elements to designate the new downtown area between 4th Street and Martin Street as well as ones along the interstate and near on-off ramps. **This phase includes: Courtyards, Gateways, 3rd Street Park, and Post Office Linear Park.**

Priority C Projects - 10-20 Years

The third phase in 10-20 years contains the more complex and costly projects involving significant funding, and coordination with stakeholders to make needed roadway and land use improvements. These projects once completed will make Downtown Banning a pedestrian-oriented space where all users feel comfortable walking and rolling. **This phase includes: Ramsey Complete Street from Martin Street to 8th Street, San Gorgonio Ave two-way cycletrack, San Gorgonio Ave/Ramsey Street protected intersection, Numbered/secondary street improvements, Indoor pedestrian pass-throughs, Livingston-highway ramp reconfiguration, and Civic Center expansion.**

PROJECT	
A	Pilot projects
	Parking signage
	Shared 1st Street
	Controlled alleys
	Lighting across Ramsey and 1st St
	Wayfinding
	Bus stop improvements
B	Courtyards
	Gateways
	3rd Street park
	Post Office linear park
C	Ramsey Complete Street- Martin St to 8th St
	San Gorgonio Ave two-way cycletrack
	San Gorgonio Protected Intersection
	Numbered/secondary street improvements (1st, 2nd, 3rd, 4th, Hays, Livingston/6th)
	Indoor pedestrian pass-throughs connecting alleys and 1st Street/courtyard expansions.
	Livingston-Highway ramp reconfiguration for truck route
	Civic Center Expansion

Grant Funding

Grant funding for these projects will be a combination of State, Regional, and Federal funds and cover all aspects of the project to complete roadway improvements, amenity and placemaking, and climate resiliency elements.

State

Active Transportation Program (ATP)

The ATP was created to expand the use of active transportation through encouragement and safety measures that increase the proportion of walking and biking trips, reduce greenhouse gas emissions, and enhance public health. Eligible projects include infrastructure projects, education, encouragement, outreach, and enforcement of non-infrastructure projects. These projects further the goals of the ATP through a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 (SB 1) stipulates that \$100 million 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 (SRTS), into a single program with a focus to make California a national leader in active transportation. Applications are typically submitted in July.

<https://catc.ca.gov/programs/active-transportation-program>

Affordable Housing And Sustainable Communities Program (AHSC)

The goals of AHSC are to support compact development in order to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.

<https://sgc.ca.gov/programs/ahsc/>

California Department of Forestry and Fire Protection (CalFire) Urban and Community Forestry Grants

The Urban and Community Forestry Grant Program strives to increase the long-term benefits trees provide, improve the public's understanding and appreciation of urban trees, and advance urban forest management and tree care. Special consideration is given to projects serving disadvantaged and/or low-income communities.

<https://www.fire.ca.gov/what-we-do/grants/urban-and-community-forestry-grants>

California Strategic Growth Council Regional Climate Collaboratives (RCC) Grant

The Regional Climate Collaboratives (RCC) Program is designed to help communities establish partnerships, funding pathways, plan and policy readiness, and a local network of Technical Assistance providers to pursue funding and implement climate projects. RCC funds collaboratives of cross-sectoral and community-rooted partners, seeking to advance both place-based and region-wide climate change mitigation, adaptation, and resiliency efforts.

<https://www.grants.ca.gov/grants/regional-climate-collaboratives-program-round-2/>

California Transportation Commission Local Partnership Program (LPP)

This program provides \$200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees, which are dedicated solely to transportation improvements. The program provides funding for aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

<https://catc.ca.gov/programs/sb1/local-partnership-program>

Clean California Grant

The California Department of Transportation (Caltrans) developed the Clean California Local Grant Program through which funds will go to local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. Through the combination of adding beautification measures and art in

public spaces along with the removal of litter and debris, this effort will enhance communities and improve spaces for walking and recreation. The goals of the Clean CA are to: Reduce the amount of waste and debris within public rights-of-way, pathways, parks, transit centers, and other public spaces; enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effect; enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.

<https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program>

Clean Mobility Options (CMO)

Clean Mobility Options (CMO) is a statewide public program that empowers under-resourced communities across California to better understand and overcome mobility obstacles with vouchers that fund community needs assessments and clean, shared, zero-emission transportation projects such as car EV carshare/charging, bikeshare, and zero-emission transit services. The goals are to improve access to clean mobility options, advance workforce development in the clean transportation sector, increase zero-emission vehicle adoption, reduce vehicle miles traveled, advance mobility equity and improve air quality. Clean Mobility Options is funded by California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in underserved communities, and California Energy Commission's Clean Transportation Program, which is investing more than \$1 billion to accelerate the deployment of zero-emission transportation infrastructure and support in-state manufacturing and workforce training and development.

<https://cleanmobilityoptions.org/about/>

The Ford Family Foundation Large Good Neighbor Grants

Good neighbor grants are designed to support community initiatives including unforeseen emergencies that interrupts programming or services. Examples of Good neighbor grants include: Emergency repairs to essential equipment at a food bank, library, fire hall or other community service provider; Updates to facilities at a beloved community gathering place, including ADA accessibility and technology; Community events such as celebrations, clean-ups or summer arts and music festivals; New or

special programs for the children and families in your communities; Studies or research on a community need; Playgrounds or recreational facilities; Translation of materials or outreach to special populations; Basic needs for vulnerable children and families; Programs or projects that support local economic development efforts. Grants will fund up to one-third of a project or program's total budget and 50 percent of the budget should be raised before applying.

<https://www.tfff.org/grants/open-grants/>

Rubberized Pavement Grant Program

The California Department of Resources Recycling and Recovery (Cal Recycle) provides the Rubberized Pavement Grant Program formerly called the Rubberized Asphalt Concrete (RAC) Grant Program, to promote markets for recycled-content surfacing products derived from waste tires generated in California, and decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. In past rounds, \$4 million has been available for funding. \$250,000 is the maximum for individual applications.

<https://calrecycle.ca.gov/tires/grants/pavement/>

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. Funding consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP. STIP programming occurs every two years. In 2022, STIP added additional funding for active transportation improvements.

<https://catc.ca.gov/programs/state-transportation-improvement-program>

Transportation Development Act Funds (TDA)

TDA provides funding from State Transit Assistance (STA) and Local Transportation Fund (LTF). This program funds a variety of transportation programs including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax

collected in each county. This fund is administered by Caltrans.

<https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act>

The Urban Greening Program- California Natural Resources Agency

The Urban Greening Program, funded by the General Fund, continues the legacy of these programs. Consistent with AB 32, the Urban Greening Program will fund projects that reduce greenhouse gases while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to improve air and water quality and reducing energy consumption, and creating more walkable and bike-able trails. Approximately \$23.7 million is available for urban greening projects. The State anticipates one funding cycle; however, funding cycles are contingent upon the number of competitive applications. There are no maximum or minimum grant amounts.

<https://resources.ca.gov/grants/urban-greening>

Regional

Caltrans Sustainable Transportation Planning Grant Program

Sustainable Communities Competitive: To fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS/APS (where applicable), contribute to the State's GHG reduction targets, and address the needs of underserved communities.

Sustainable Communities Formula: To fund local and regional multimodal transportation and land use planning projects that further the region's RTP SCS/APS (where applicable) and contribute to the State's GHG reduction targets. Climate Adaptation Planning: To fund local and regional identification of transportation related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

Strategic Partnerships: To fund transportation planning studies in partnership with Caltrans that address the regional, interregional, and statewide needs of the State highway system.

