WILDOMAR

Active Transportation Plan

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Approved on June 30, 2021

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES


20505
MARNA O'BRIEN
PARK

Marna O'Brien Park, Wildomar, 2020

Chapter 1

Introduction

The City of Wildomar's Active Transportation Plan (ATP) lays the foundation for bicycle and pedestrian improvements within the City for years to come. Wildomar's ATP will enhance the safety and comfort of pedestrian and bicycle facilities across the City, as well as increase connectivity to key attracting land uses such as schools, employment centers, retail districts, and recreational areas. This plan also considers the first and last mile accessing transit services as a crucial component. The ATP acknowledges the community's desire to continue developing equestrian trails since horseback riding is a historical anchor and significant source of recreation in Wildomar.

This plan represents Wildomar's inaugural active transportation plan. The City was successful in pursuing a grant from the Southern California Association of Governments (SCAG) via Senate Bill 1 (SB 1) and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to develop a citywide Mobility Plan (which is comprised of both this ATP and a Mobility Element) to improve mobility in general, as well as provide infrastructure and programmatic support for walking and cycling in the City.

Background and Legislative Context

This plan embodies a "Complete Streets" mindset that is compatible with the State of California's 2008 Complete Streets Act, as set forth in California Assembly Bill 1358, which went into effect on January 1, 2011. The Act requires the legislative body of a city or a county to plan for a balanced, multimodal transportation network that meets the needs of all roadway users, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Complete Streets Act establishes the mandate to plan for a multimodal transportation system and since that time, the State of California has passed several pieces of legislation making it easier to not only plan for active transportation users, but to implement plans and create safer conditions.

Planning projects such as this document are exempt from CEQA analysis since they are considered planning and conceptual recommendations per California Environmental Quality Act Exemption: Bicycle Transportation Plans (AB 1218) and California Environmental Quality Act: Exemptions for transportation-related projects (SB 288). As individual recommendations move forward into design and implementation, the City will then need to determine if the improvements warrant further environmental evaluation.

The primary purpose of the Wildomar ATP is to build upon these legislative efforts and mandates and to serve as a tool for implementing future active transportation facilities and multimodal roadway improvements. This plan meets and complies with the State of California's Complete Streets Act (AB 1358) requirements for local active transportation plans and is intended to provide an assessment of current and future active transportation needs, implementation costs, and funding opportunities for bicycle and pedestrian facilities.

Marna O'Brien Park, Wildomar, 2020

Timeline of Recent State Legislative Actions Supporting Active Transportation

AB 1371 Passing Distance/Three Feet for Safety Act (2013)
requires drivers to provide at least three feet of clearance when passing cyclists. If a three foot separation is not possible, drivers must "slow to a speed that is reasonable and prudent" and wait to pass.

AB 1193 Bikeways (2014)
recognizes cycle tracks as a fourth class of bicycle facility and requires Caltrans to establish minimum safety design criteria. Subsequently on May 3rd, 2018, Caltrans published Design Information Bulletin (89-01) for Class IV Bikeway (Separated Bikeways /Cycle Tracks) Guidance.

SB 1 Transportation Funding (2017)
creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. A total of $5.4 billion will be invested annually over the next decade, which will aid with, among other things, the expansion of the state's growing network of pedestrian and bicycle routes.

2015

SB 743 Environmental Quality (2013)
removes Level of Service (LOS) as a measure of vehicle traffic congestion that must be used to analyze environmental impacts under the California Environmental Quality Act (CEQA) and replaces it with Vehicle Miles Traveled (VMT).

AB 1096 Electric Bicycles (2015)
defines an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of less than 750 watts and creates 3 classes of electric bicycles. This bill provides specific requirements to manufacturers, distributors, as well as riders/users to promote safe operations.

AB 1218 California Environmental Quality Act Exemption: Bicycle Transportation Plans (2017)
extends CEQA exemptions for bicycle transportation plans for an urbanized area until January 1, 2021. These exemptions include restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions.

AB 1266 Traffic Control Devices: Bicycle (2019)
requires Caltrans to develop street markings, or a design, that permit a cyclist to continue straight from a right- or left-turn lane, in order to permit the cyclist to safely cross the intersection outside of the high-traffic lanes.

2020

SB 672 Traffic-Actuated Signals: Motorcycles and Bicycles (2017),
extends indefinitely the requirement to install traffic-actuated signals to detect lawful bicycle or motorcycle traffic on the roadway.

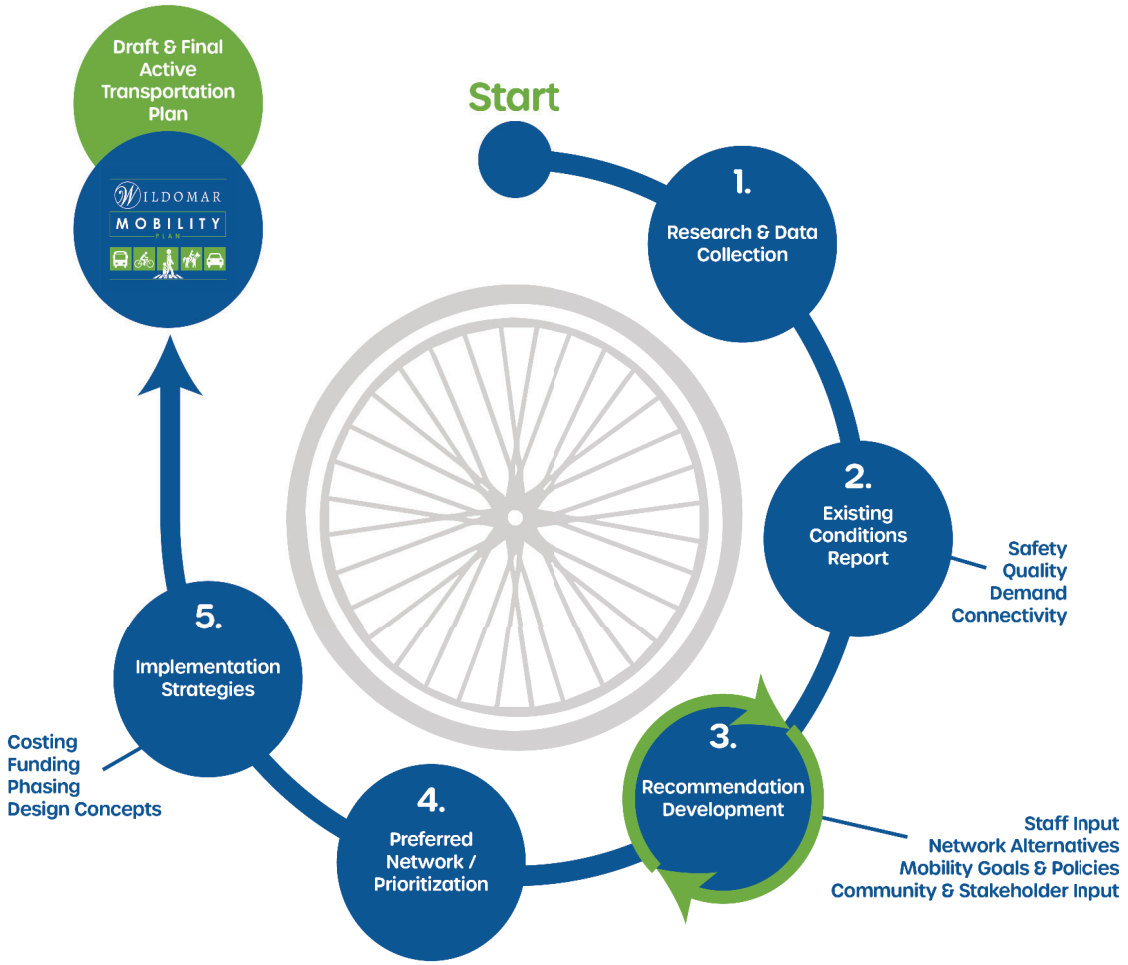
AB 390 Pedestrian Crossing Signals (2017)
amends the Vehicle Code to decriminalize the act of beginning a pedestrian crossing during the red countdown segment of the signal.

SB 288 California Environmental Quality Act: Exemptions for transportation-related projects (2020).
exempts bicycle transportation plans for urbanized areas and transit expansions from CEQA until January 1, 2030. These exemptions include restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. Though not specifically mentioned by name, this legislation does cover projects such as Slow Streets.

Plan Development Process

The Wildomar ATP process included extensive public outreach and engagement. Public input was solicited through various outreach activities, including a Technical Advisory Committee (TAC).

The plan development process also included research and data collection to establish baseline existing conditions; network development based upon goals and policies; refining network recommendations with input from community members, the TAC, and City staff; identifying high-priority projects considering such factors as demand, regional significance, safety benefits, and health and social benefits; and then drafting the plan document.



How to Use This Plan

This plan includes goals, policies, and recommendations that allow the City to stay true to its vision as it continues to grow. It also identifies projects for the City's Capital Improvement Program (CIP), provides guidance on future developments, as well as makes Wildomar competitive for grant funding.

Compatibility with Local and Regional Plans

Wildomar's ATP is intended to complement prior local and regional planning efforts by incorporating previous goals, policies, and recommendations where feasible.

The following previously adopted documents were reviewed for relevance to the Wildomar ATP:

- Southern California Association of Governments (SCAG) Connect SoCal 2020-2045 RTP/SCS (2020)
- Riverside Transit Agency First & Last Mile Mobility Plan (2017)
- WRCOG Economic Development and Sustainability Frameworks (2016)
- County of Riverside General Plan (2003, last amended in 2020)
- Murrieta Creek Regional Trail Project (2014)
- City of Wildomar Housing Element (2013)
- Wildomar Old Town Vision (2013)
- City of Wildomar Strategic Visioning Plan (2008)
- City of Lake Elsinore Transportation and Circulation Element (2017)
- City of Menifee Circulation Element (2012)
- City of Murrieta Circulation Element (2011, last amended in 2020)

The complete review of prior documents can be found in **Appendix A.**

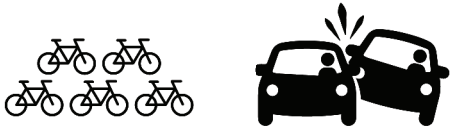
Benefits of Active Transportation

As previously discussed, recent planning legislation mandates a more balanced, multimodal transportation system with an emphasis on walking and biking. These directives stem largely from the physical and environmental benefits of walking and biking, which are numerous.

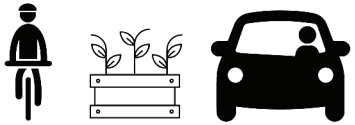
Previous research shows that increasing cycling and walking can improve public health, reduce traffic congestion, reduce emissions, and enhance economic growth. The following summary presents a snapshot of recent published research on the potential benefits of walking and bicycling:

Benefits of Active Transportation

Cities with high bicycling rates tend to have lower crash rates[1]



Protected bike lanes increase bicycle ridership reduce vehicular speed, reduce crashes, and improve safety[2]

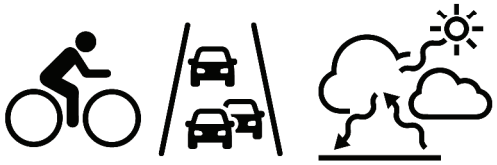


Increasing biking & walking from 4 to 24 minutes a day on average would

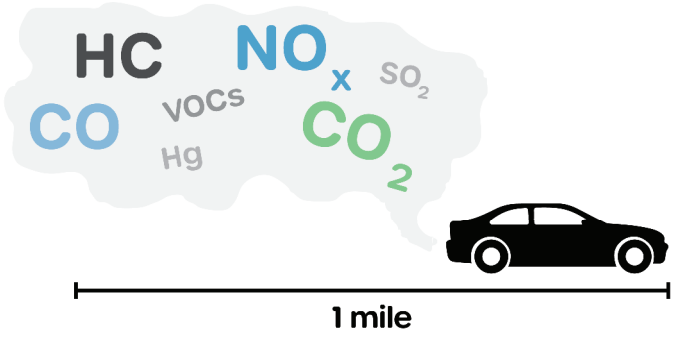
reduce cardiovascular disease & diabetes by 14%[3]

decrease Greenhouse Gas Emissions by 14%[4]

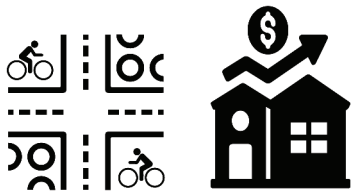
Bicycling reduces transportation emissions & reduces traffic congestion[5]



The total number of pounds of pollutants emitted per year per car is approximately 12,140.30 lbs/year

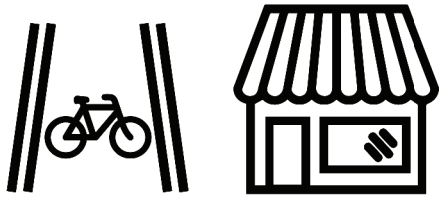


1 passenger car ≈ 0.97 lbs/mile of pollutants[5]



Proximity to a network of high-quality bike facilities is associated with an increase in property values[6]

Students that walk or bike to school perform better on tasks demanding concentration than students who arrive by car or public transportation[8]



Bike lanes boost business and employment in the retail and food service sectors[7]

Moderate levels of exercise has been shown to reverse brain deterioration brought on by aging[9]

1 Marshall, W. and N. Garrick. "Evidence on Why Bike-Friendly Cities are Safer for all Road Users." Environmental Practice, 13, 1 (2011).

2 Chicago Department of Transportation. "Protected Bike Lanes Fact Sheet." July 2012.

3 Maizlish, N., et. Al. "Health Cobenefits and Transportation-Related Reduction in Greenhouse Gas Emissions in the San Francisco Bay Area." American Journal of Public Health 103.4 (2013): 703-709.

4 Maizlish, N., et. Al. "Health Cobenefits and Transportation-Related Reduction in Greenhouse Gas Emissions in the San Francisco Bay Area." American Journal of Public Health 103.4 (2013): 703-709.

5 https://bayareabiketowork.com/environmental-benefits/

6 Liu, J. Shi, W. "Impact of Bike Facilities on Residential Property Prices." Transportation Research Record, 2662.1(2017): 50-58.

7 Liu, J. "Understanding Economic and Business Impacts of Street Improvements of Street Improvements for Bicycle and Pedestrian Mobility - a Multi-City Multi-Approach Exploration." NITC-RR- 1031/1161. April 2020.

8 2012 Danish Mass Experiment. https://sciencenordic.com/children-and-adolescents-denmark-exercise/children-who-walk-to-school-concentrate-better/1379550

9 Colcombe, S. et Al "Aerobic Exercise Training Increases Brain Volume in Aging Humans." The Journals of Gerontology: Series A, Volume 61, Issue 11, November 2006, Pages 1166–1170, https://-doi.org/10.1093/gerona/61.11.1166 https://news.illinois.edu/view/6367/206797

Organization of the Plan

Following this introductory chapter, the remainder of the Wildomar ATP is organized into the following chapters:

- **Chapter 2 Community Profile** provides an overview of existing conditions, including demographics, current commuter trends, existing infrastructure, and active transportation demand.
- **Chapter 3 Community Engagement** provides a summary of the outreach process and establishes linkages between the community's vision and the infrastructure, programs, and plans recommended in this document.
- **Chapter 4 Wildomar Tomorrow** presents guiding goals and policies, identifies recommended pedestrian, bicycle, and trail networks, and discusses support facilities and programs for people who walk and bike.
- **Chapter 5 Implementation** describes strategies that support plan implementation, such as project prioritization, costing, phasing, and funding sources.

Marna O'Brien Park, Wildomar, 2020

Chapter 2

Community Profile

The initial phase of the Wildomar ATP planning process is to prepare an Existing Conditions Report (ECR) examining the current quality of physical infrastructure across the City, the network connectivity for cyclists and pedestrians, current demands for active travel, and user safety. The information presented in this chapter is drawn from the ECR, which is provided in its entirety in Appendix B.

Data from the ECR was used to identify areas of high active travel demands, poor infrastructure quality or connectivity, and safety issues. These findings were then used in later phases of the planning process to inform network development and recommendations, as well as policy and program recommendations.

Wildomar Regional Location

The City of Wildomar is located in southwestern Riverside County and was officially incorporated as a city in 2008. It is located north of the City of Murrieta and south of the City of Lake Elsinore. The City of Wildomar is bisected by Interstate 15 (I-15). The City's location within the region is displayed in **Figure 2.1.**

The current General Plan land use designations in Wildomar are displayed in **Figure 2.2.** The commercial retail and commercial office uses are predominately clustered around I-15. There is a noticeable concentration of commercial, light industrial, mixed-use, and business in the triangle formed between I-15, Clinton Keith Road and the City's southeastern boundary. The predominant land use in Wildomar is residential, though the City has substantial amounts of open space and rural mountainous areas.

Figure 2.3 displays the planned Mobility Element roadway network, identifying the functional classification along Mobility Element roadways. Wildomar's roadway network is comprised of Prime, Major and Minor Arterials, as well as Collector streets.