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

Southern California Association of Governments- Go Human

SCAG seeks to facilitate opportunities for equity-centered strategies to meet local and regional safety goals. The Go Human Community Hubs Grant Program offers funding opportunities for community organizations to implement local traffic safety and community engagement strategies that leverage community gathering and resource sites or networks. The program aims to support street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation Black, Indigenous and People of Color; people with disabilities; and frontline workers, particularly those walking and biking.

Funding for this program is provided by a grant from the California Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration.

Funding is available to recipients across the SCAG region, which encompasses the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura and will be distributed to prioritize equity, particularly within communities that have been historically disinvested or in disadvantaged communities.

<https://scag.ca.gov/apply-funding>

Transportation Uniform Mitigation Fee (TUMF)

The Western Riverside Council of Governments developed and administers the Transportation Uniform Mitigation Fee (TUMF). This fee is an obligation that must be met on all new development in Western Riverside County. For some developments, the developer is exempt from paying TUMF, but where the local agency has determined that TUMF is due, a developer will need to pay their TUMF fees. These fees vary based on the land use type of the proposed development and its size. These factors influence how traffic will be increased due to development. The TUMF fee goes toward providing improvements to improve local traffic.

<https://wrcog.us/174/TUMF>

Federal

California Department of Parks and Recreation Outdoor Recreation Legacy Partnership (ORLP) Program

The Outdoor Recreation Legacy Partnership (ORLP) program was established in 2014 and is funded through the Land and Water Conservation Fund. ORLP is a nationally competitive program targeting grant assistance to help economically disadvantaged urban communities of at least 30,000 people with no, or almost no, access to publicly available, close-by, outdoor recreation. Funds can be used for the acquisition and/or development of new, or to substantially renovate obsolete, public parks and other outdoor recreation spaces. The Outdoor Recreation Legacy Partnership (ORLP) Program is a federal National Park Service (NPS) grant program. ORLP involves two competitive layers. Applications are first competitively reviewed by California Department of Parks and Recreation, Office of Grants and Local Services (OGALS). Applications selected by the state are then forwarded to National Park Service to compete in the nationwide competition.

https://www.parks.ca.gov/?page_id=30578

Carbon Reduction Program

Authorized with the BIL in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

The Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) is a Federally funded block grant program created by Congress in 1974, with the overall goal to develop viable urban communities by providing decent housing and a suitable living environment primarily for low-mod income persons.

CDBG works toward the development of viable urban communities, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income. Example eligible activities include public services such as senior or child care services, health services, youth services; housing services such as programs for lower and moderate income households; and public improvements such as streets, curbs, gutters, sidewalks, streetlights, sewers, storm drains, traffic signals, parks and recreation facilities, health facilities, and fire station improvements.

<https://rivcoeda.org/Departments/Housing/Community-Development-Block-Grant/Community-Development/CDBG-Program>

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use.

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

House Transportation & Infrastructure (T&I) Committee Appropriations

The House T&I Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

<https://transportation.house.gov/subcommittees/subcommittee/?ID=107420>

Neighborhood Access and Equity Grants

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features. <https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program>

<https://www.transportation.gov/grants/rcnprogram/about-neighborhood-access-and-equity-grant-program>

RAISE Grants

Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the U.S. Department of Transportation, the RAISE grant allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives.

<https://www.transportation.gov/RAISEgrants>

Reconnecting Communities and Neighborhoods Grant Program

The Bipartisan Infrastructure Law (BIL) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. It is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Eligible facilities may include a highway, including a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

[https://www.transportation.gov/grants/rcnprogram/about-rcp\](https://www.transportation.gov/grants/rcnprogram/about-rcp)

Safe Streets and Roads for All (SS4A)

Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure including pilot programs, installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, improving the safety of intersections. Up to \$1 billion is available each year of the program.

<https://www.transportation.gov/grants/SS4A>

Surface Transportation Block Grant (STBG)

Extended by the BIL, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, install pedestrian and bicycle infrastructure and implement transit capital projects. Additional Transportation Alternatives* set aside funds for active transportation, and active transportation access to transit improvements.

<https://www.fhwa.dot.gov/specialfunding/stp/>

*Title 23, U.S.C. 101(a)(29) Transportation alternatives. - The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation: (A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

<https://fhwa.dot.gov/map21/docs/title23usc.pdf>

Grants- State

		STATE											
		Active Transportation Program (ATP)	Affordable Housing And Sustainable Communities Program (AHSC)	California Department of Forestry and Fire Protection (CalFire) Urban and Community Forestry Grants	California Strategic Growth Council Regional Climate Collaboratives (RCC) Grant	California Transportation Commission Local Partnership Program (LPP)	Clean California Grant	Clean Mobility Options (CMO)	The Ford Family Foundation Large Good Neighbor Grants	Rubberized Pavement Grant Program	State Transportation Improvement Program (STIP)	Transportation Development Act Funds (TDA)	The Urban Greening Program
PROJECT													
A	Pilot projects												
	Parking signage												
	Shared 1st Street												
	Controlled alleys												
	Lighting across Ramsey and 1st St												
	Wayfinding												
B	Bus stop improvements												
	Courtyards												
	Gateways												
	3rd Street park												
C	Post Office linear park												
	Ramsey Complete Street- Martin St to 8th St												
	San Gorgonio Ave two-way cycletrack												
	San Gorgonio Protected Intersection												
	Numbered/secondary street improvements (1st, 2nd, 3rd, 4th, Hays, Livingston/6th)												
	Indoor pedestrian pass-throughs connecting alleys to 1st Street/courtyard expansions.												
	Livingston-Highway ramp reconfiguration for truck route												
	Civic Center Expansion												

Grants- Regional & Federal

					FEDERAL									
		Caltrans Sustainable Transportation Planning Grant Program	Southern California Association of Governments- Go Human	Transportation Uniform Mitigation Fee (TUMF)	California Department of Parks and Recreation Outdoor Recreation Legacy Partnership (ORLP) Program (Granted by NPS)	Carbon Reduction Program	The Community Development Block Grant (CDBG)	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	House Transportation & Infrastructure (T&I) Committee Appropriations	Neighborhood Access and Equity Grants	RAISE Grants	Reconnecting Communities and Neighborhoods Grant Program	Safe Streets and Roads for All (SS4A)	Surface Transportation Block Grant (STBG)
PROJECT														
A	Pilot projects													
	Parking signage													
	Shared 1st Street													
	Controlled alleys													
	Lighting across Ramsey and 1st St													
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	Numbered/secondary street improvements (1st, 2nd, 3rd, 4th, Hays, Livingston/6th)													
	Indoor pedestrian pass-throughs connecting alleys to 1st Street/courtyard expansions.													
	Livingston-Highway ramp reconfiguration for truck route													
	Civic Center Expansion													

Cost Estimates -

Full Project Summary and Details

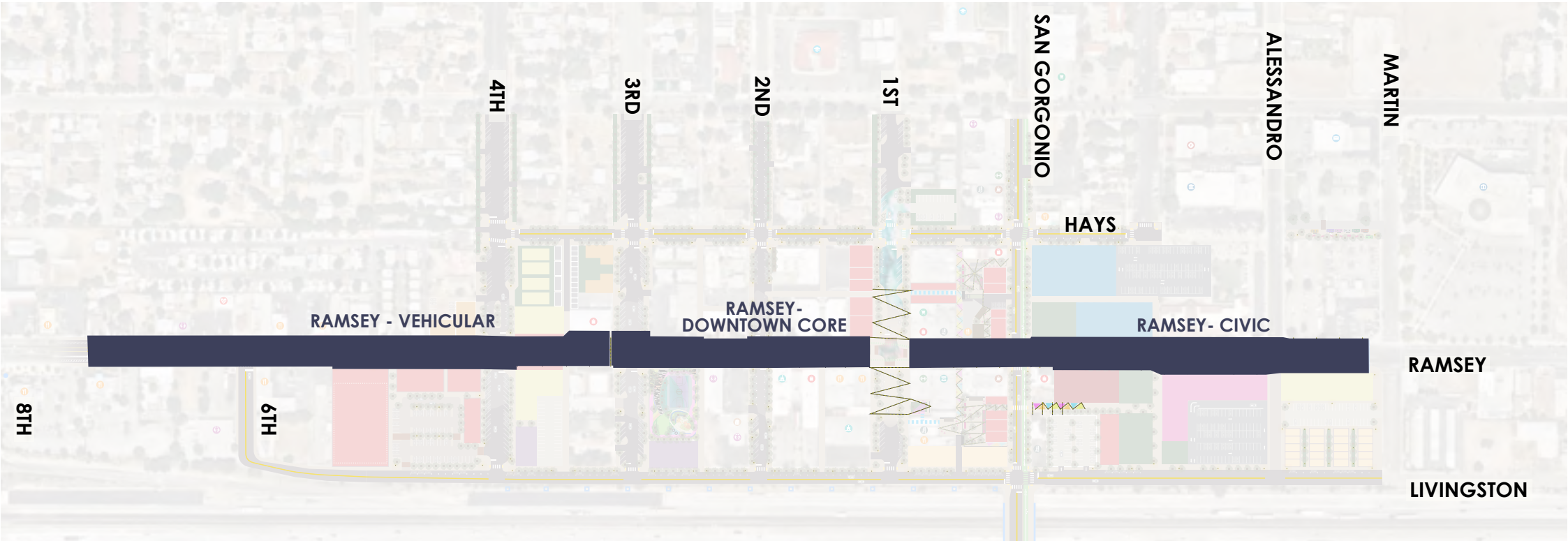
These costs are rough order of magnitude estimates for all aspects of the final design from roadway construction to amenities and irrigation. The following sections break down this cost summary by project with Ramsey Street, 1st Street, Alleys/Courtyards, and the Park. For this cost estimate all gateway elements are excluded.

Full Project Cost Summary	
LANDSCAPE + STORMWATER	\$6,080,000.00
ROADWAY + PAVING	\$20,610,000.00
LIGHTING + PEDESTRIAN AMENITIES	\$2,710,000.00
SOFT COSTS	\$3,820,000.00
CONSTRUCTION TOTAL COST	\$33,220,000.00
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$38,200,000.00
CEQA EXEMPTION DOCUMENTATION	\$50,000.00
CONTINGENCY (30%)	\$11,460,000.00
Total in 2023 (Rounded to nearest 10,000)	\$49,710,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$52,690,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$55,850,000

LANDSCAPE + STORMWATER				
DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
24" Box Tree	EA	\$1,200.00	675	\$810,000.00
Landscaping	SF	\$20.00	65,000	\$1,300,000.00
Shrub and groundcover Irrigation	SF	\$16.00	65,000	\$1,040,000.00
Irrigation equipment	EA	\$15,000.00	30	\$450,000.00
Tree removal	EA	\$2,000.00	40	\$80,000.00
Soil	CY	\$65.00	7,200	\$468,000.00
Tree Root Vault System + Soil	MI	\$3,650,000.00	0.4	\$1,460,000.00
Fencing	LF	\$125.00	600	\$75,000.00
Bioswale	LF	\$200.00	2,000	\$400,000.00
TOTAL				\$6,083,000.00
Total in 2023 (rounded to nearest \$10,000)				\$6,080,000.00
ROADWAY + PAVING				
DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Demo (to include all soils, pavements, and miscellaneous removal)	SF	\$30.00	210,000	\$6,300,000.00
AC Paving with Aggregate Base	Ton	\$400.00	2,710	\$1,084,000.00
Concrete Curb and Gutter	LF	\$100.00	30,000	\$3,000,000.00
Curb Ramps and Warning Strip	EA	\$10,000.00	60	\$600,000.00
Striping	LF	\$6.00	14,000	\$84,000.00
Pavement Markings (STOP,YIELD)	EA	\$475.00	50	\$23,750.00
Poured Concrete Walk 4"	SF	\$20.00	284,900	\$5,698,000.00
Cool Paving for Mural & Mural Materials	LS	\$30,000.00	1	\$30,000.00
Ground mural	LS	\$15,000.00	1	\$15,000.00
Bicycle Signage	EA	\$500.00	18	\$9,000.00
Traffic Signal Modification including Bike Signal Heads and Loops	LS	\$350,000.00	1	\$350,000.00
Paving decorative	SF	\$35.00	6,000	\$210,000.00
Bike Lanes	SF	\$15.00	40,000	\$600,000.00
Median Islands	SF	\$55.00	14,000	\$770,000.00
Cool paving	SF	\$15.00	47,700	\$715,500.00
Permeable asphalt, subbase, and geotextiles	SF	\$25.00	44,800	\$1,120,000.00
TOTAL				20,609,250.00
Total in 2023 (rounded to nearest \$10,000)				\$20,610,000.00

LIGHTING + PEDESTRIAN AMENITIES				
DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
String Lights	LF	\$12.00	14,386	\$172,632.00
Pedestrian scale street lights	EA	\$8,000.00	75	\$600,000.00
Small Shade Structure (12'X12')	SF	\$250.00	4,800	\$1,200,000.00
Trash Receptacle	EA	\$1,800.00	30	\$54,000.00
Amenities (Benches, Bike racks, etc.)	EA	\$3,500.00	20	\$70,000.00
Map and Wayfinding Signage	EA	\$5,000.00	4	\$20,000.00
Bus Shelters	EA	\$35,000.00	4	\$140,000.00
Project Signage	EA	\$500.00	30	\$15,000.00
Poured in Place Concrete Seat Walls (@Park)	LF	\$275.00	178	\$48,950.00
Game Courts	SF	\$20.00	3,900	\$78,000.00
Drinking Fountain with Bottle Filler + Pet Bowl	EA	\$15,000.00	1	\$15,000.00
Play equipment and surfacing	LS	\$300,000.00	1	\$300,000.00
TOTAL				\$2,713,582.00
Total in 2023 (rounded to nearest \$10,000)				\$2,710,000.00
Subtotal				\$29,400,000.00
SOFT COSTS				
DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
Traffic Control and Traffic Control Plan	1	3% of TTL C		\$882,000.00
Stormwater Pollution Prevention Plan (SWPPP) Development and	1	3% OF TTL C		\$882,000.00
Mobilization/Demobilization and Clean-up	1	5% OF TTL C		\$1,470,000.00
Utilities Relocation/Protection/Coordination	1	2% OF TTL C		\$588,000.00
TOTAL				\$3,822,000.00
Total in 2023 (rounded to nearest \$10,000)				\$3,820,000.00
CONSTRUCTION TOTAL COST				
Total in 2023 (rounded to nearest \$10,000)				\$33,220,000.00
TOTAL COST				
Plans, Specifications, Estimates	1	15% OF TTL C		\$4,983,000.00
SUBTOTAL				\$38,203,000.00
Subtotal in 2023 (rounded to nearest 10,000)				\$38,200,000.00
CEQA Documentation	1	\$50,000.00		\$50,000.00
Contingency	1	30% OF TTL		\$11,460,000.00
TOTAL in 2023				\$49,710,000.00
Total in 2023 (rounded to nearest \$10,000)				\$49,710,000.00