Figure 2-1 City of Wildomar within the Region

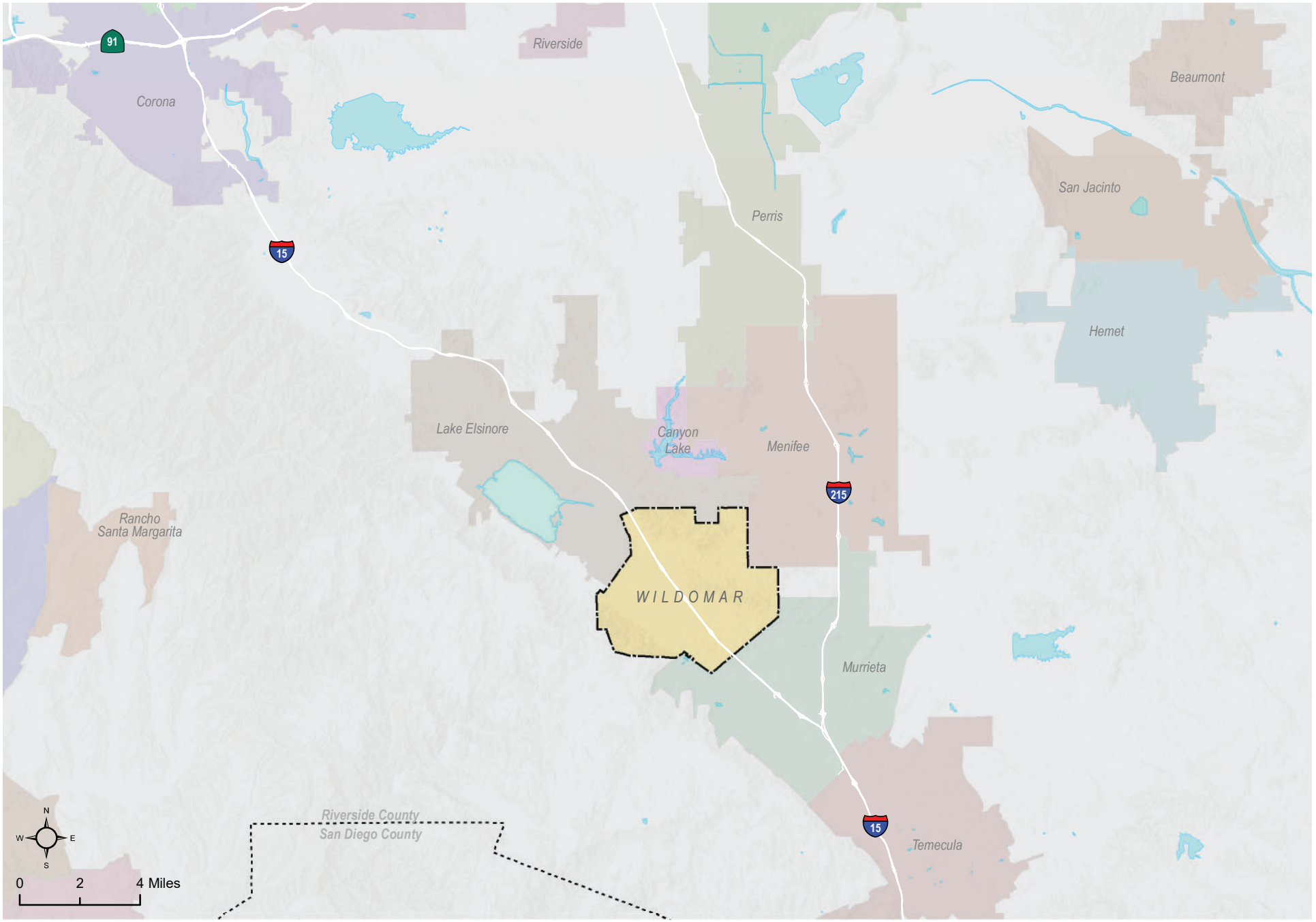


Figure 2-2 Existing Land Use Designations

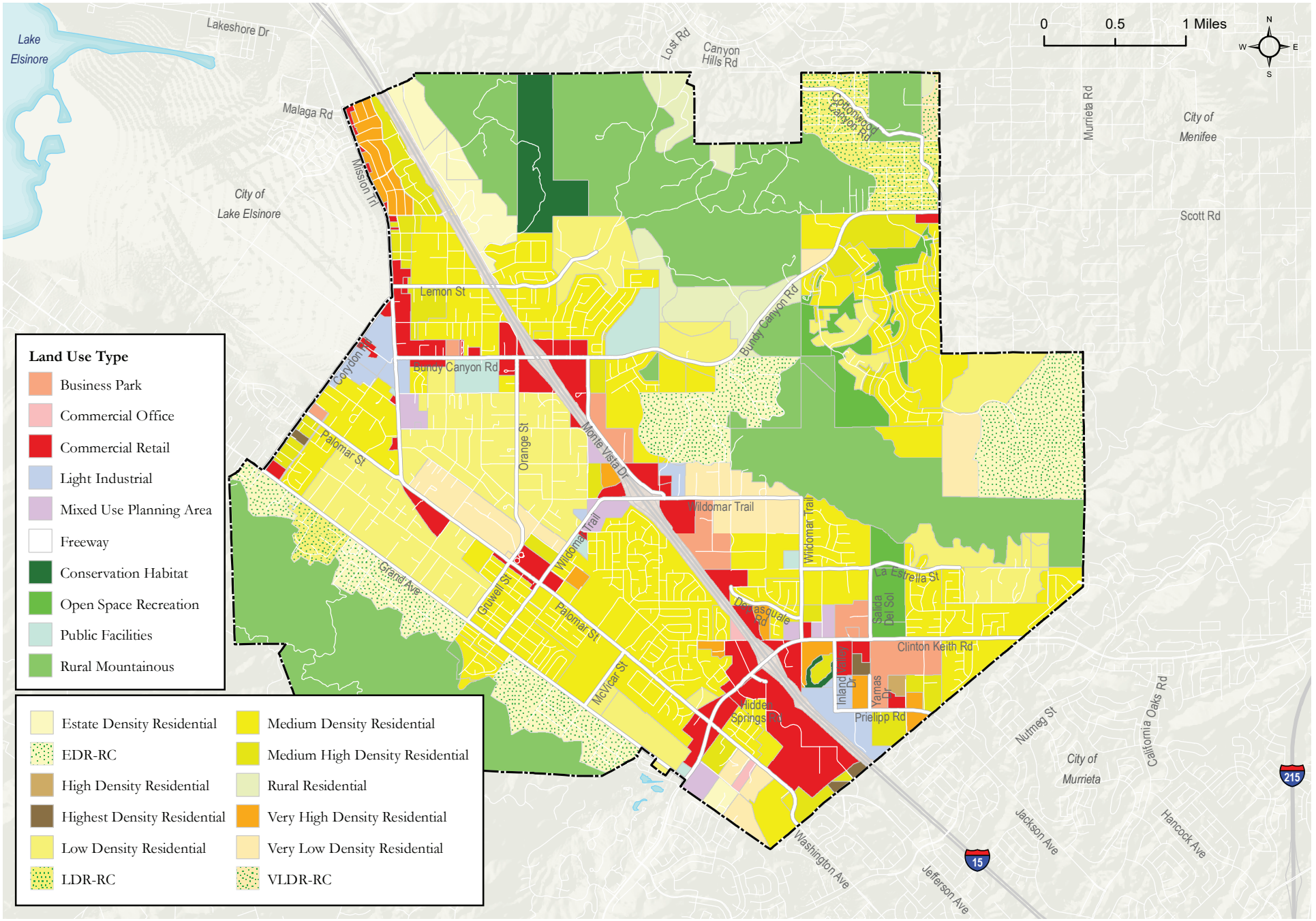
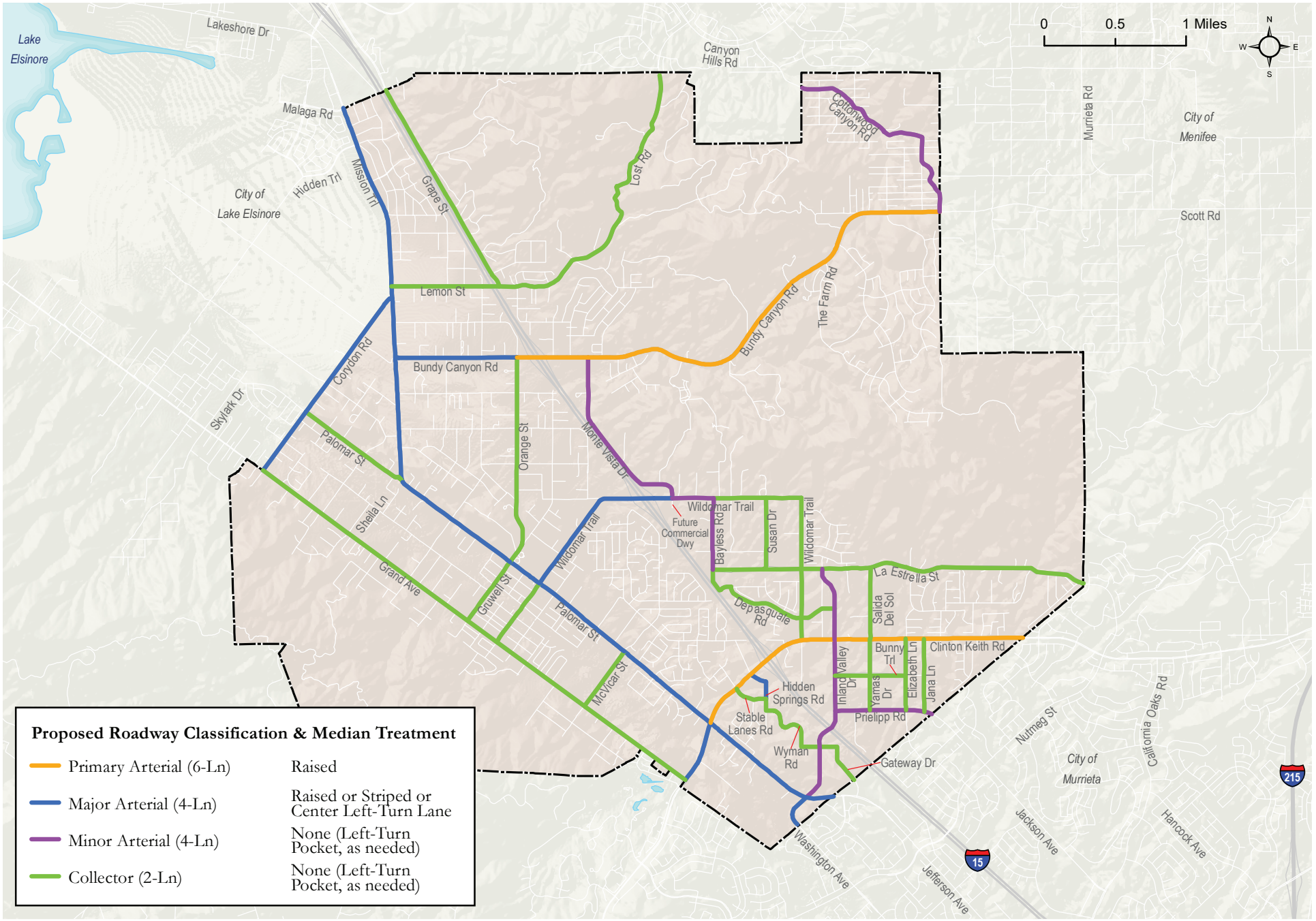


Figure 2-3 Planned Mobility Element Roadway Network



Demographic Summary

Demographic information provides an understanding of the people who live and work in Wildomar today. Population and employment density, age groups, and vehicle ownership are described in this section. Data was obtained from the US Census 2013-2017 American Community Survey 5-Year Estimates. The employment density map draws from US Census Longitudinal Employer-Household Dynamics (LEHD) 2017 data. The 2017 US Census estimated Wildomar had 35,492 residents. Of these, approximately 9,158 residents (25.8% overall) were under the age of 18, and 4,234 residents (11.9% overall) were over the age of 65.

Population and Employment Density

Population and employment concentrations, or locations where people live and work, are important considerations in the planning process. Walking and bicycling trips frequently start from – or are generated by – residences. These trips commonly end at places of employment, or community-serving destinations such as parks, schools, retail centers, and civic uses. Identifying locations with higher concentrations of these particular land uses are can help build an understanding of potential active travel demands.

Figure 2.4 displays 2017 residential population density across Wildomar. There are several clusters of population with the highest densities along the west side of I-15, between Wildomar Trail and Clinton Keith Road. **Figure 2.5** presents 2017 employment density and underscores higher densities in the triangle formed between I-15, Clinton Keith Road, and the City's southeastern boundary. This area includes the Oak Creek Center/City Hall, the Inland Valley Medical Center, and several other office and industrial parks. Some of the higher population and employment density areas occur in the same neighborhoods, which enhances the potential for some people to make a walking or cycling trip since trip distances may be relatively short.

Figure 2-4 Residential Population Density by Census Block Group

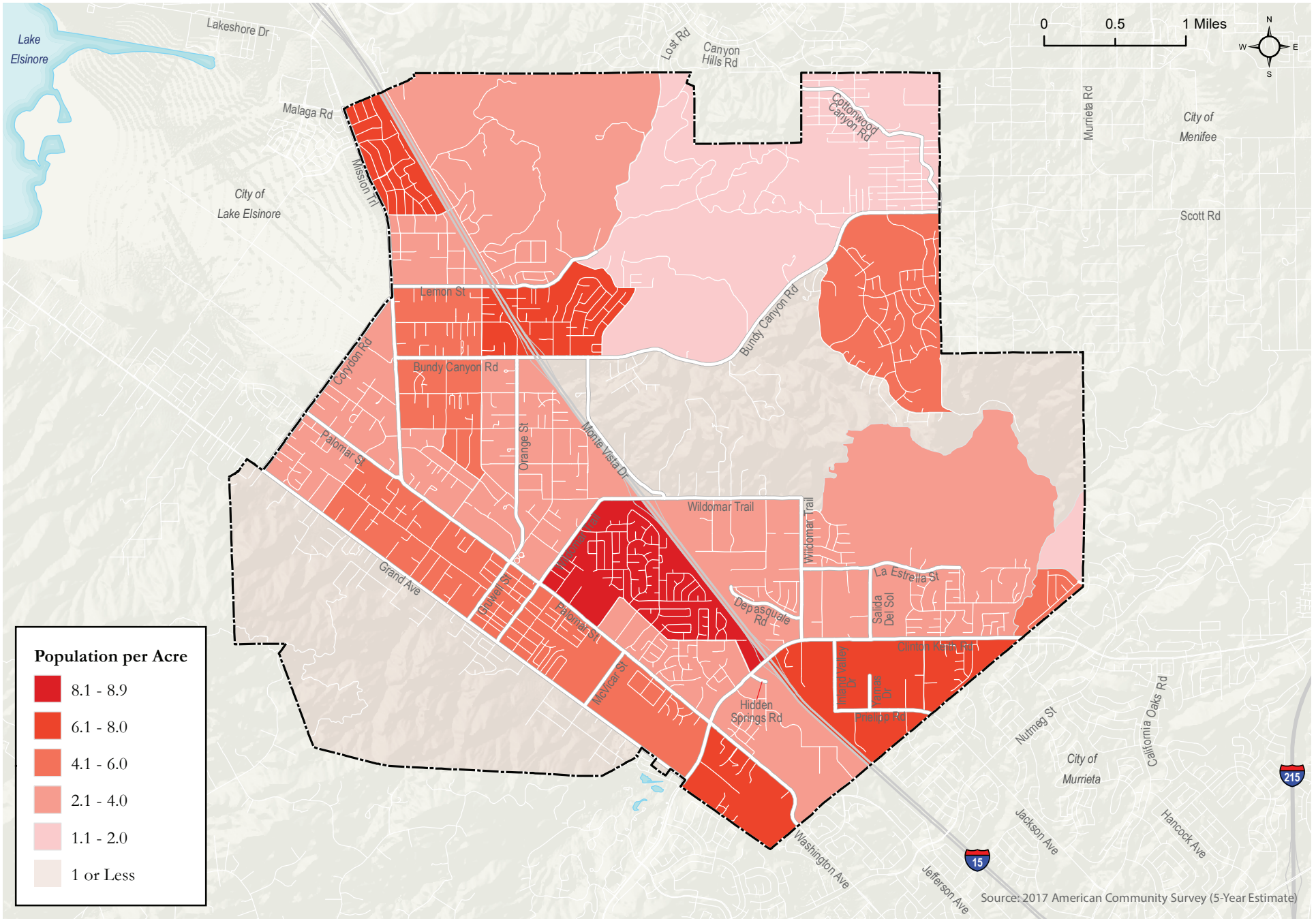
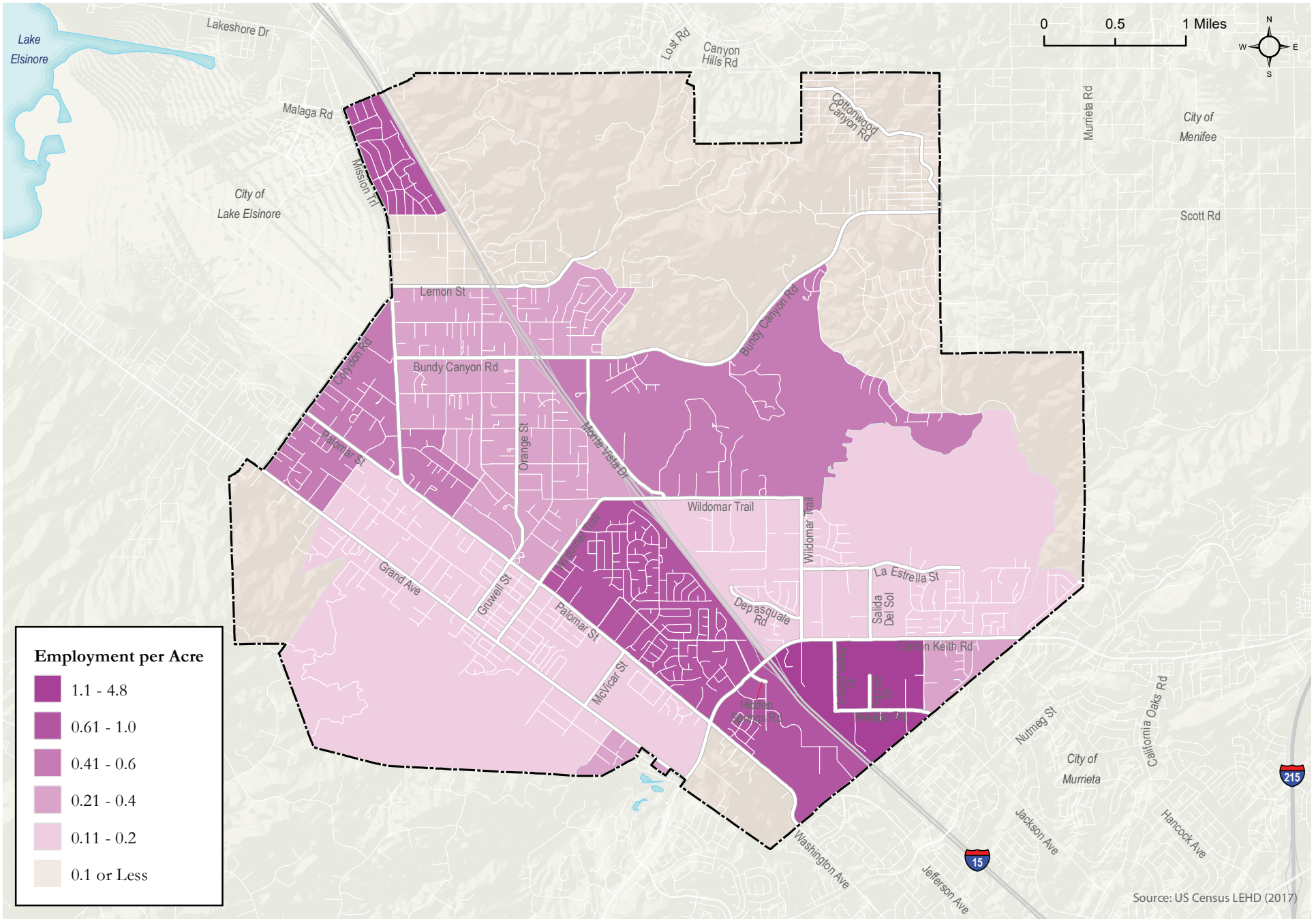


Figure 2-5 Employment Density by Census Block Group

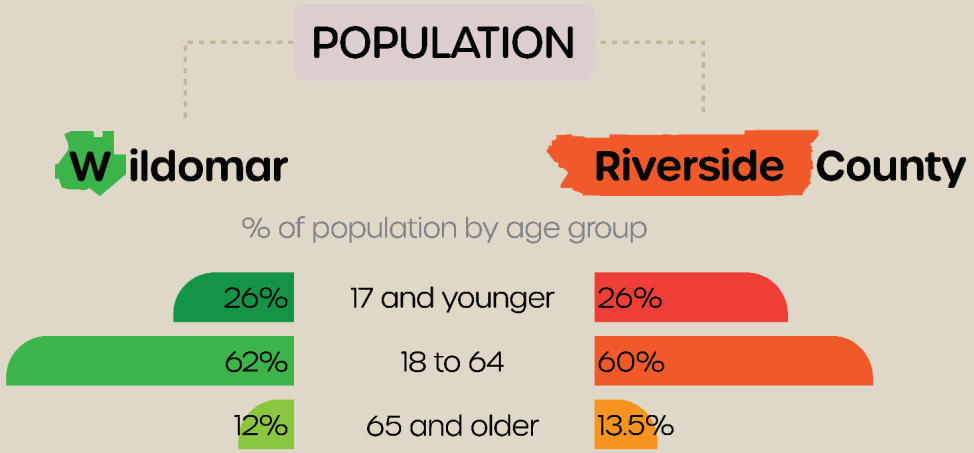


Youth and Senior Populations

Youth and senior populations have more limited mobility options than the general adult population, making them more reliant on alternative transportation modes and infrastructure, and more vulnerable since they may be moving through the city without the protection of a car. For this reason, youth and senior populations require additional consideration when planning transportation networks.

The infographic to the right presents a comparison of Wildomar and Riverside County populations by age group. Trends in population age are similar between Wildomar and Riverside County. For both Wildomar and Riverside County, approximately 26% of their populations are 17 years old or younger. Approximately 62% of Wildomar's population is between the ages of 18 and 24 years, whereas Riverside County shows 60% in this age group. Approximately 12% of Wildomar's population and 13.5% of the County's population fall within the 65 and older age group.

The importance of providing pedestrian and bicycle infrastructure in close proximity to schools, is highlighted by the fact that just over one-quarter of Wildomar's population is school-aged.



Zero Vehicle Households

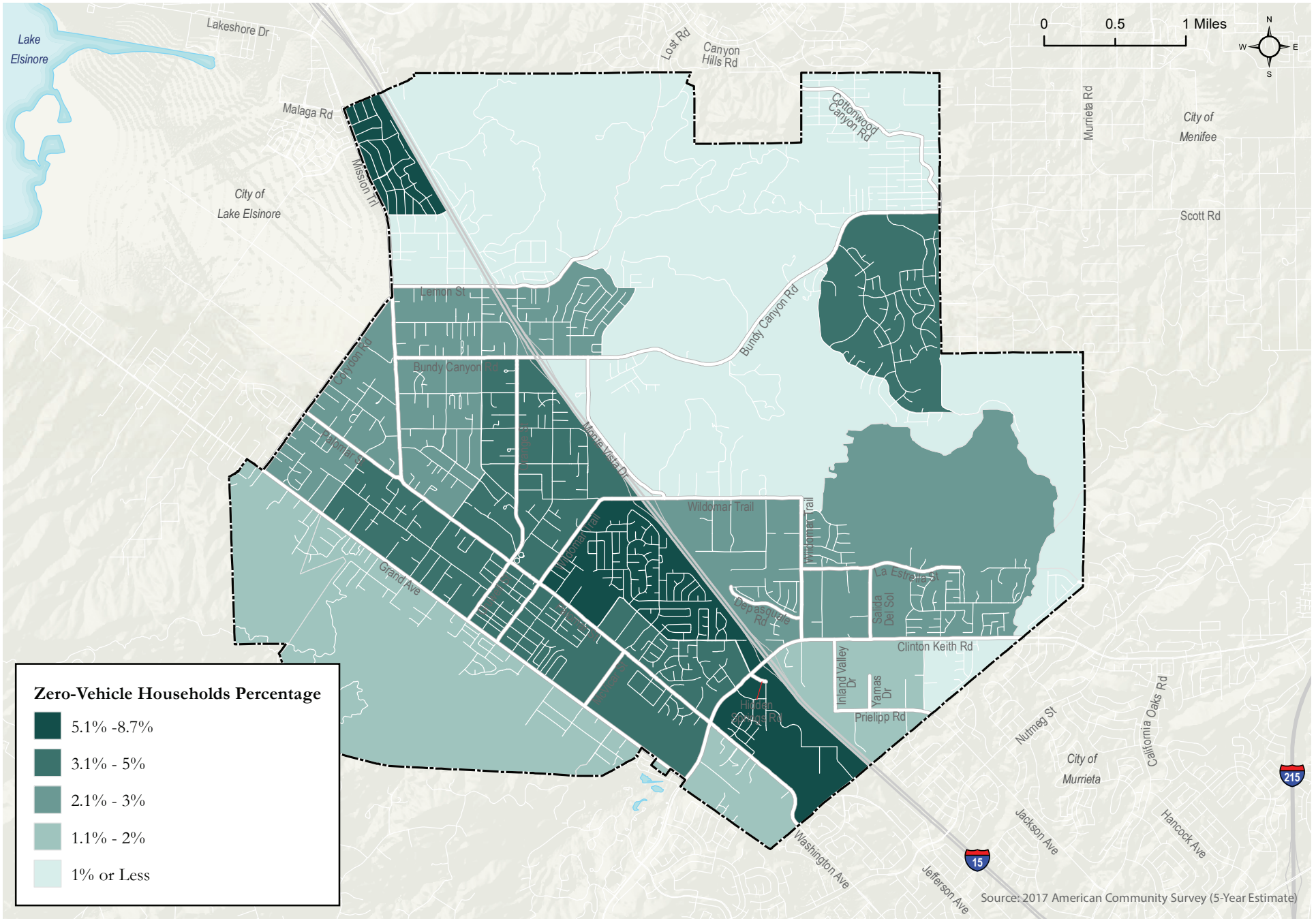
Vehicle ownership rates are an important indicator of the potential demand for walking and cycling. Neighborhoods with low vehicle availability tend to rely on walking, cycling and transit for accessing work and other sustenance opportunities. **Table 2.1** shows vehicle availability for households in Wildomar. About 3.7% of households in Wildomar do not own a car. This equates to approximately 366 households.

Figure 2.6 shows the percent of households without vehicles. There are a few areas of Wildomar with notably higher percentages of zero-vehicle households. These areas tend to fall in higher density and lower income neighborhoods, which may indicate a greater need or willingness to rely on public transit and active transportation modes.

Table 2-1 Vehicle Availability by Household

Vehicles Available	Households	Percent of Total
No Vehicle Available	366	3.7%
1 Vehicle Available	2,001	20.1%
2 Vehicles Available	3,734	37.6%
3 or more Vehicles Available	3,834	38.6%
Total Occupied Household Units	**9,935**	**100%**

Figure 2-6 Zero Household Vehicles by Census Block Group



Commuter Profile

Examining the current commute patterns of residents and employees provides a deeper understanding of how people travel, and in turn, informs the development of transportation-related recommendations. According to 2017 US Census data, only 4.8% of the working population live and work in Wildomar. Approximately 29% of residents travel less than 10 miles to work. Some of these trips are trips that can be potentially converted to active transportation trips with the appropriate facilities.

Additionally, 47.9% of people who commute to Wildomar for work, travel less than 10 miles. With the appropriate type of facilities and connections to adjacent communities, a portion of these trips could possibly shift from driving to active trips, or to a combined active transportation and transit trip.

Means of Transportation to Work (Commute Mode Share)

Table 2.2 compares means of transportation to work for the City of Wildomar and Riverside County. Wildomar has a slightly higher carpool rate (14.7%) to work than the County (12.9%), though lower rates of public transportation, walking, biking, and working from home.

Table 2-2 Means of Transportation to Work

Means of Transportation to Work	Wildomar	Riverside County
Drove Alone	78.9%	77.2%
Carpooled	14.7%	12.9%
Public Transportation	0.7%	1.3%
Walked	0.6%	1.6%
Bicycle	0.2%	0.3%
Other	1.5%	1.4%
Worked from Home	3.4%	5.2%
Total	**100%**	**100%**

Active Transportation Demand

A common analysis technique used to understand latent demand for cycling and walking is through an assessment of population and land use characteristics. This latent demand is depicted in an active transportation propensity model. The propensity model combines walk and bike trip generator inputs – population density, employment density, senior facilities, zero-vehicle households, pedestrian commuters, and bicycle commuters – with walk and bike trip attractors – schools, transit stations, retail land uses, parks, and civic land uses. The combined active transportation generators and attractors provide a "propensity" model that reflects likely active transportation demands across the City of Wildomar.

The Active Transportation Propensity Model results for the City of Wildomar are displayed in **Figure 2.7.** Higher propensity is indicative of areas with increased potential for active transportation due to relatively higher levels of trip attractors and trip generators. The greatest propensity levels are shown west of Interstate 15, south of Wildomar Trail and east of Palomar Street. There is an additional area of high propensity at the northwestern edge of Wildomar commonly referred to as the Sedco Hills community. This second area of high propensity is west of Interstate 15, south of Malaga Road, and east of Mission Trail.

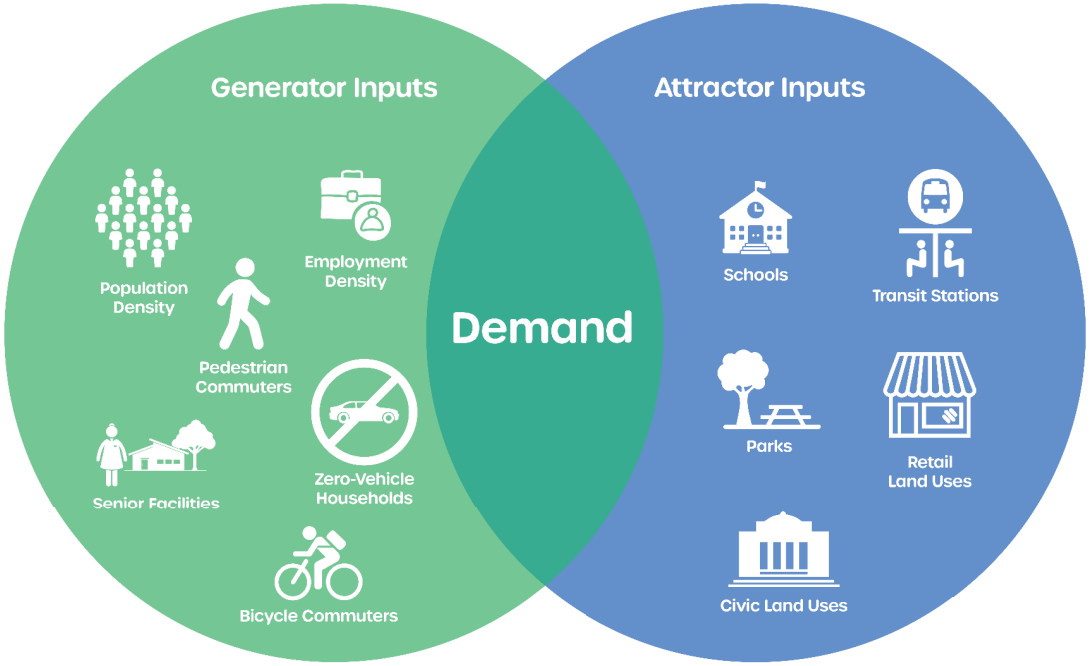
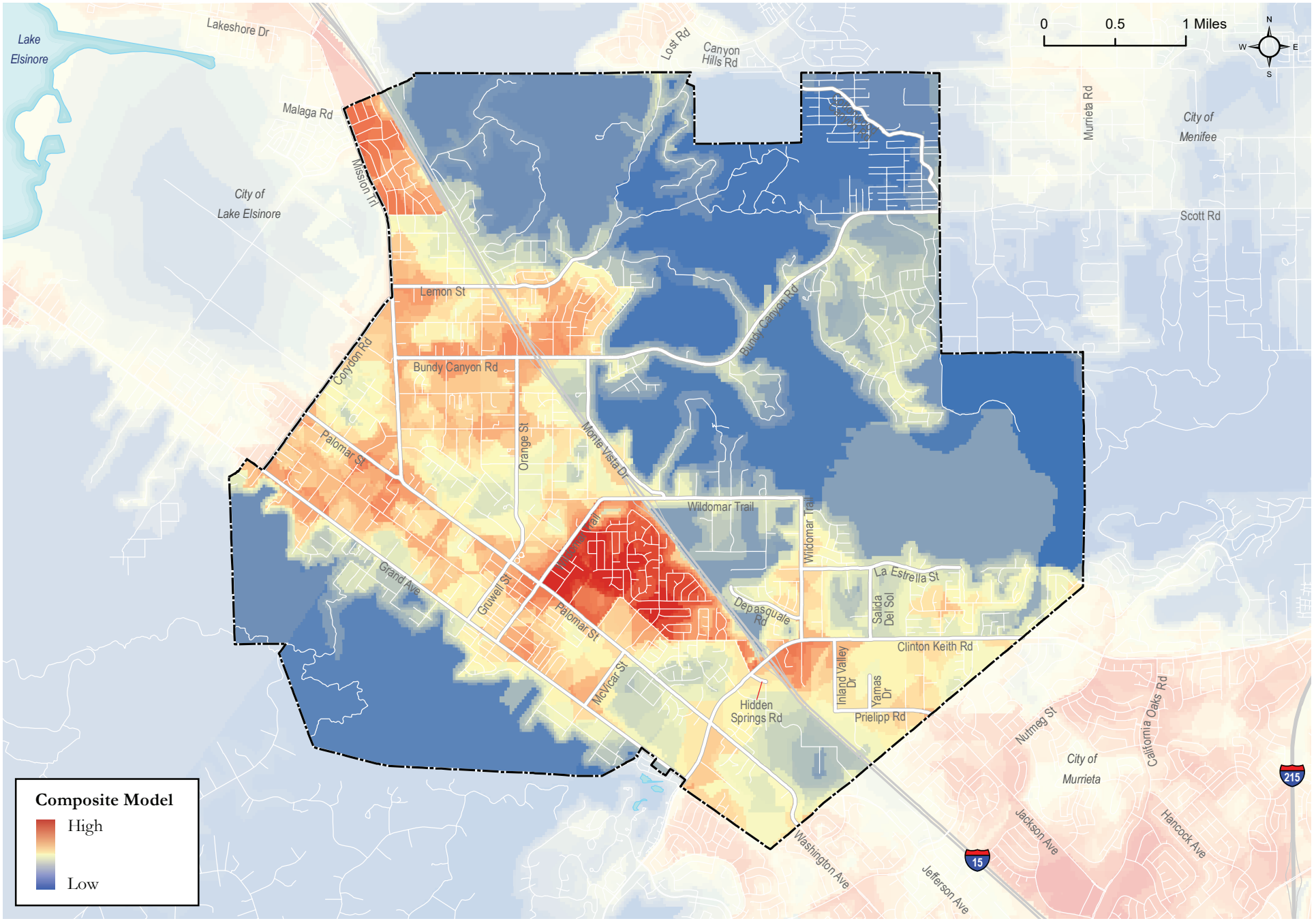