Cost Estimates - Ramsey Street



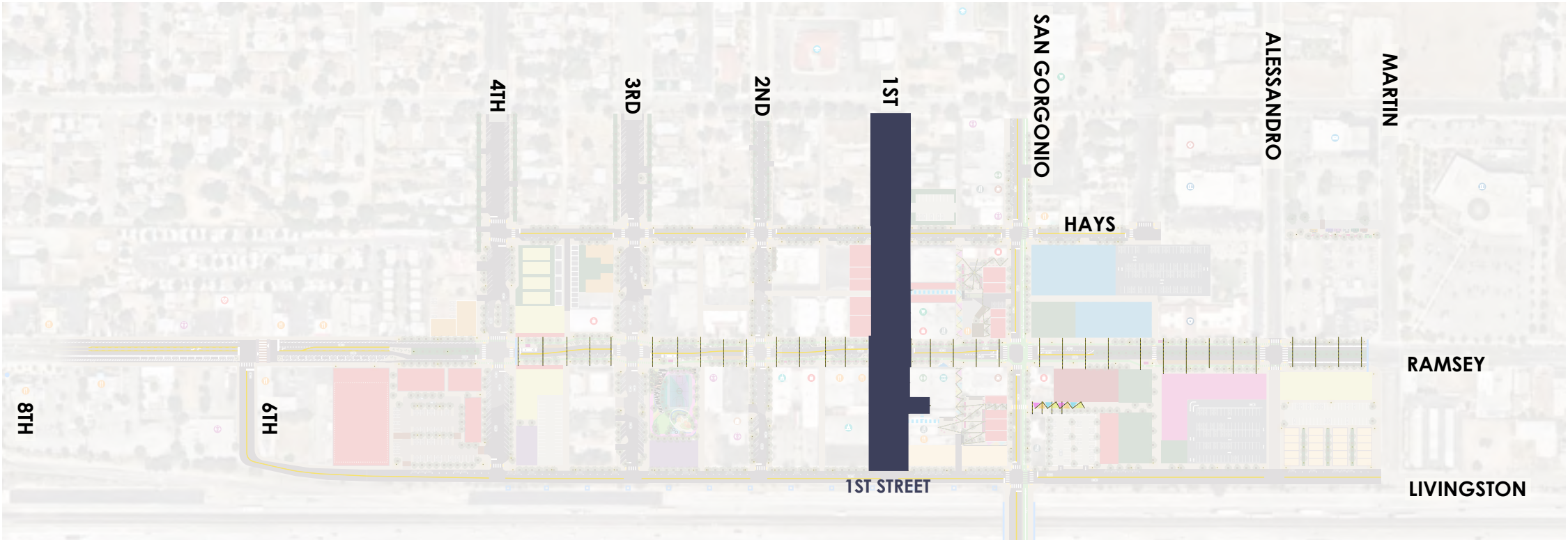
Ramsey - ALL PROJECTS COMBINED	
LANDSCAPE + STORMWATER	\$2,460,000
ROADWAY + PAVING	\$6,080,000
LIGHTING + PEDESTRIAN AMENITIES	\$680,000
SOFT COSTS	\$1,200,000
CONSTRUCTION TOTAL COST	\$10,420,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$11,980,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$3,594,000
Total in 2023 (Rounded to nearest 10,000)	\$15,624,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$16,560,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$17,550,000

Ramsey - Vehicular Project	
LANDSCAPE + STORMWATER	\$390,000
ROADWAY + PAVING	\$1,400,000
LIGHTING + PEDESTRIAN AMENITIES	\$180,000
SOFT COSTS	\$260,000
CONSTRUCTION TOTAL COST	\$2,230,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$2,560,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$768,000
Total in 2023 (Rounded to nearest 10,000)	\$3,380,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$3,580,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$3,790,000

Ramsey - Downtown Core Project	
LANDSCAPE + STORMWATER	\$1,270,000
ROADWAY + PAVING	\$2,810,000
LIGHTING + PEDESTRIAN AMENITIES	\$240,000
SOFT COSTS	\$560,000
CONSTRUCTION TOTAL COST	\$4,880,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$5,610,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$1,683,000
Total in 2023 (Rounded to nearest 10,000)	\$7,340,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$7,780,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$8,250,000

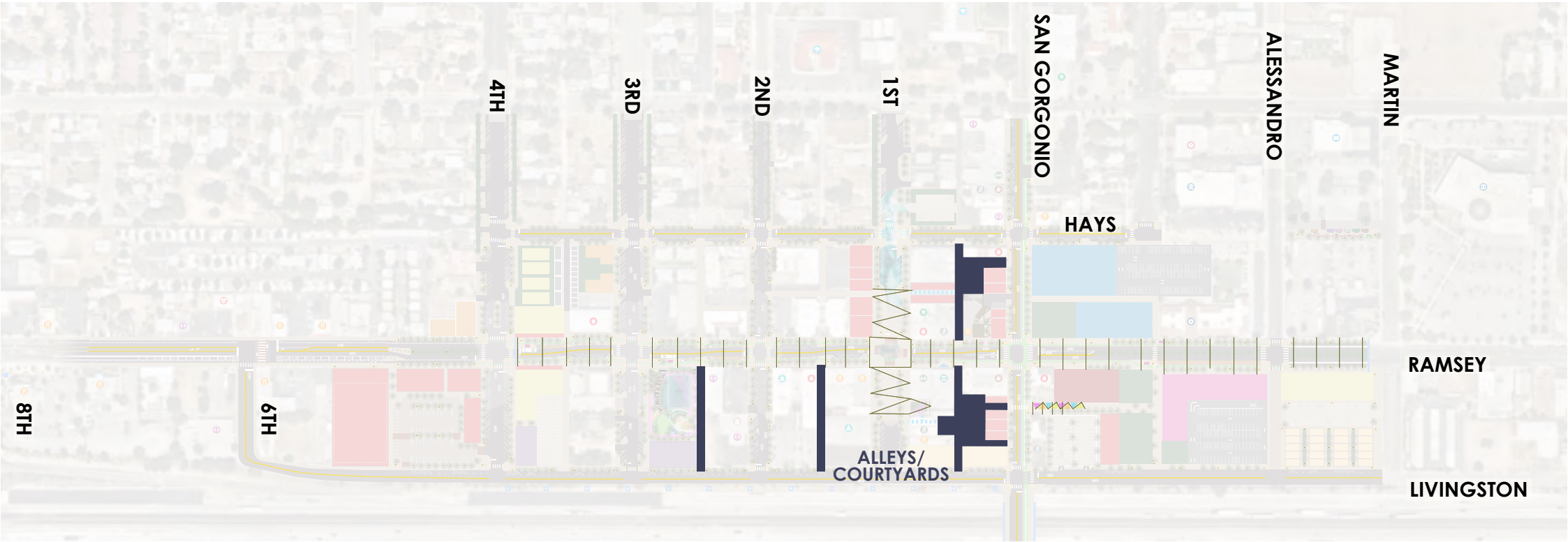
Ramsey - Civic Project	
LANDSCAPE + STORMWATER	\$800,000
ROADWAY + PAVING	\$1,870,000
LIGHTING + PEDESTRIAN AMENITIES	\$260,000
SOFT COSTS	\$380,000
CONSTRUCTION TOTAL COST	\$3,310,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$3,810,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$1,143,000
Total in 2023 (Rounded to nearest 10,000)	\$5,000,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$5,300,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$5,620,000