Figure 2-7 Active Transportation Propensity Model



Existing Networks

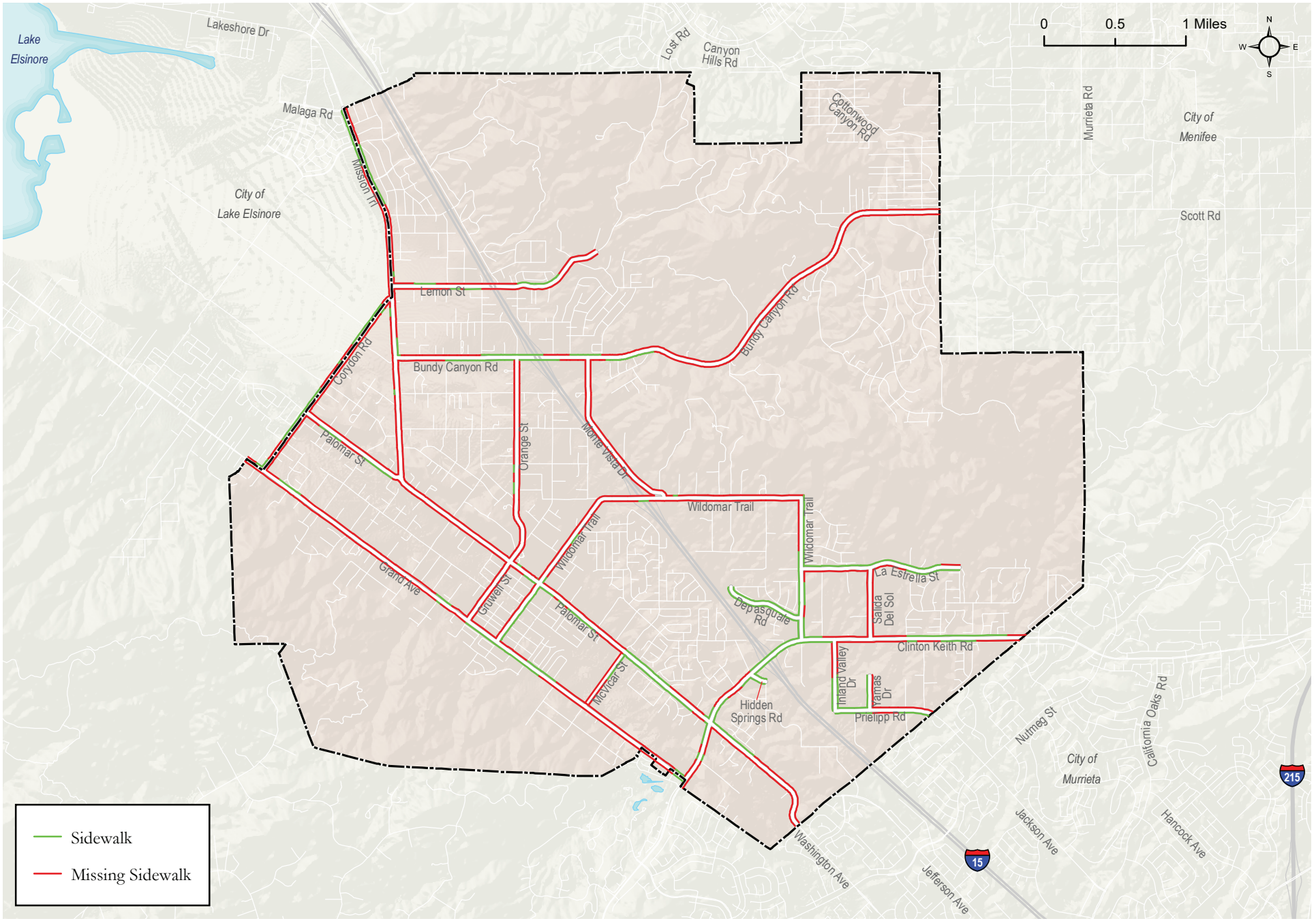
Network for People on Foot

The network for people on foot is made up of sidewalks, curb ramps and crosswalks.

Figure 2.8 displays locations of missing sidewalks along Mobility Element roadways. As shown, the majority of these roadways do not provide continuous sidewalks, but rather short, intermittent sidewalks that have been constructed as frontage improvements with adjacent property development and Capital Improvement Projects.

The City's CE roadways consist of approximately 62.9 linear miles representing both directions of the roadways. Of these 62.9 miles, there are approximately 18 miles of existing sidewalk and approximately 45 miles (72%) of missing sidewalks. Sidewalk infill will become an important step toward building a robust pedestrian mobility network. Missing sidewalks create gaps that result in potential safety challenges for youth, people traveling in wheelchairs, people using mobility assistive devices, and for people pushing strollers. Providing residents with a safer and more comfortable pedestrian environment by building more sidewalks with Americans with Disability Act (ADA) compliant curb ramps will be critical to improving walkability in Wildomar.

Figure 2-8 Missing Sidewalk Inventory

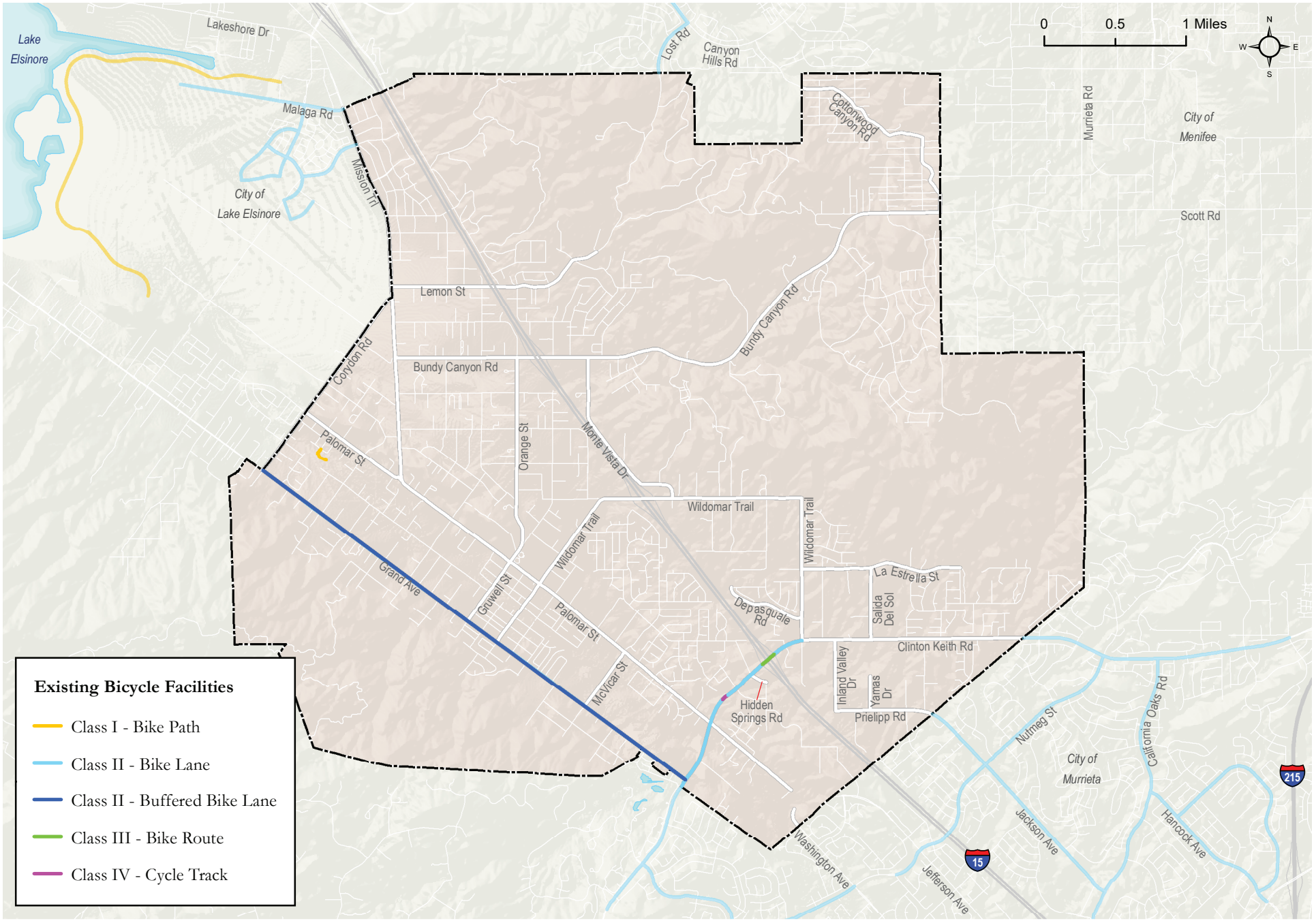


Network for People on Bikes

Existing bicycle facilities are displayed in **Figure 2.9.** The existing bicycle network in the City of Wildomar consists primarily of Class II bike lanes, though there is a small section of Class III bike route, and a block of a Class IV cycle track.

Bike lanes are found along Grand Avenue from the northern city limits to Clinton Keith Road, and along Clinton Keith Road from Grand Avenue to Wildomar Trail (formerly George Avenue). The Clinton Keith Road bridge deck over I-15 is a Class III bike route. Clinton Keith Road has an approximately one-block segment of a Class IV cycle track facility. This facility is located on eastbound Clinton Keith Road in front of the northern end of Renaissance Plaza (approximately 400 feet south of the intersection of Clinton Keith Road and Stable Lanes Road).

Figure 2-9 Existing Bicycle Network

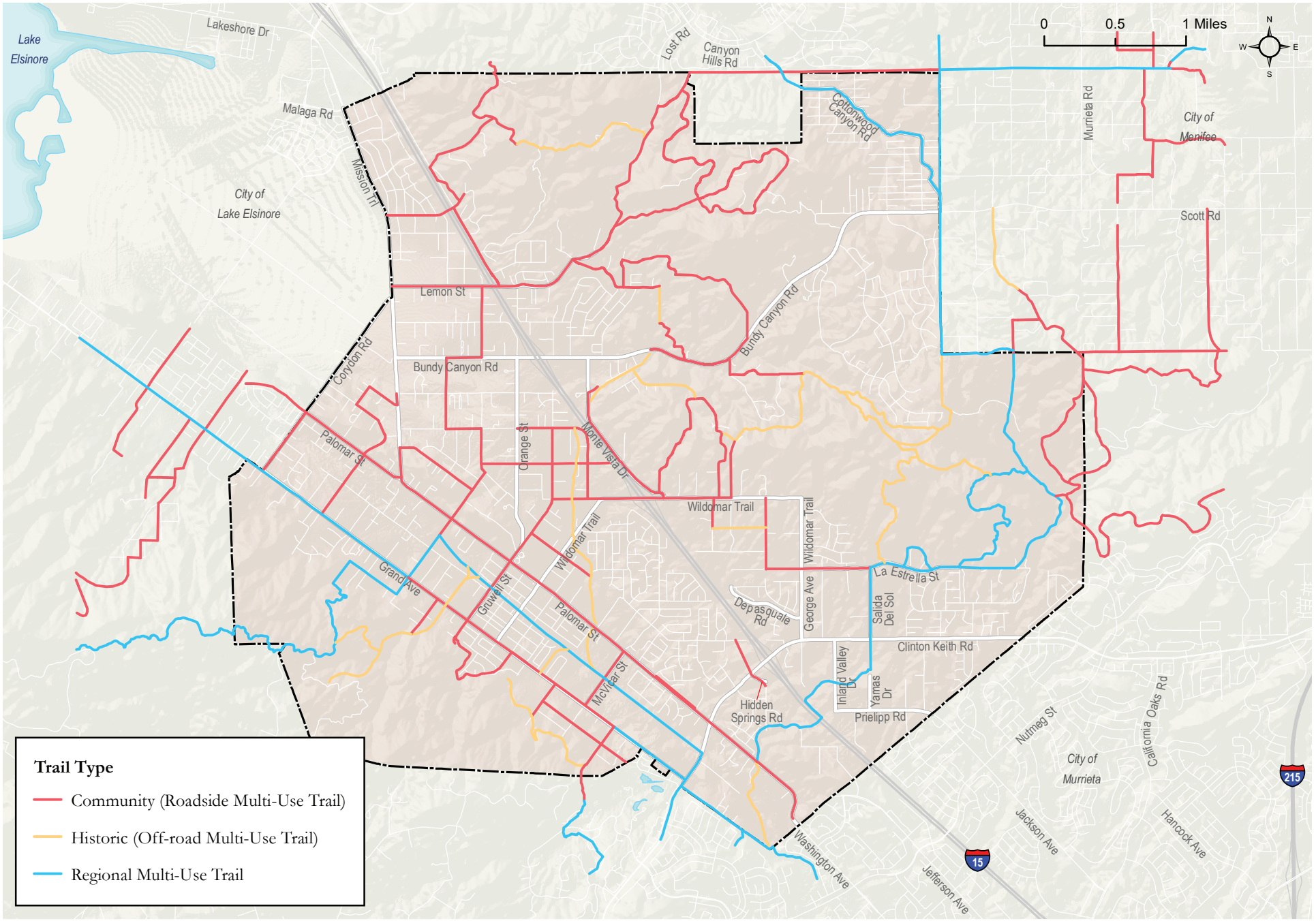


Multi-Use and Equestrian Trails Network

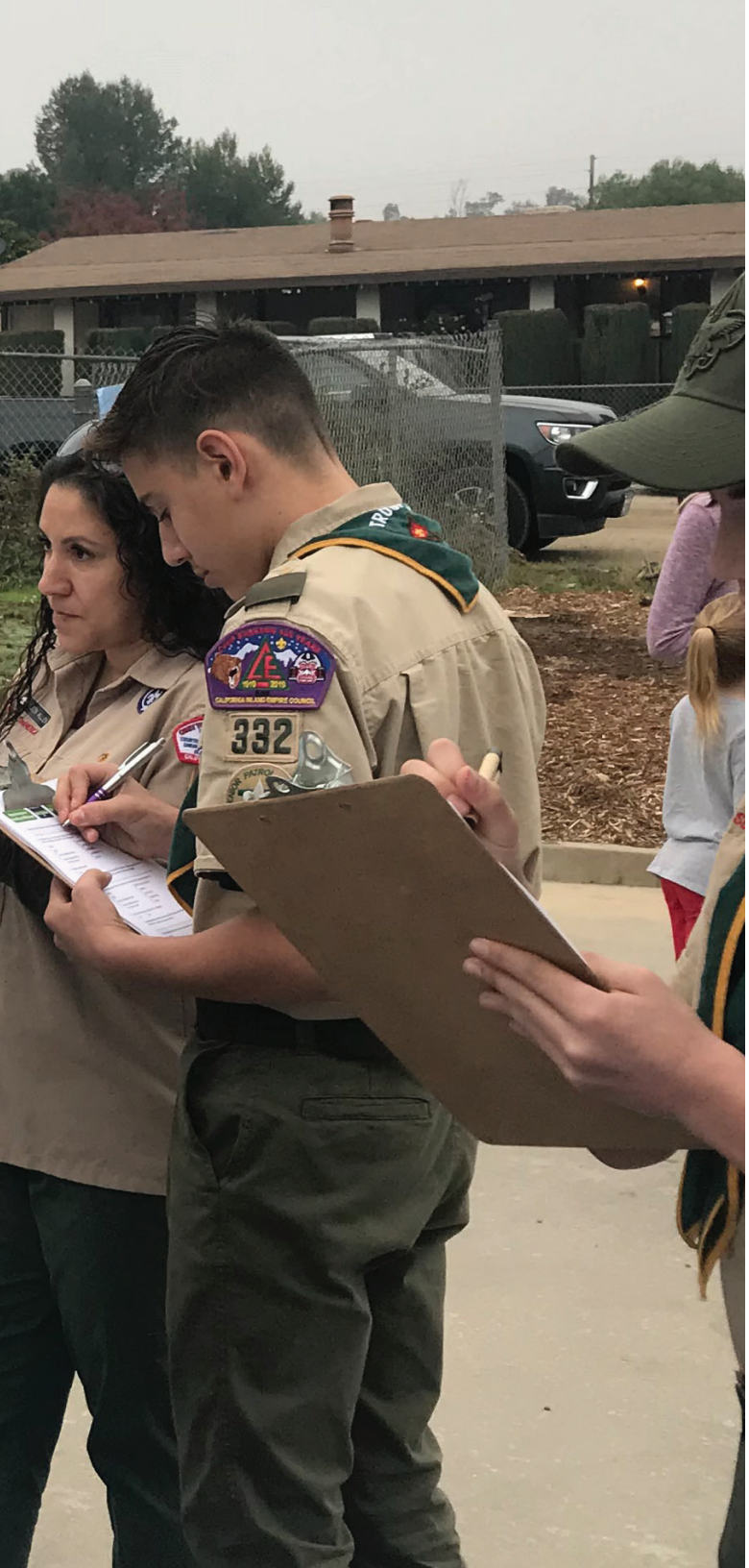
Horses are part of the City of Wildomar's past and important to the City's identity. Wildomar was an outpost of the Butterfield Stage Pony Express and more recently, as part of the Old Town Vision (2013) document, residents expressed a strong desire to keep equestrian trails connected to the Old Town core and foster greater network connectivity. The trails are also available to pedestrians, hikers, and cyclists. They provide unique connections and recreational opportunities across the City of Wildomar.

Figure 2.10 shows trails identified on the City's current Adopt-a-Trail program. Some of these trails are existing, some are unofficial pathways, and others are not yet present. This map was used to help inform the new Planned Multi-Use Trail network found in **Figure 4-3.**

Figure 2-10 Multi-Use and Equestrian Trails




1919 2019
CALIFORNIA INLAND EMPIRE COUNCIL
332
PATROL LEADER
Trained

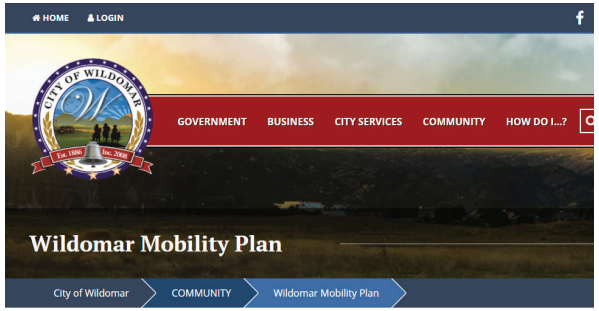


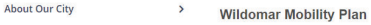
Chapter 3

Community Engagement

Engagement Methods

Public outreach in support of the Wildomar ATP involved multiple engagement methods, including a webpage, a fact sheet, a questionnaire available electronically online and in print, walk audits, a pop-up event, two virtual workshops, and a Go Human event. In addition, a number of technical advisory committee and interagency meetings were hosted to ensure regular communication with both local representatives as well as neighboring and regional agencies.





Webpage

The City of Wildomar hosted a webpage dedicated to the Wildomar Mobility Plan. As previously mentioned, the Mobility Plan incorporates both the Mobility Element and the Wildomar ATP. In addition to giving an overview of the entire project, it listed opportunities to get involved, posted documents, and provided the project manager's contact information.

Fact Sheet

The outreach team created a fact sheet in support of the Wildomar Mobility Plan. The fact sheet gave an overview of the Plan's purpose, the planning process, and the timeline of tasks associated with the Mobility Plan. The fact sheet was made available at City Hall, at the Breakfast with Santa outreach event (12/14/2019), at some public facilities, and on the project website. The fact sheet was available in English and Spanish.

Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed consisting of City of Wildomar staff, the Sheriff's Department, the Riverside County Fire Department, the Lake Elsinore Unified School District and representatives from local walking and biking organizations, such as American Volkssport Association, Inland Valley Mountain Bike Association, Wildomar Walkers, Murrieta Creek Regional Trails Group, ALS One, etc. The TAC served to provide input on the Plan approach and help further engage the local community on feedback for policies and projects for inclusion in the Wildomar Mobility Plan. The TAC met six times over the course of the planning process. Each meeting focused on receiving input for specific Plan components, which are discussed in greater detail in the next section.

Events

The planning team conducted a range of in-person and online events over the course of the planning process. The first event was a pop-up style event in December 2019 when the project team took the questionnaire and fact sheets to Breakfast with Santa. The second event was a walk audit which was open to members of the public. Two virtual workshops in August 2020 and December 2020 were held via zoom meetings. Lastly, a Go Human event took place in March 2021 with multiple demonstration projects temporarily installed.

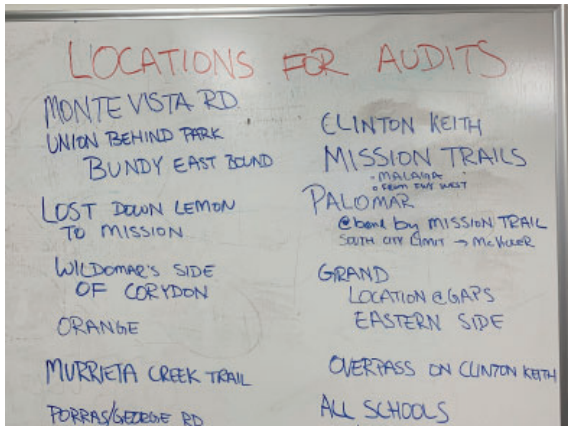
What We Heard

Technical Advisory Committee

TAC #1

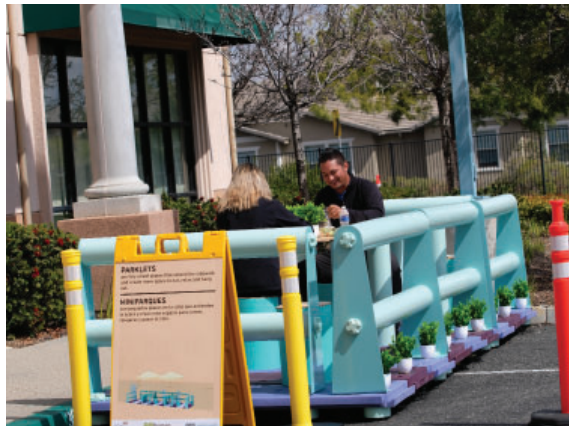
The first TAC meeting took place in December 2019 and focused on the project background, planning process and timeline, and the role of the TAC and the public outreach strategy.

Following the presentation, the project team facilitated a conversation regarding possible locations for walk and bike audits. Survey results and input received on existing walking and biking conditions from community members during the December 14, 2019 Breakfast with Santa event were shared with TAC members, which helped to inform and facilitate the conversation on potential walk and bike audit locations.



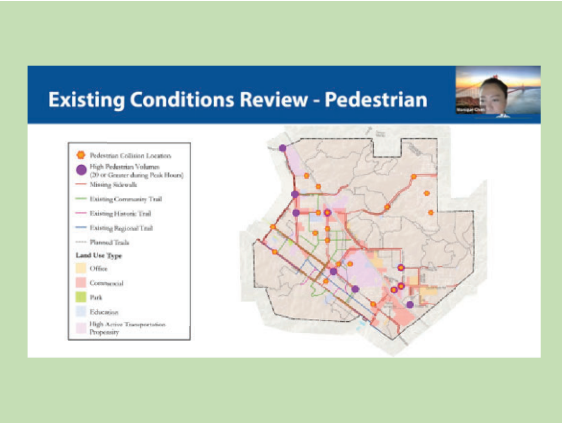
TAC #2

The second TAC meeting took place in February 2020. The second TAC meeting's focus was on locations to conduct walking and biking audits, as well as sharing the preliminary findings of existing conditions and a brief introduction on components of the Go Human event. The meeting also included a robust conversation regarding issues and opportunities associated with each of the networks – pedestrian, bicycle, transit, and vehicular – within the City of Wildomar.



TAC #3

The third TAC meeting, also held in February 2020, was exclusively focused on the Go Human event. An overview of the Go Human program was presented at this meeting, along with ideas for the Go Human Wildomar event, inclusive of marketing and branding designs. TAC members participated in a discussion regarding the programming of the event.



TAC #4

The fourth TAC meeting was held in July 2020 and focused on reviewing and receiving input on preliminary network recommendations for vehicles, transit, bicycle, and pedestrian travel. The group generally supported the recommendations with minor comments which were reflected in the revised and final networks.

TAC #5

The fifth TAC meeting was held in November 2020 and focused on drafting goals and objectives, reviewing the revised network recommendations, and providing input on prioritization criteria for defining high priority projects. Comments on the draft goals and policies were received following the meeting. This input was used to finalize the language.

TAC #6

The sixth and final TAC meeting was held in late January 2021 to resume the Go Human/ demonstration project planning. The site plans of the event and demonstration components were shared, and TAC members provided their feedback. Key project goals and evaluation criteria were also discussed. The meeting concluded with a discussion identifying opportunities to amplify programming and marketing efforts for both the Go Human Demonstration and COVID protocols.

Questionnaire

A questionnaire was available in print and online formats from mid-December 2019 through the beginning of March 2020. The questionnaire included a mapping component and 13 specific questions about topics such as commute and exercise trips, challenges to walking and riding a bicycle, awareness of trailheads in the City, congested intersections and safety concerns related to driving in Wildomar. The questionnaire received 275 responses, however, not all respondents answered every question. For the online mapping component, there were 35 pins placed on the map.

A detailed questionnaire summary can be found in **Appendix C.**

Questionnaire Results

Where do respondents live?