Cost Estimates - 1st Street



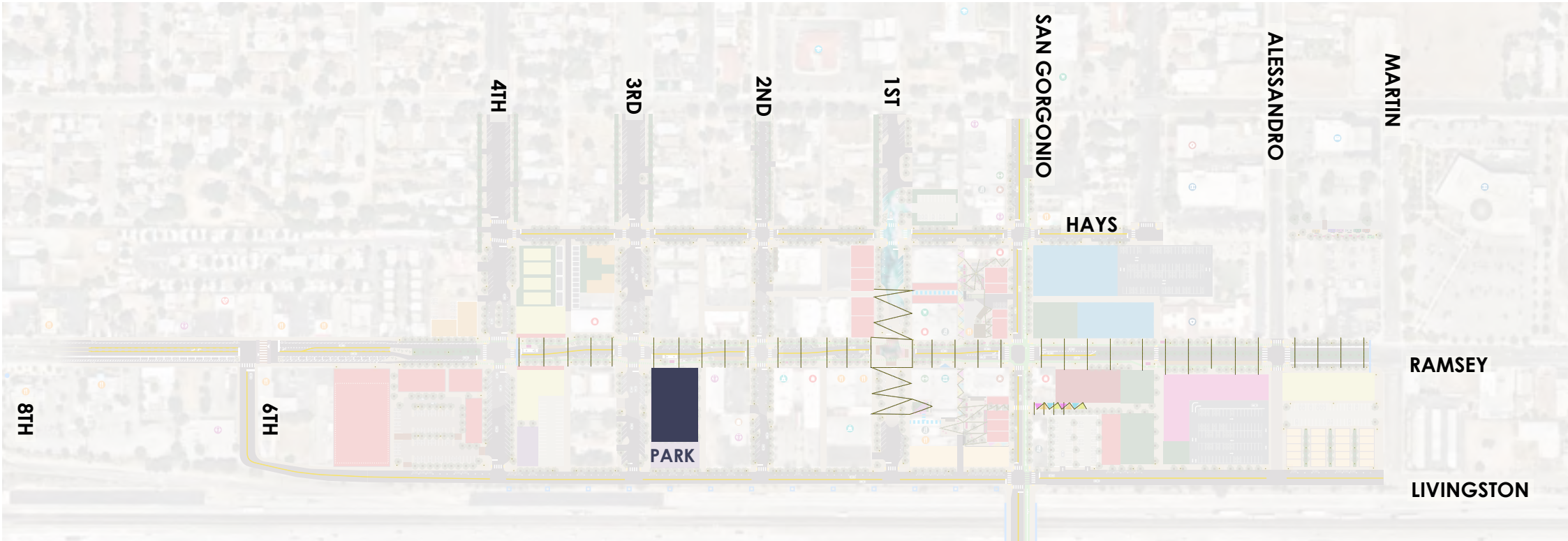
1st Street Project	
LANDSCAPE + STORMWATER	\$1,410,000
ROADWAY + PAVING	\$3,010,000
LIGHTING + PEDESTRIAN AMENITIES	\$340,000
SOFT COSTS	\$40,000
CONSTRUCTION TOTAL COST	\$4,800,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$5,520,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$1,656,000
Total in 2023 (Rounded to nearest 10,000)	\$7,230,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$7,660,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$8,120,000

Cost Estimates - Alleys/Courtyards



Alleys / Courtyards	
LANDSCAPE + STORMWATER	\$150,000
ROADWAY + PAVING	\$1,480,000
LIGHTING + PEDESTRIAN AMENITIES	\$920,000
SOFT COSTS	\$330,000
CONSTRUCTION TOTAL COST	\$2,880,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$3,310,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$993,000
Total in 2023 (Rounded to nearest 10,000)	\$4,350,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$4,610,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$4,890,000

Cost Estimates - Park



Park	
LANDSCAPE + STORMWATER	\$580,000
ROADWAY + PAVING	\$150,000
LIGHTING + PEDESTRIAN AMENITIES	\$470,000
SOFT COSTS	\$160,000
CONSTRUCTION TOTAL COST	\$1,360,000
TOTAL COST WITH PLANS, SPECIFICATIONS, ESTIMATES	\$1,560,000
CEQA EXEMPTION DOCUMENTATION	\$50,000
CONTINGENCY (30%)	\$468,000
Total in 2023 (Rounded to nearest 10,000)	\$2,080,000
Total in 2024 (Rounded to nearest 10,000) - 6% Esc.	\$2,200,000
Total in 2025 (Rounded to nearest 10,000) - 6% Esc.	\$2,330,000

SCAG Go Human Pilot Projects

Go Human is a community engagement program with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. SCAG's Go Human Kit of Parts Lending Library provides pop-up materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces.

The Go Human Kit of Parts includes materials to showcase five street treatments. The street treatments include a parklet, curb extension (bulb-out), median refuge island, artistic crosswalk, and separated bike lane. The Kit of Parts are made of portable, light-weight materials that are easy to transport and assemble.

Temporary safety demonstrations create opportunities for residents to experience streets that are re-designed for safety in live traffic settings, test out, refine, and identify support for improvements. ¹

¹ SCAG Go-Human



Popup areas



Popup areas



Decorative Crosswalk Strips



Parklet



Bike Lane

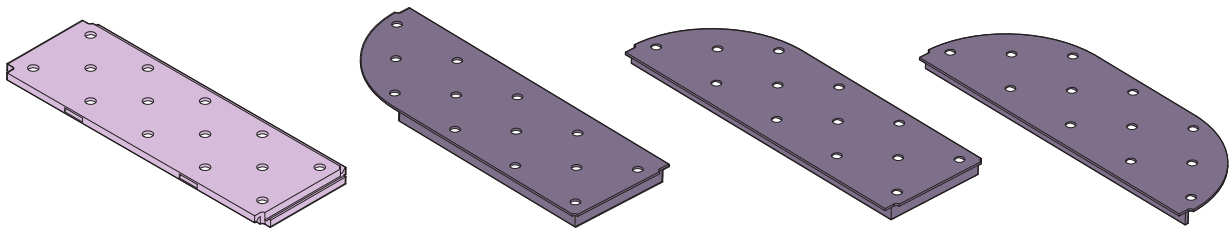


Bike Lane

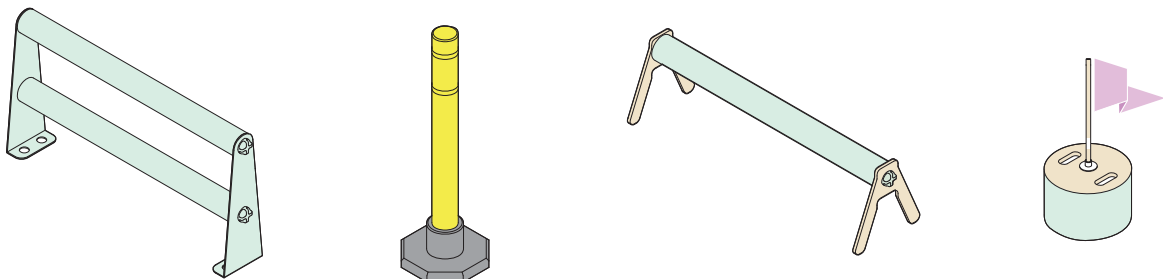


Curb Extension

Parts



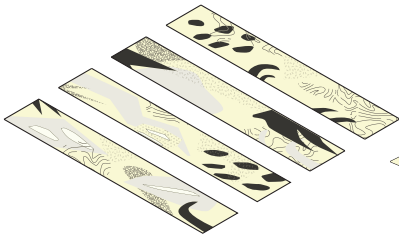
1. Plane
2. End Plane (Parklet, left)
3. End Plane (Parklet, Right)
4. Nose Plane (Ped. Island)