By Zipcodes

Wildomar

65%
92595

NE Wildomar & Western Lake Elsinore

11%
92530

Murrieta

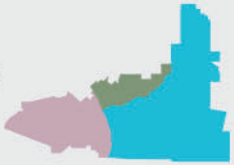
7%
92562 & 92563

Eastern Lake Elsinore

5%
92532

Menifee

3%
92584, 92585, 92586 & 92587



Temecula

2%
92590, 92591, & 92592

81%
Live in Wildomar and Lake Elsinore

94%
Live in Riverside County

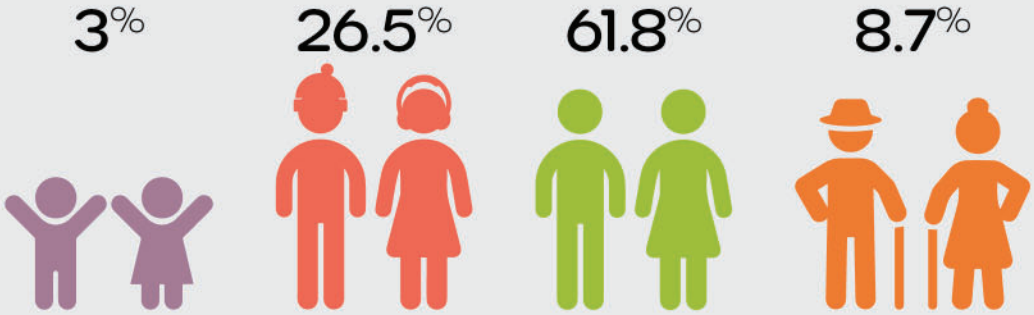
7%
Other

13
Questions

275
Responses

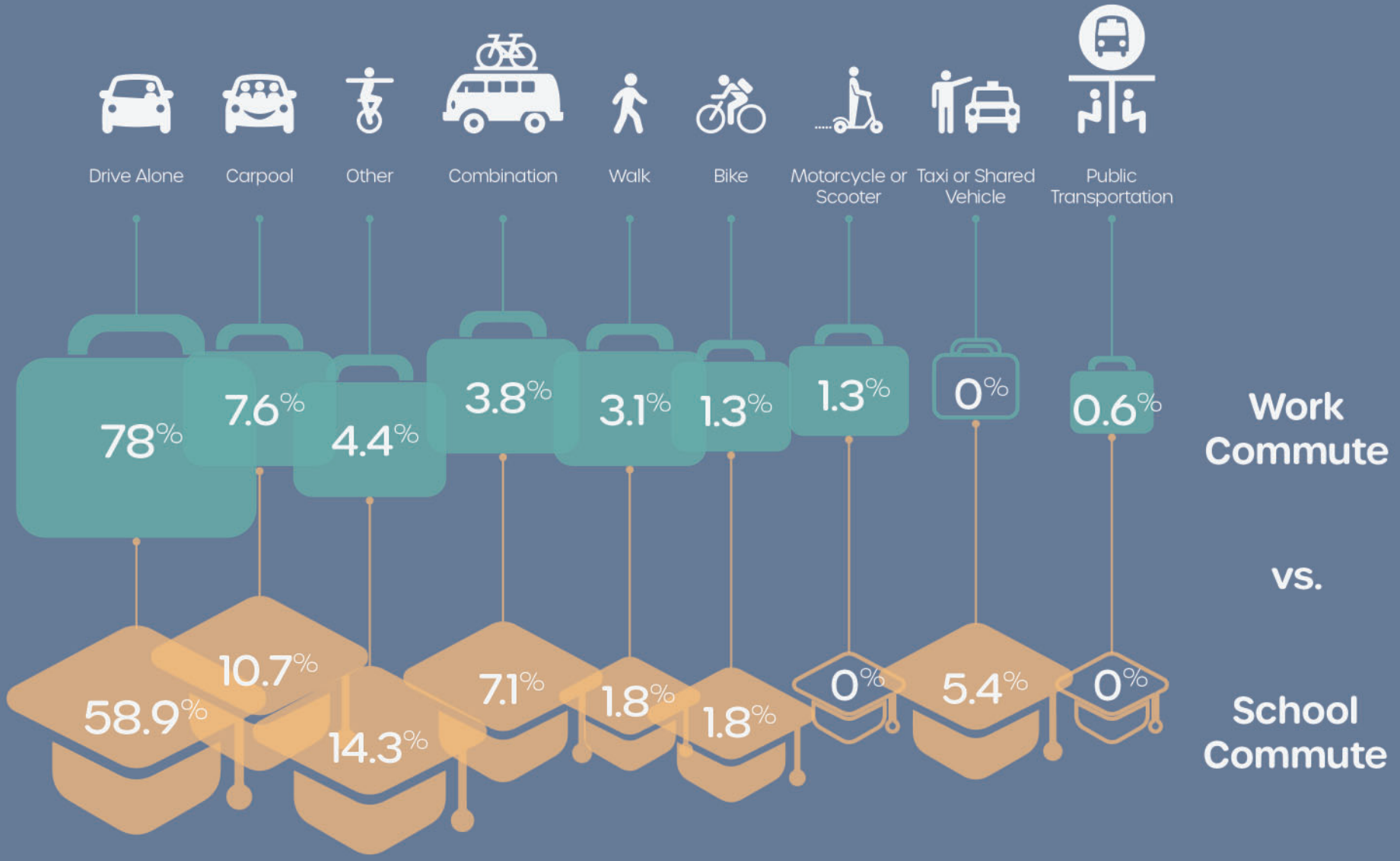
35
pins placed on the map

Age of Respondent

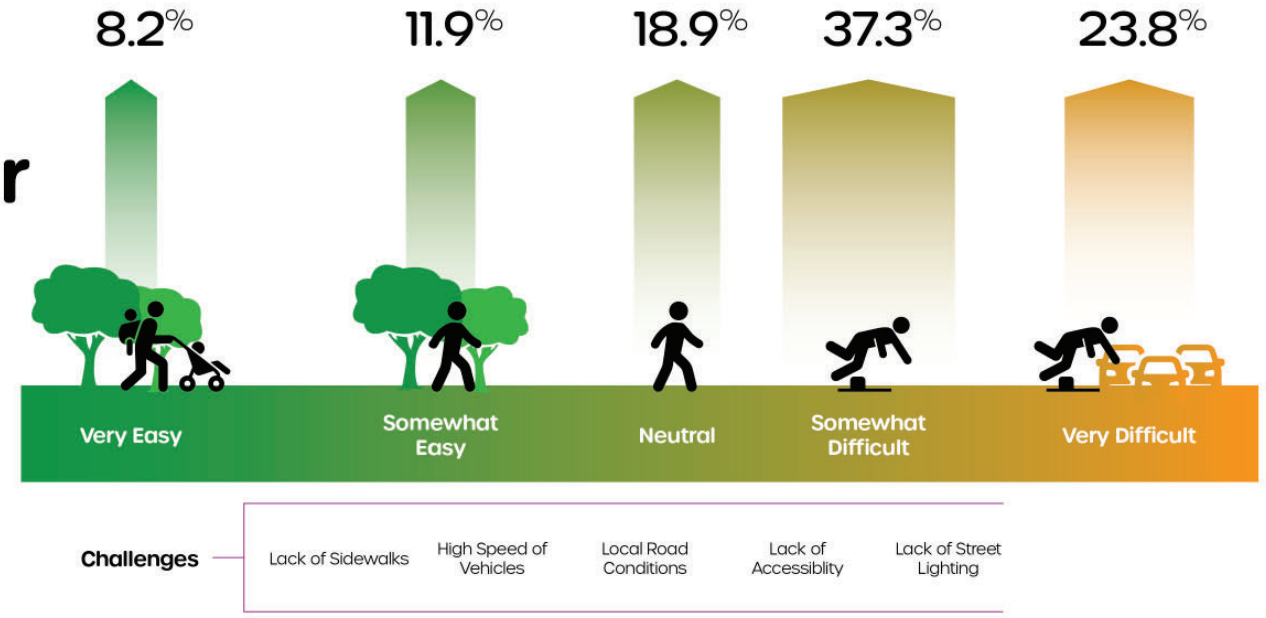


Under 18	18 - 34	35 - 64	65 or over
3%	26.5%	61.8%	8.7%

Respondent's Mode of Transportaion



Ease/Difficulty Walking in Wildomar



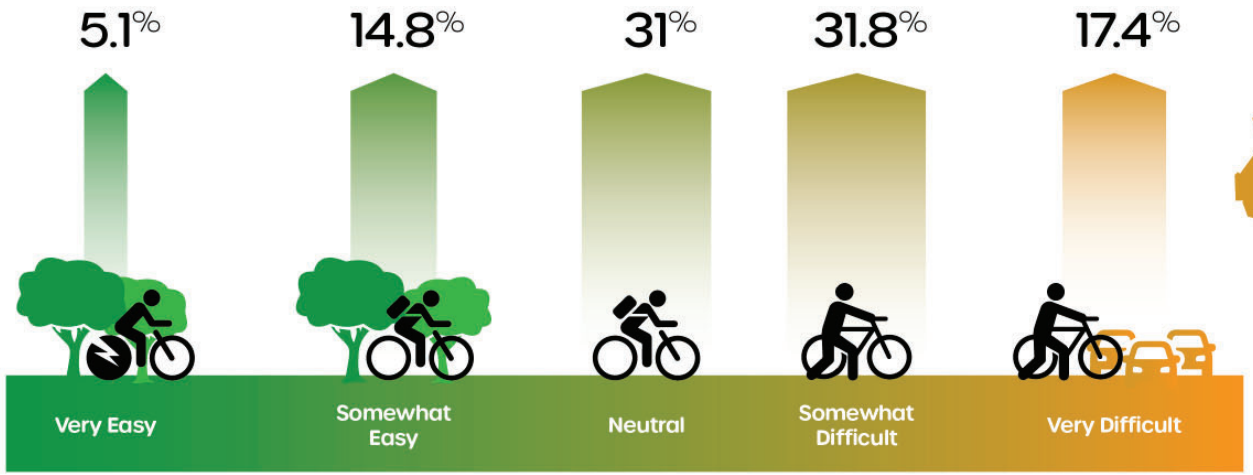
Responses

58% said lack of sidewalks

Challenges

- Lack of Sidewalks
- High Speed of Vehicles
- Local Road Conditions
- Lack of Accessiblity
- Lack of Street Lighting

Ease/Difficulty Biking in Wildomar



Responses

52% said lack of infastructure

Challenges

- Lack of Dedicated Bicycle Infrastructure
- Poor Roadway Conditions
- Traffic Safety Concerns
- Lack of Accessibility

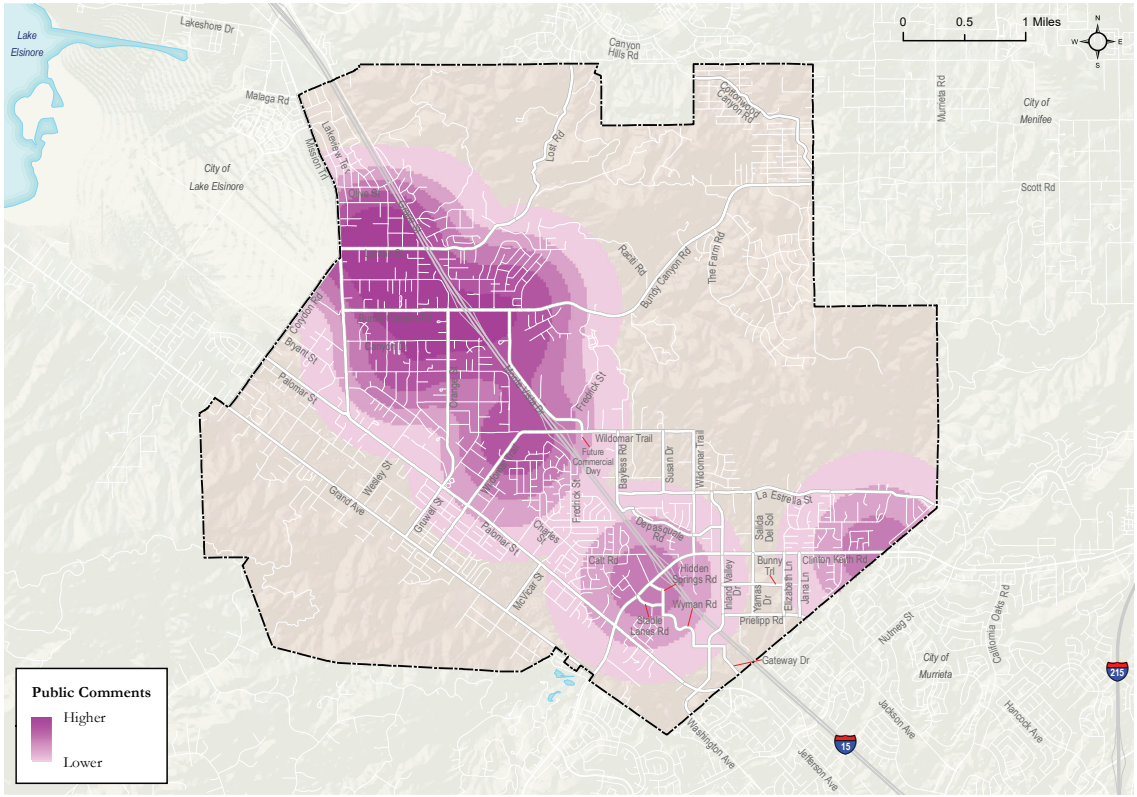
8% Don't Own a Bike

Summary of Responses Received on Interactive Map

Respondents placed stickers on a printed map and electronic pins on the online map to indicate places where they feel most comfortable walking and biking in Wildomar, as well as locations where they feel uncomfortable walking and biking.

Based on the interactive map and questionnaire feedback received, the following themes emerged:

- Several comments addressed extending sidewalks in locations throughout Wildomar. These include sidewalks along major roadways such as Lemon Street, between Mission Trail and I-15, and Clinton Keith Road, east of George Avenue. Additionally, there were comments to close gaps near schools, including roadways near Elsinore High School and those providing access to residential neighborhoods, such as Cervera Road just east of Wildomar Trail.
- Orange Street is a key walking and biking route to multiple schools in the City of Wildomar, including Elsinore High School. However, the lack of sidewalks and bike lanes makes walking and biking there uncomfortable.
- Wildomar Trail is another popular roadway in Wildomar for bicyclists and pedestrians. Comments were received in support of a multi-use path along the roadway from I-15 west to Grand Avenue.
- Bundy Canyon Road, east of I-15, is a key walking route for students going to Elsinore High School and received multiple comments regarding lack of sidewalks. The unsignalized intersection of Bundy Canyon Road and Monte Vista Drive received several comments about mobility concerns for both drivers and bicyclists.
- Mountain biking and hiking trails were seen as enjoyable places to bike and walk in Wildomar. Notable access points for these amenities include the Sheila Lane neighborhood in southwest Wildomar and Sedco Heights Drive in northern Wildomar (just east of I- 15).
- Recent transportation improvements on Clinton Keith Road near I- 15 and Hidden Springs Road were viewed positively, including recent sidewalk improvements along Clinton Keith Road.



Outreach to the Public

Walk Audits

The project team conducted ten walk audits in February 2020, with two of those audits open to members of the public. The audits in Central Wildomar and adjacent to Elsinore High School included the participation of Wildomar Mobility Plan TAC members, as well as City staff.

Audits for the Wildomar ATP included detailed in-person field observations on walking and bicycling conditions for the ten locations surveyed. Each audit was conducted through utilizing a checklist developed by the Safe Routes to School Program National Partnership. The checklist is used throughout the country. It measures the quality and safety of sidewalks, street crossings, intersections, and driver behavior, as well as the overall comfort, safety and appeal of roadways for pedestrians and bicyclists. The checklist uses a five-step ranking system to analyze walking and biking conditions (Best-5, Good-4, Fair-3, Poor-2, Worst-1) and supports qualitative feedback on roadway conditions through open-ended responses. Detailed findings from the walk audits can be found in **Appendix D.**

Pop-Up Event

Breakfast with Santa Pop-Up

The pop-up in support of the Wildomar Mobility Plan was held at the City's annual Breakfast with Santa event on December 14, 2019 at Wildomar Fire Station #61. The pop-up format drew a diverse group of community members. The event served to introduce the project to the community and collect feedback related to walking, biking, and driving in Wildomar. A project fact sheet was available as a handout, providing a project description, project website, and schedule. The bilingual project team solicited feedback from attendees via paper and digital (tablet) surveys. In total, 75 surveys were completed at the event, which were then combined with additional surveys advertised through email distribution lists, social media networks, and the TAC. Additionally, over 20 participants left comments on large poster board transportation maps, identifying site specific challenges and opportunities. The input collected during the pop-up informed development of the Existing Conditions Report and subsequent project recommendations.

Public Workshops

Public Workshop #1 – Virtual Workshop

On August 20, 2020, the City of Wildomar held its first virtual workshop in support of the Wildomar Mobility Plan; both the Mobility Element and the Wildomar ATP were included. Twenty-two community members registered for the workshop. Regarding the Wildomar ATP, the workshop included a discussion about the plan's approach to bicycle mobility, bicycle facility types, existing and proposed bicycle facilities. A discussion surrounding the plan's approach to pedestrian mobility, route types, and the proposed pedestrian network was also facilitated. A copy of the workshop presentation, recording of the webinar, and a summary of workshop input and content presented were made available on the Plan website following the meeting.

The workshop agenda included the following topics:

- Project Overview
- Planning Process & Review of Existing Conditions
- Draft Network Recommendations
- Next Steps

Public Workshop #2 – Virtual Workshop

The second virtual workshop was held December 17, 2020. Twenty-three community members registered for the workshop. The event served to review the final mobility networks (pedestrian route type network, bicycle network, vehicular classification network, and potential transit enhancements), the process for prioritizing bicycle and pedestrian projects, as well as conceptual designs for the top ten high-priority projects. A copy of the workshop presentation, recording of the webinar, and a summary of workshop input and content presented were made available on the project website following the meeting.

The workshop agenda included the following topics:

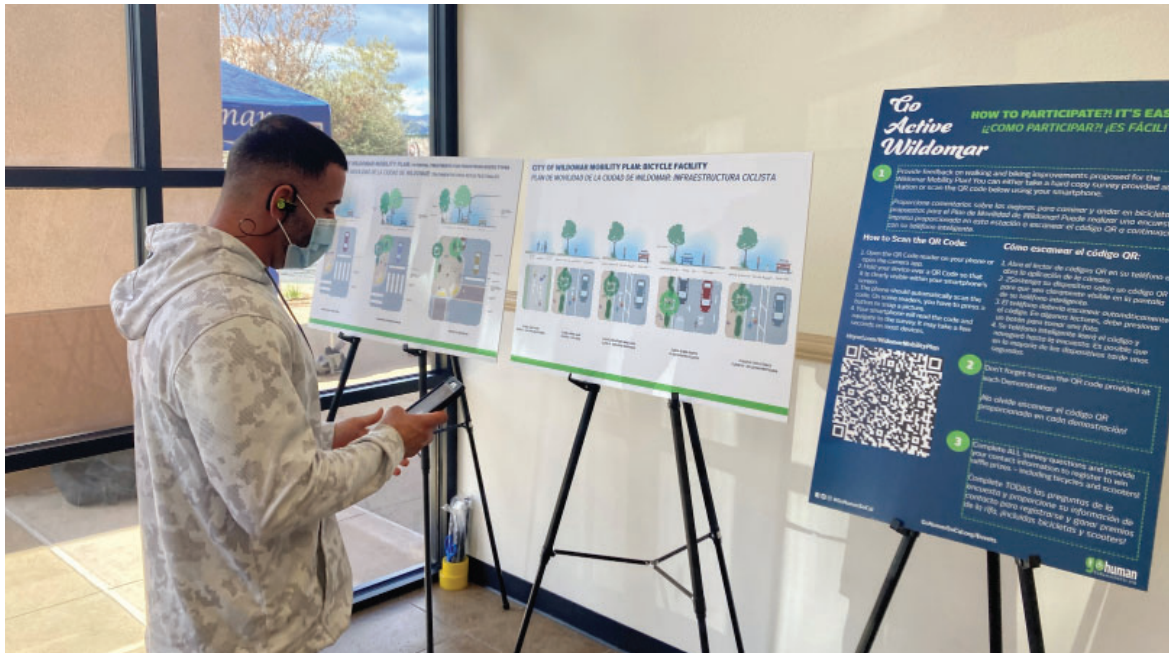
- Project Overview
- Planning Process
- Final Network Recommendations
- ATP Prioritization Process & Results
- Next Steps

Webinar participants were able to submit questions directly to presenters throughout these virtual meetings. Discussion points were also offered during the presentation. Workshop summaries are provided in **Appendix E.**

Go Human

A Go Human event was planned on April 18, 2020 in coordination with the Wildomar Community Health and Fitness Fair, however, this event was canceled due to the COVID-19 global pandemic. In lieu, a demonstration of selected improvement recommendations, such as Class II bike lane, a separated Class IV bikeway, a pedestrian refuge island, a decorative crosswalk, curb extensions, a parklet, and wayfinding signage were showcased adjacent the City Hall in March 2021 (between 3/12 and 3/14/2021). The intent was to invite community members to experience and get familiar with the various improvements recommended in the Wildomar ATP. The majority of community members who participated in this event were very supportive of the demonstrated improvement recommendations and would consider commuting by bike both within Wildomar and to the neighboring cities if these improvement were built today.

A summary of this event including feedback from community members is illustrated in **Appendix F.**



Interagency Meetings

Interagency meetings were also conducted to discuss planned approaches, brainstorm recommendations, and learn of relevant planning projects and developments within each of the respective jurisdictions/agencies. Participants included staff from the Southern Califronia Association of Governements (SCAG), representatives from the cities of Lake Elsinore, Murrieta, and Menifee, Riverside County, Western Riverside Council of Governments (WRCOG), Riverside Transit Agency, Riverside County Transportation Commission, Riverside University Health System, and Caltrans District 8.

Interagency Meeting #1

The first Interagency meeting was held on March 31, 2020. City of Wildomar staff and the project team provided an overview of the Wildomar Mobility Plan including the Mobility Element and the Wildomar ATP. Additionally, the Existing Conditions Report findings relating to demand, connectivity, quality, and safety for each travel mode (pedestrian, bicycle, transit, vehicular) were summarized.

The remainder of the meeting focused on hearing from representatives of neighboring jurisdictions, subregional agencies, and transit agencies regarding their planned or in-progress mobility improvements and programs that may be relevant to City of Wildomar.

Interagency Meeting #2

The second interagency meeting was held on July 21, 2020. City of Wildomar staff and the project team provided an overview of the Wildomar Mobility Plan components and final deliverables consisting of both a Mobility Element and ATP. Topics discussed at the previous meeting and the ongoing outreach efforts were briefly summarized. The main focus of the meeting was reviewing the draft network recommendations.

Meeting minutes from these interagency meetings are provided in **Appendix G.**

Summary of Community Engagement

- Maintained on-going consultation with a Technical Advisory Committee
- Conducted two walk audits that were open to the public
- Hosted one Pop-Up Event: Breakfast with Santa
- Hosted two virtual workshops
- Facilitated two Interagency meetings
- Facilitated a Go Human/demonstration project
- Circulated a questionnaire which received 275 responses
- Published an Interactive map which received 35 stickers/pins
- Maintained project website
- Distributed Fact Sheet at in-person events and posted online
- Presented two times to the Planning Commission
- Presented two times at City Council Meetings

Technical Advisory Committee

Pop-Up Events

Walk Audits

Interactive Online Map

Online Questionnaire

Project Website

Presentations / Meetings

Elsinore High , Wildomar, 2020

Chapter 4

Wildomar Tomorrow

Like most cities in Southern California, Wildomar is growing and evolving. With this growth comes changes in travel patterns and behaviors, resulting in additional transportation and recreational needs. The Wildomar ATP is one of many tools the City has to navigate towards the future. This chapter identifies the goals and policies for the plan, as well as network and programmatic recommendations intended to improve mobility for people who walk and ride bicycles for leisure and as a means of transportation.