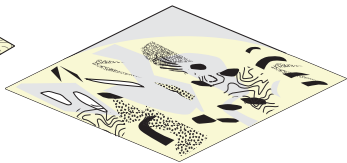
5. Parklet Railing
6. Stanchion
7. Bike Lane Railing
8. Bike Lane Bollard



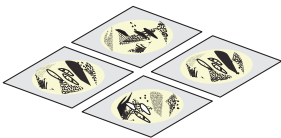
9. Bike Lane Marker



10. Decorative Crosswalk Strips



11. End Mesh (Bulb out)

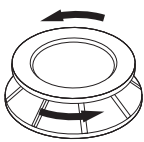


12. Circles (Bulb Out)

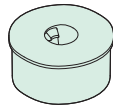


13. Shark teeth (Crosswalk)

Hardware



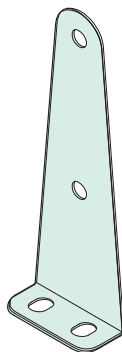
14. Pedestal



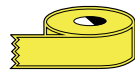
15. Threaded cap



16. Screw



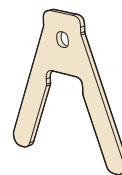
17. Parklet Bracket



18. Tape

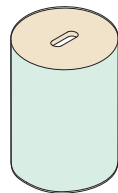


19. Post

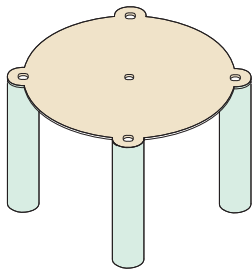


20. Bike Lane Bracket

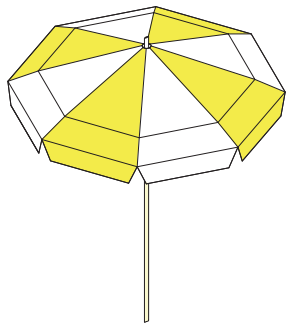
Accessories



21. Bollard



22. Cafe Table



23. Umbrella



23. Treatment Sign

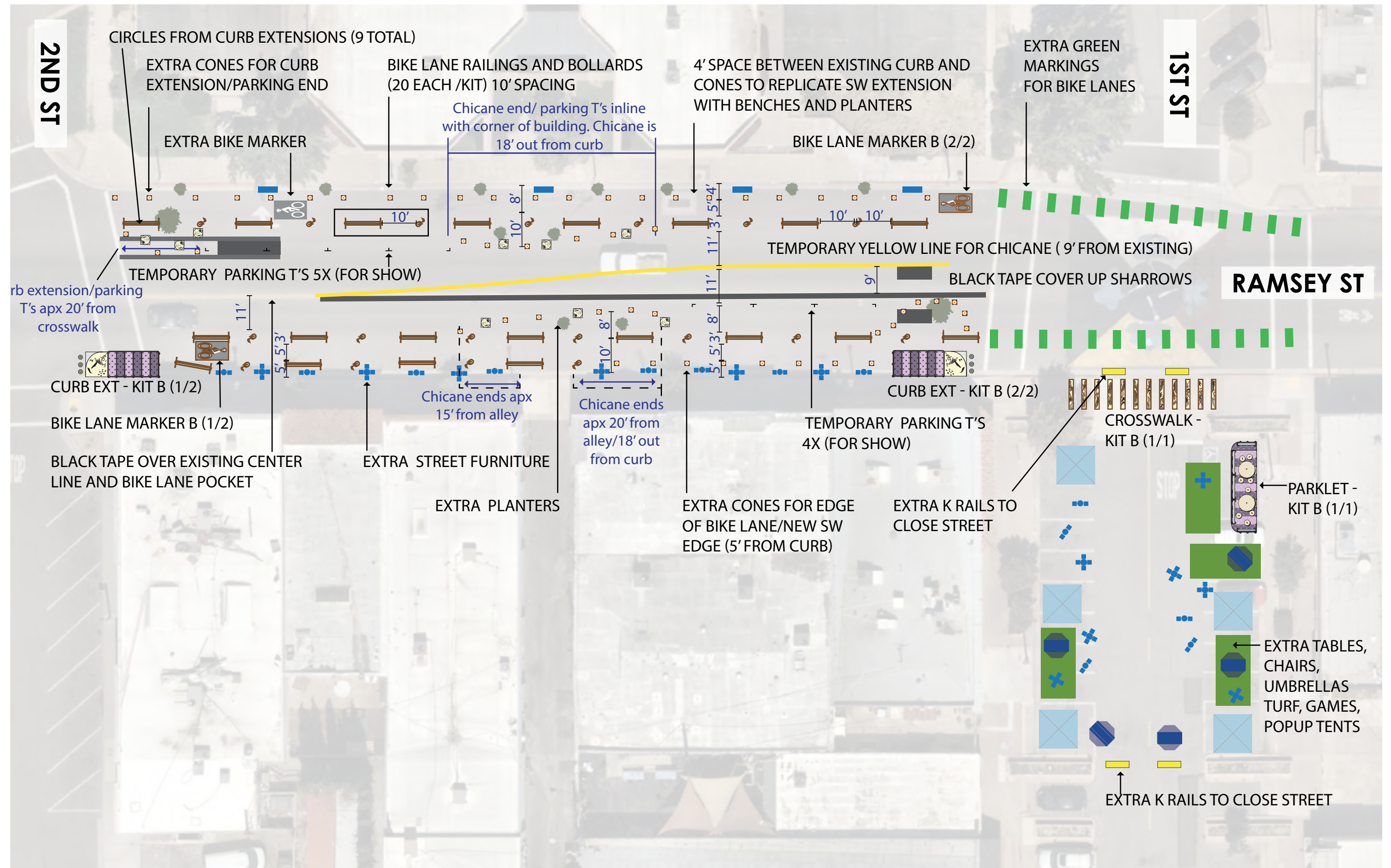
Diagram of parts and accessories for Go Human kits from SCAG Final Kit of Parts Design Guide

Go Human 1st St and Ramsey St

This Go Human demonstration would showcase the pedestrian-oriented 1st Street along with the traffic calming and Complete Street designs for Ramsey Street. Additional amenities such as traffic cones, additional bike lane markers, K Rails, planters, tape, street furniture/umbrellas, and turf would be used to enhance the event to more accurately represent the design intent of the plan.

This demonstration would use several of the Go Human Kit elements including:

- Bike Bollards and Railings (20x each)
- Bike Lane Marker (2x)
- Curb Extensions (2x)
- Decorative Crosswalk (1 set of 12 stripes)
- Parklet (1x)
- Necessary Tape/hardware to restripe/assemble
 - Yellow Tape - apx 145' to mark new centerline
 - Black Tape - apx 120' to cover existing yellow from 1st to east end of alley
 - Black Tape - apx 150 sqft to cover three sharrows
 - Green Paint for conflict striping



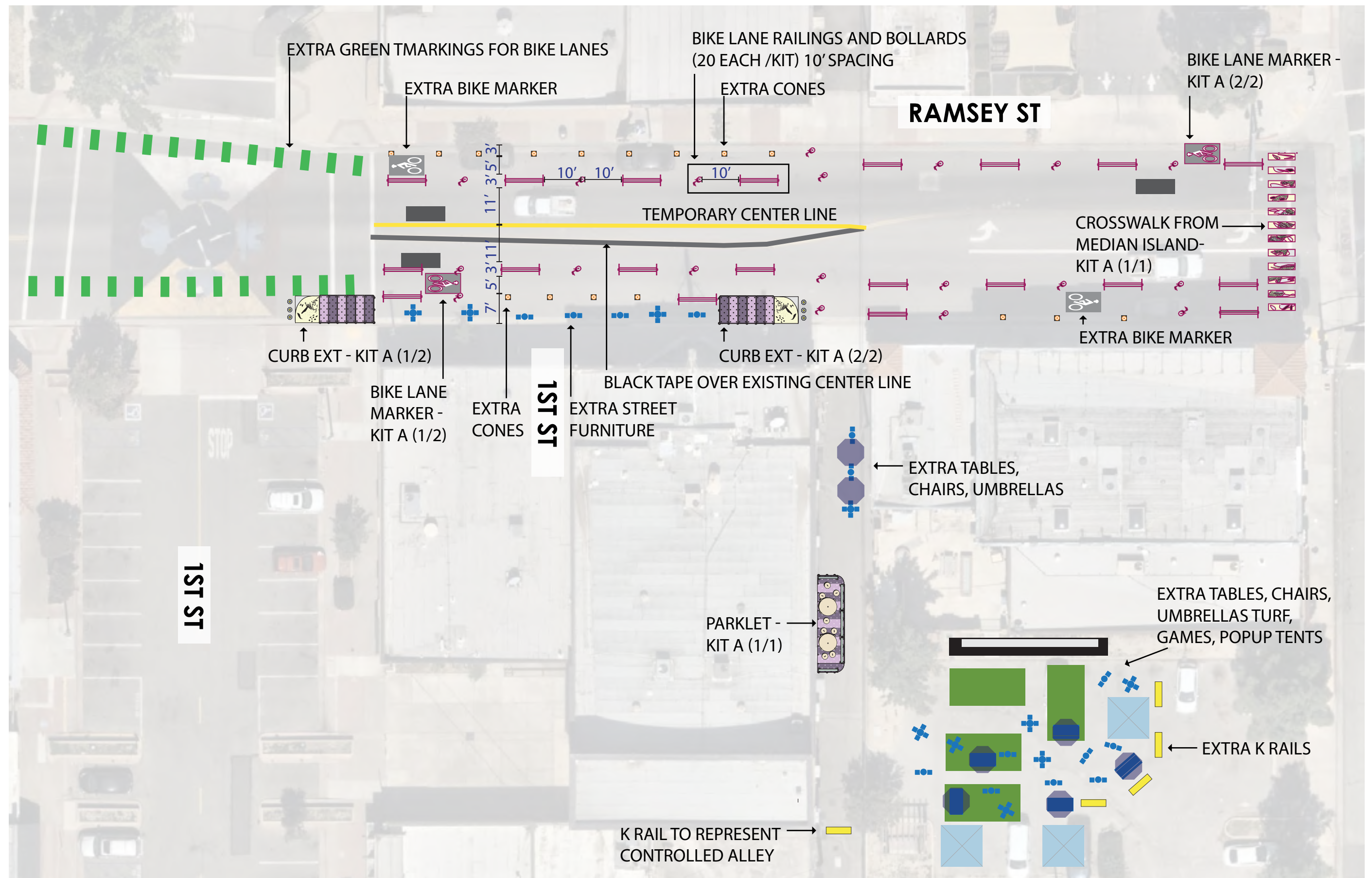
Go Human drawing for 1st St and Ramsey demonstration

Go Human Alley, Courtyard and Ramsey St

This Go Human demonstration would showcase the Alley and Courtyard along with the traffic calming and Complete Street designs for Ramsey Street. Additional amenities such as traffic cones, additional bike lane markers, K Rails, planters, tape, street furniture/umbrellas, and turf would be used to enhance the event to more accurately represent the design intent of the plan.

This demonstration would use several of the Go Human Kit elements including:

- Bike Bollards and Railings (20x each)
- Bike Lane Marker (2x)
- Curb Extensions (2x)
- Decorative Crosswalk (1 set of 12 stripes)
- Parklet (1x)
- Necessary Tape/hardware to restripe/assemble
 - Yellow Tape - apx 200' to mark new centerline
 - Black Tape - apx 300' to cover existing marked section of yellow and bike lane pocket lines
 - Black Tape - apx 200 sqft to cover two sharrows and bike lane marker
 - Green Paint for conflict striping



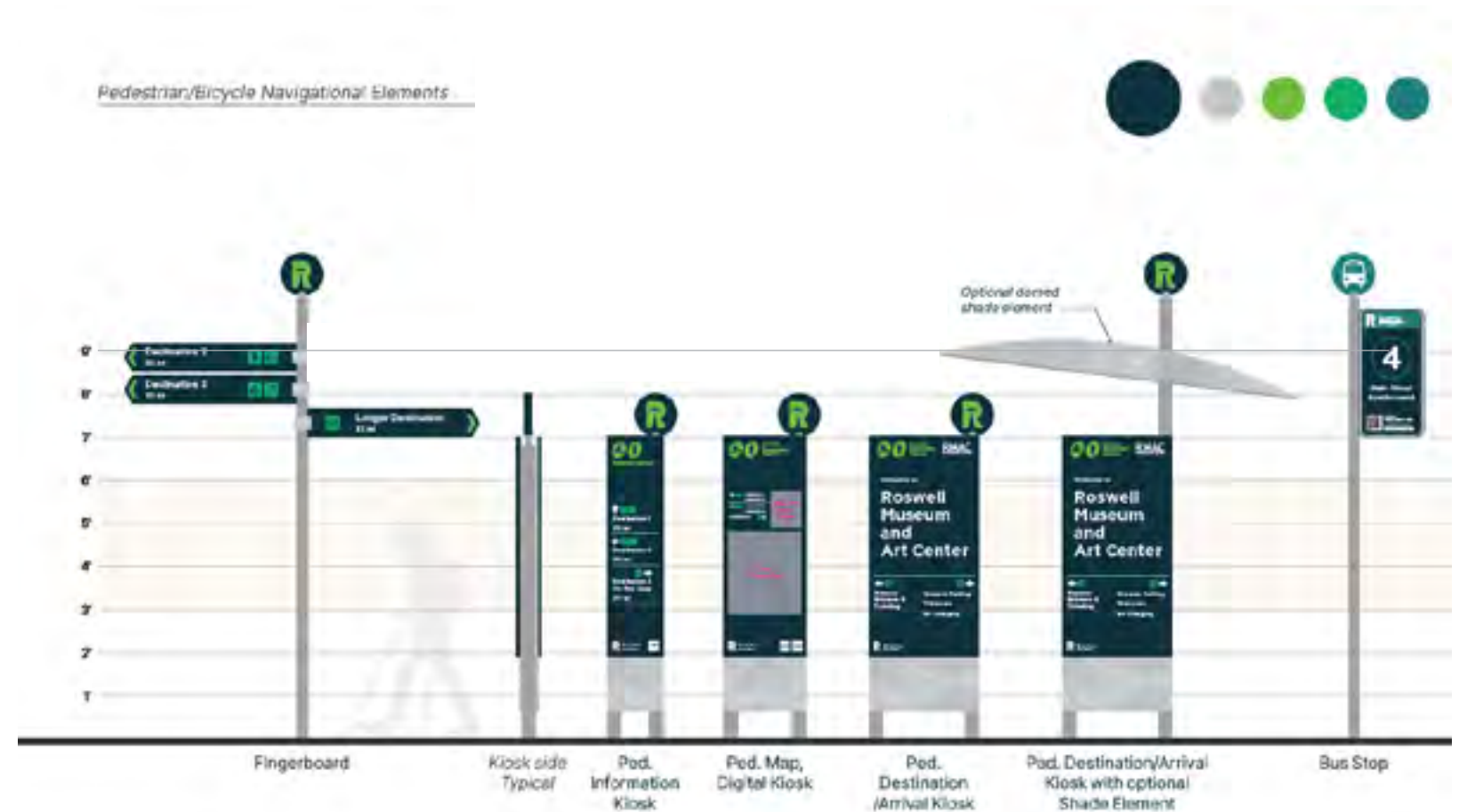
Go Human drawing for Alley, Courtyard and Ramsey St demonstration