The network and programmatic recommendations were informed by the previous planning phases, including a review of currently planned local and regional improvements, the existing conditions analysis, and the public engagement process. Recommendations consist of pedestrian and bicycle infrastructure and a toolbox of supporting programs. Chapter 5 complements the network recommendations by providing implementation related guidance.

Goals and Policies

The Wildomar ATP goals and policies were developed following a review of currently adopted and relevant plans from the City and larger region. Information obtained through community outreach efforts and discussions with City staff was also considered. The Wildomar ATP is intended to be complementary to many of the previous planning efforts, locally and regionally, by incorporating their recommendations and aligning with the goals and policies as previously set forth.

The City of Wildomar has a Vision Statement which was adopted by City Council in 2017. Ultimately, the goals and policies are intended to be supportive of the City's Vision Statement:

> ***"The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel."***

Plan goals are intended to represent a desired end-state for the City, while the respective policies are actions that should be undertaken by the City to help realize the goals.

The Wildomar ATP was developed concurrently with the City's Mobility Element. As previously mentioned, the Mobility Element encompasses all modes of travel within the City, including automobile, transit, walking and biking. The Wildomar ATP brings forth three overarching goals from the Mobility Element, including those for walking, bicycling, and trails. These goals and supporting policies are presented in the following pages.

Goal A: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features. (Consistent with Goal 2 of the City of Wildomar Mobility Element (2021))

- **Policy A.1:** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types shown in Figure 4.1, and connections serving schools, parks, and commercial/retail centers.
- **Policy A.2:** As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.
- **Policy A.3:** Improve pedestrian crossing safety and efficiency through appropriate signal hardware and timing, installation of marked and high visibility crosswalks and accessible curb ramps, and other intersection design features, where relevant.
- **Policy A.4:** Enhance pedestrian visibility by limiting parking at intersections, improving lighting at street crossings, and minimizing sidewalk obstructions.
- **Policy A.5:** Provide pedestrian connections to recreational trailheads, where feasible.
- **Policy A.6:** Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools.
- **Policy A.7:** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools, as well as near-by destinations.
- **Policy A.8:** Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.

Goal B: A safe and connected bicycle network comprised of context appropriate bicycle facilities and supporting amenities that serves the needs of recreational and utilitarian bicyclists of all ages and abilities. (Consistent with Goal 3 of the City of Wildomar Mobility Element (2021))

- **Policy B.1:** Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network shown in Figure 4.2.
- **Policy B.2:** Coordinate street resurfacing and restriping efforts, capital improvement projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.
- **Policy B.3:** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.
- **Policy B.4:** Consider development of a wayfinding program which indicates additional bicycle connections and the direction and distance to key destinations.
- **Policy B.5:** Enhance bicycle intersection crossing efficiency and safety through intersection design considerations, provisions of bicycle detection at signalized intersections, and other appropriate design features.
- **Policy B.6:** Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.
- **Policy B.7:** Bicycle parking shall be provided with all new developments as required by Section 17.188.060 of Wildomar's Municipal Code.
- **Policy B.8:** Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.
- **Policy B.9:** Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.
- **Policy B.10:** Regularly review and monitor reports of bicycle-involved collisions to identify potential safety issues and appropriate improvements.
- **Policy B.11:** As properties adjacent to I-15 develop, consider the feasibility and potential demand for incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

Goal C: A comprehensive trail network that provides for equestrian mobility and alternative recreational options. (Consistent with Goal 6 of the City of Wildomar Mobility Element (2021))

- **Policy C.1:** Continue to pursue funding and implementation of the Murrieta Creek Regional Trail Project, including an emphasis on safe, at-grade crossings with the roadway network. Crossing treatment could include curb extensions, raised crosswalks, pedestrian hybrid beacons (also known as HAWK) or rectangular rapid flash beacons (RRFB).

- **Policy C.2:** Analyze gaps in the trail system and develop an approach for closing gaps, including an approach for property acquisition, where necessary.

- **Policy C.3:** Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.

- **Policy C.4:** Preserve and enhance equestrian trails where they currently exist.

- **Policy C.5:** Implement the Old Town Vision for equestrian trails to connect the Old Town core and planned arena to surrounding areas.

- **Policy C.6:** Develop City-specific trail design guidelines or formally adopt guidelines, such as those provided in the County of Riverside Comprehensive Trails Plan.

Improvements for People that Walk

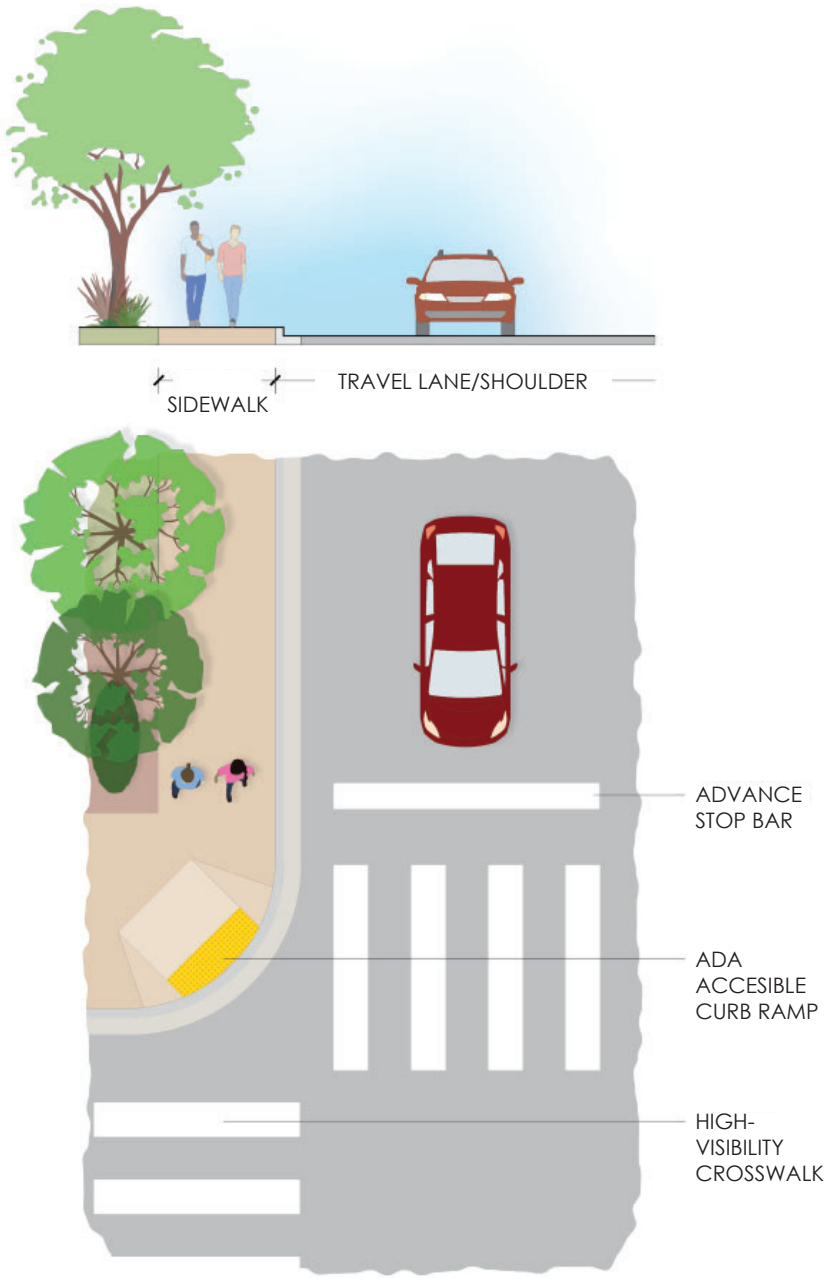
The Wildomar ATP embodies a multi-pronged approach to pedestrian mobility, seeking to create trails and pathways, provide continuous sidewalks, shorten pedestrian crossing distances, improve pedestrian visibility, and provide pedestrian focused traffic control devices and pedestrian scale lighting.

Pedestrian Route Types

In order to focus and prioritize investment, as well as help the City determine which pedestrian features would be appropriate, a pedestrian route type classification system was developed. This system is used to categorize roadways based on existing or desired characteristics for the walking environment, adjacent uses, and destinations served. Three route type designations are proposed for Wildomar: Connectors, Corridors, and Districts.

Prototypical illustrations are provided for each of the three pedestrian route types, depicting treatment considerations for each route type. The citywide designations are shown in **Figure 4.1**, consistent with the City of Wildomar Mobility Element (2021). Examples of potential design applications of the features are provided in Chapter 5.

Additional pedestrian infrastructure recommendations are also made for travelways that do not fall along the pedestrian routes. These include local or neighborhood streets, multi-use trails, as well as Class I - Multi-Use Paths, and the Murrieta Creek Trail At-Grade Crossings. These facilities are depicted in the route typology map to show the comprehensive network and further discussed in Section 4.5.

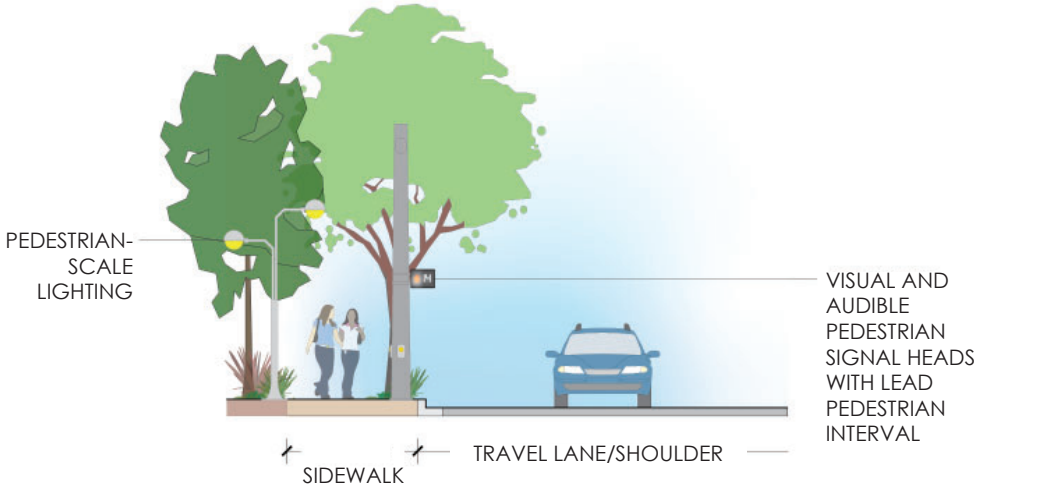


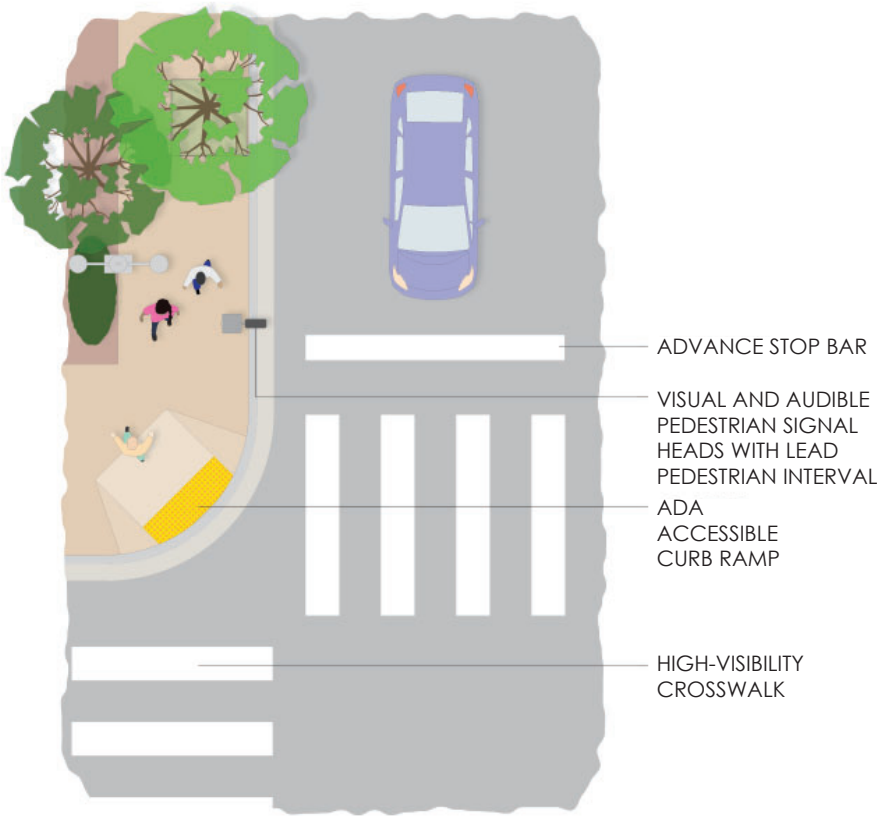
Connectors

The Connector route type is designated for roadways with low pedestrian activity and moderate to high levels of vehicular traffic. Connectors help bridge the gap between residential neighborhoods, Corridor route types, and final destinations. This designation makes up the greatest portion of the pedestrian route type system. The Connector route type is intended to consist of standard sidewalks with accessible curb ramps and marked crosswalks with advance stop bars at signalized intersections.

This designation is reserved for the following locations:

- Grape Street between Northern City Limit and Lost Road
- Lost Road between Almond Street and Northern City Limit
- Corydon Road between Palomar Street and Mission Trail
- Bundy Canyon Road between Corydon Road and Mission Trail
- Bundy Canyon Road between Monte Vista Drive and Eastern City Limit
- Orange Street/Gruwell Street between Bundy Canyon Road and Grand Avenue
- Union Street between 400’ west of Batson Lane and Gruwell Street
- Grand Avenue between Corydon Road and Wildomar Trail
- Palomar Street between Penrose Street and Southern City Limit
- McVicar Street between Grand Avenue and Palomar Street
- Grand Avenue between McVicar Street and Clinton Keith Road
- Wildomar Trail (EW) between Bayless Road and Wildomar Trail (NS)
- Susan Drive between Wildomar Trail and La Estrella Street
- Wildomar Trail (NS) between Wildomar (EW) and Palamino Road
- La Estrella Street between Bayless Road and Susan Drive
- La Estrella Street between Wildomar Trail and Eastern City Limit
- Depasquale Road between Bayless Road/La Estrella Street and Inland Valley Drive
- Wildomar Trail between La Estrella Street and Clinton Keith Road
- Inland Valley Drive between La Estrella Street and Clinton Keith Road
- Salida Del Sol between La Estrella Street and Clinton Keith Road
- Clinton Keith Road between Jana Lane and Eastern City Limit