Wayfinding

Wayfinding is the process of determining and following a path or route between an origin and a destination, often intended for pedestrians and cyclists and for assisting people driving cars locate parking and other key destinations. This means that wayfinding helps people get to the destinations they desire, whether it be parking lots off Main Street or downtown attractions. This is achieved with signage and maps, special lettering, colors, symbols, iconic shapes, texture, and surface treatment working in unison to highlight key locations, attractions, and services, and provide route confirmation. Banning should establish a wayfinding signage program to review existing signage and plan for new or upgrade existing, wayfinding signage in Downtown Banning and across the city. The following sections are recommendations for the Downtown area but may be subject to change following the implementation of a City Wayfinding Program. Roadway-oriented signage should be designed to comply with CA MUTCD design standards. It is important to note that the MUTCD allows for communities to create community-sensitive wayfinding. Community Wayfinding allows custom colors and enhancement markers (logos). DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that help roadway users of all types, ages, and abilities of all ages and utilize universal design characteristics (2010).

Design recommendations for wayfinding signage in Banning include:

- Signage should be designed at a human scale with attention to detail and craftsmanship.
- Pedestrian-oriented signs should comply with standard clearances from other street elements and comply with ADA requirements.
- Wayfinding signage should be placed near important intersections, public plazas, or other areas with high pedestrian volume.
- Wayfinding signage should clearly communicate the locations of nearby destinations, by means such as arrows, infographics, and vicinity maps.
- Avoid placing too many signs on the street, which can cause visual clutter and confusion to people.
- Externally illuminated signs should be designed to minimize glare. The reflective coating should be used on other signs to minimize glare.



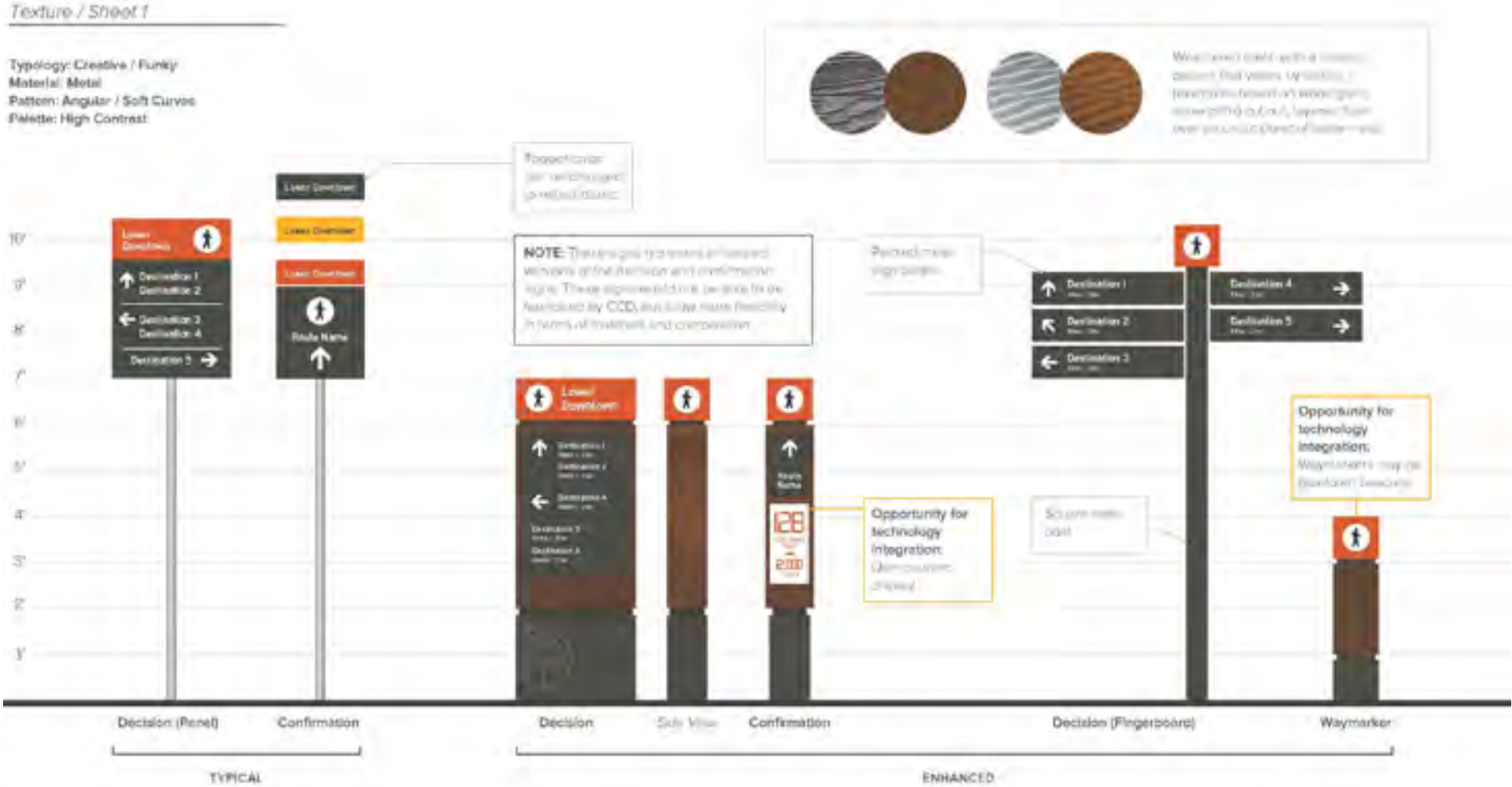
Examples of wayfinding signage families which should be simple, intuitive, and approachable, with a consistent design language between elements.

Additional Wayfinding Information

The Manual of Uniform Traffic Devices, Section 2D.50 allows for community-sensitive wayfinding but there are basic specific guidelines that must be followed.

The California Manual on Uniform Traffic Control Devices or CA MUTCD is the state standard (based on the national MUTCD) for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. Both on-street and off-street bicycle facilities are required to follow the standards within the CA MUTCD. Devices should be designed so that:

- Size, shape, color, composition, lighting or retroreflection, and contrast are combined to draw attention to the devices.
- Size, shape, color, and simplicity of message combine to produce a clear meaning.
- Legibility and size combine with placement to permit adequate time for response.
- Uniformity, size, legibility, and reasonableness of the message combine to command respect.
- Options for customizing signs while adhering to the CA MUTCD include adding unique mounting structures or an identifying enhancement marker.
- While the CA MUTCD provides standards and guidelines for the design, size, and content of wayfinding signs, many jurisdictions have implemented unique signs to enhance visibility or reinforce local identity.
- Creative wayfinding elements enhance community identity and pride, reflect local values and character, and may provide more helpful information than signs which strictly follow the basic guidance of the CA MUTCD



Example of wayfinding signage families