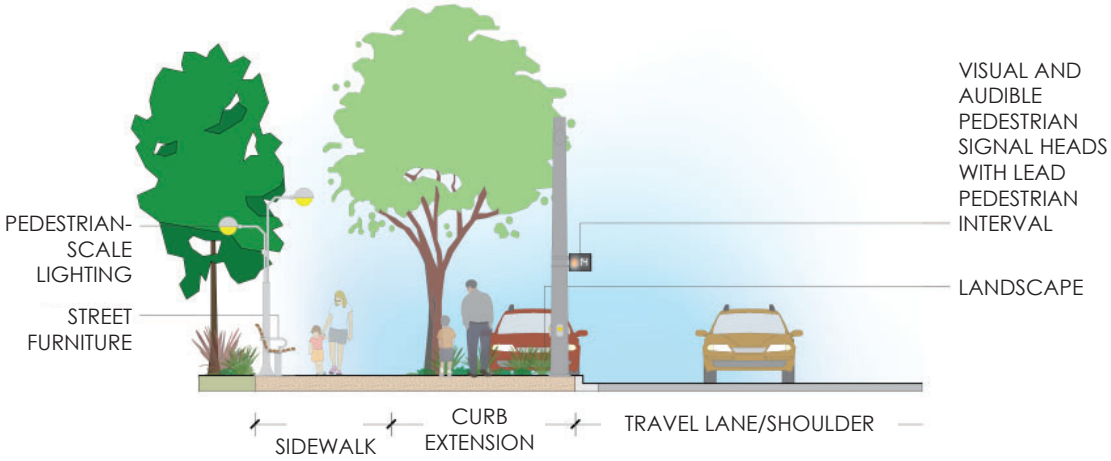


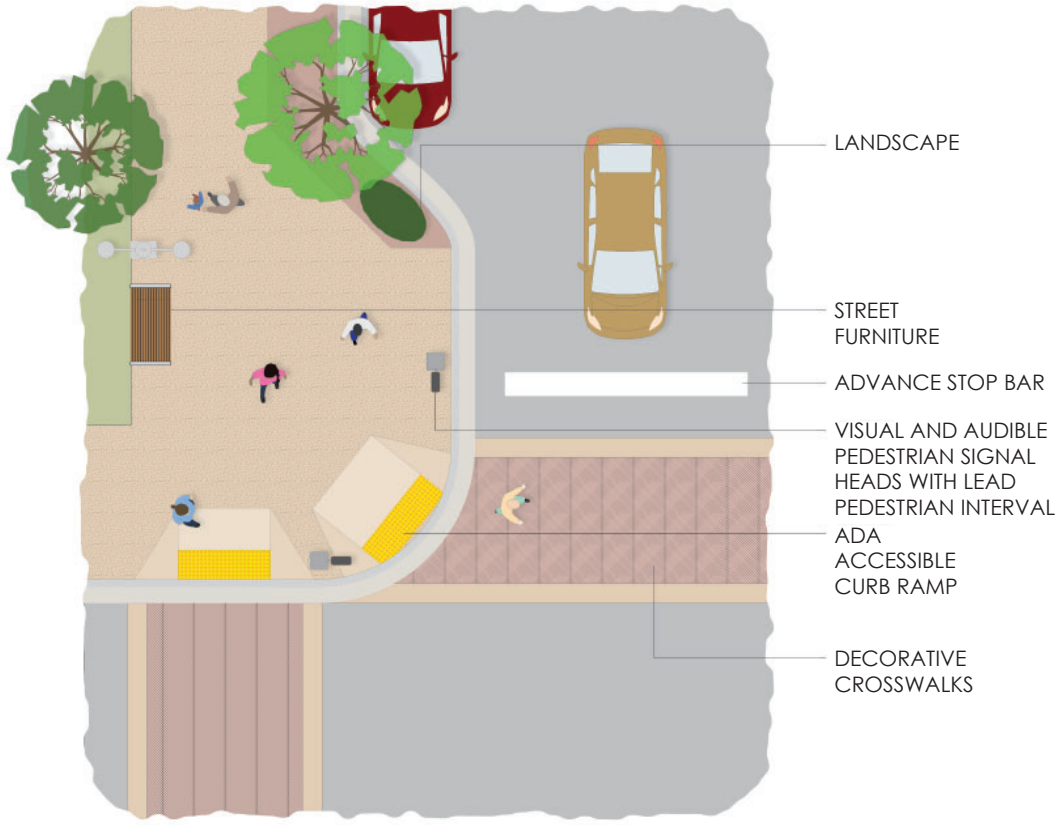
Corridors

The Corridor route type is designated along roadways that support commercial businesses, shopping districts, schools, parks, and high ridership transit stops. Moderate pedestrian activity is anticipated in these areas, necessitating more enhanced features to support pedestrians. Corridor features consist of those identified under the Connector route type, and may include the addition of wider sidewalks (>5'), pedestrian countdown signal heads with lead pedestrian intervals at signalized intersection, and high visibility crosswalks with advance stop bars at marked crossing locations. Pedestrian scaled lighting may also be appropriate in some areas.

This designation is reserved for the following locations:

- Mission Trail between Malaga Road and Palomar Street
- Lemon Street between Mission Trail and Almond Street
- Bundy Canyon Road between Mission Trail and Monte Vista Drive
- Corydon Road between Grand Avenue and Palomar Street
- Palomar Street between Corydon Road and Orange Street/ Gruwell Street
- Wildomar Street between Grand Avenue and Palomar Street
- Wildomar Street between Cedar Street and Bayless Road
- Monte Vista Drive between Bundy Canyon Road and Wildomar Trail/Future Commercial Driveway
- Bayless Road between Wildomar Trail and La Estrella Street
- Wildomar Trail between Palamino Road and La Estrella Street
- La Estrella Street between Susan Drive and Wildomar Trail
- Grand Avenue between Wildomar Trail and McVicar Street
- Clinton Keith Road between Grand Avenue and Inland Valley Drive
- Clinton Keith Road between Elizabeth Lane and Jana Lane
- Stable Lanes Road between Clinton Keith Road and Hidden Springs Road
- Hidden Springs Road/Wyman Road/Gateway Drive between Clinton Keith Road and Southern City Limit
- Inland Valley Drive between Prielipp Road and Southern City Limit
- Jana Lane between Clinton Keith Road and Prielipp Road
- Prielipp Road between Elizabeth Lane and Southern City Limit





Districts

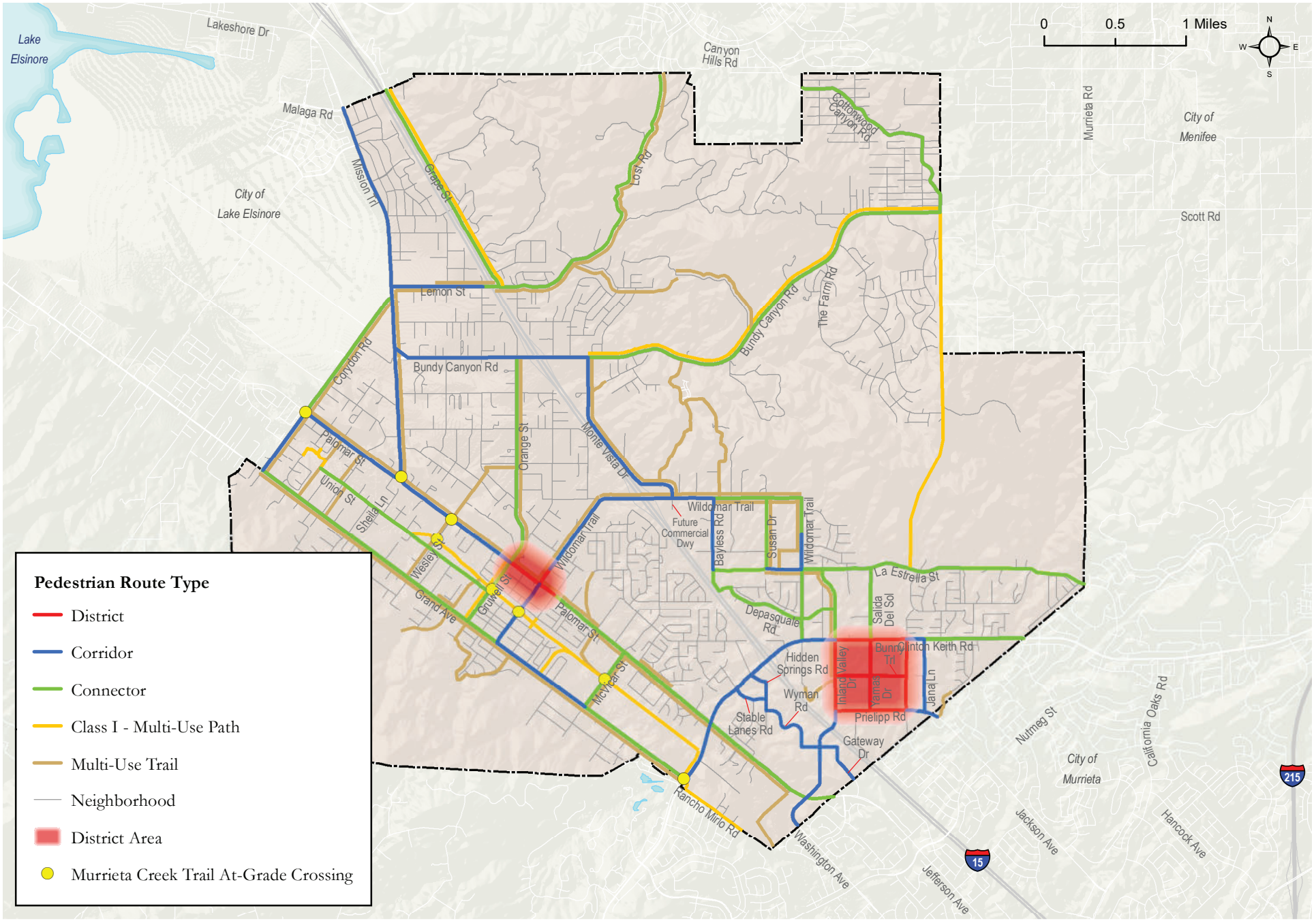
The District route type is reserved for the areas with the greatest anticipated pedestrian activity due to the proximity to existing or planned commercial/ retail, high ridership transit stops, and higher density residential uses. Areas designated as Districts receive the greatest level of pedestrian enhancements. In addition to the Connector and Corridor route type features, Districts features may also include wide sidewalks (> 8'), increased landscaping and buffers from the roadway, decorative crosswalks, pedestrian street furnishings, and curb extensions at crossing locations.

This designation is reserved for the two designated district areas based on existing visioning plans as well as anticipated development and growth in certain land uses:

- The Old Town District
  - » Palomar Street between Gruwell Street and Penrose Street,
  - » Wildomar Trail from Palomar Street 300 feet northeast along Wildomar Trail

- The Inland Valley District
  - » Clinton Keith Road from Inland Valley Drive to Elizabeth Lane
  - » Inland Valley Drive from Clinton Keith Road to Prielipp Road,
  - » Prielipp Road from Inland Valley Drive to Elizabeth Lane, and
  - » Elizabeth Lane from Prielipp Road to Clinton Keith Road

Figure 4-1 Planned Pedestrian Routes



Improvements for People that Ride a Bike

Bicycle Network

The bicycle network recommendations were developed based upon key findings from the existing conditions analysis and the public engagement activities conducted over the course of the project. The recommended bicycle facilities are intended to create a complete network of varying bicycle classifications that can serve commuter and recreational needs. The facilities were selected to be context sensitive.

The limited existing bicycle network, along with high stress roadways and barriers created by the freeway all present challenges for cyclists. However, the wide and undeveloped roadways and shoulders present significant opportunities for bicycle network development, especially for separated bicycle infrastructure.

The bicycle network development process focused on the desire to leverage roadways with additional capacity, as well as improve connectivity, create facilities that are comfortable for all riders, improve safety, and create trails and pathways

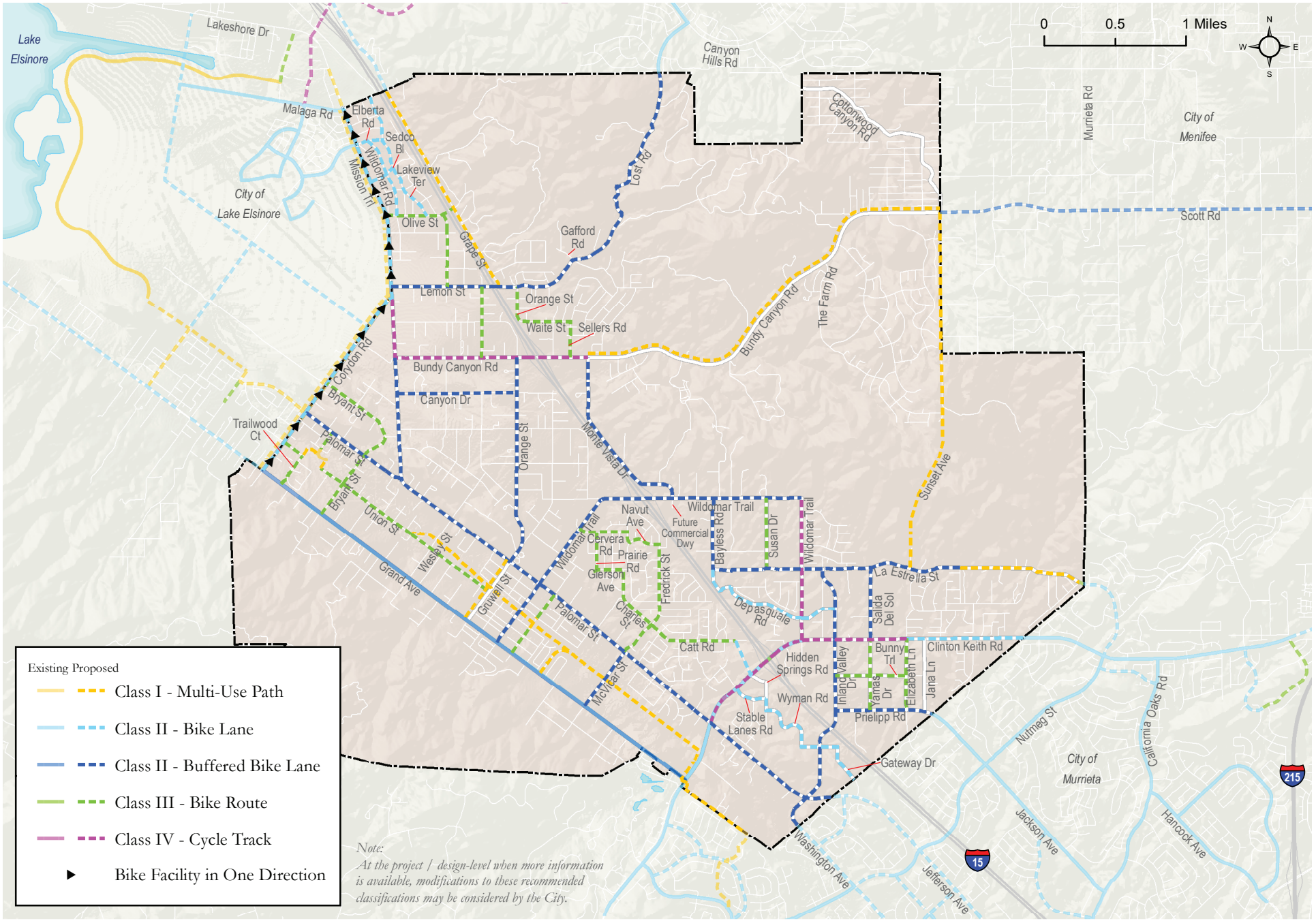
Figure 4.2 displays the planned bicycle network, consisting of the Class I multi-use paths, Class II bicycle lanes, Class II buffered bicycle lanes, Class III bicycle routes, and Class IV cycle tracks. Chapter 5 provides additional information related to prioritizing these recommendations for implementation.

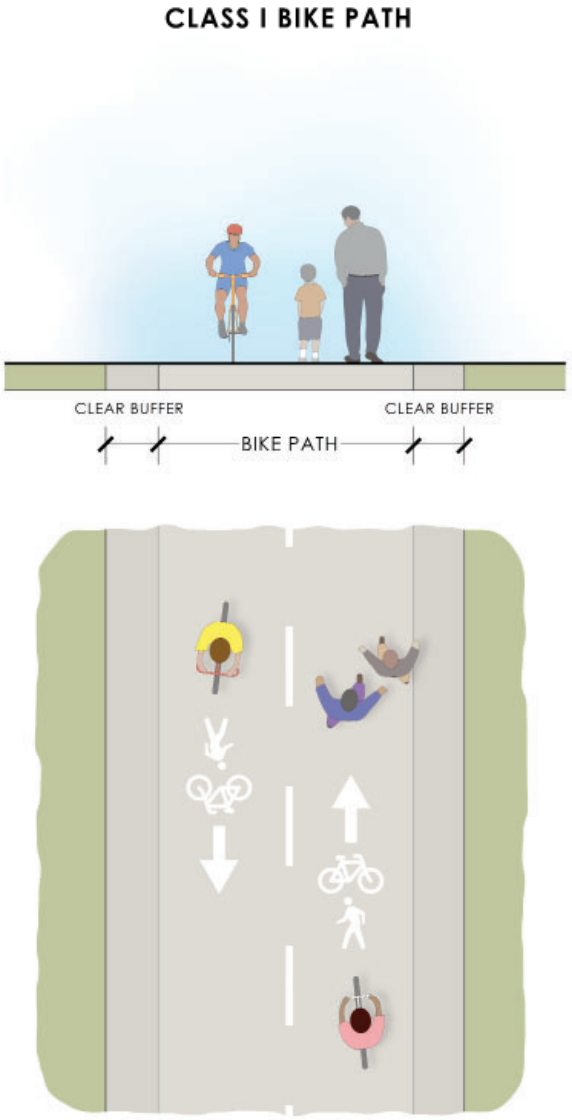
Table 4.1 summarizes the existing and planned centerline mileage of each bicycle facility category. As shown, total network mileage is planned to increase by approximately 56 miles. The largest increases are among Class II buffered bike lanes, Class I multi-use paths, and Class III bicycle routes.

Table 4-1 Mileage (Centerline) by Facility Type

Classification	Existing Mileage (mi)	Proposed Mileage (mi)	Change in Mileage (mi)
Class I Multi-Use Path	0.2	15.0	+14.8
Class II Bike Lane	1.2	7.9	+ 6.7
Class II Buffered Bike Lane	3.7	22.7	+ 19.0
Class III Bike Route	0.1	10.8	+10.7
Class IV Cycle Track	< 250 ft	5.2	+5.2
Total	**5.3**	**+61.6**	**+56.3**

Figure 4-2 Planned Bicycle Network



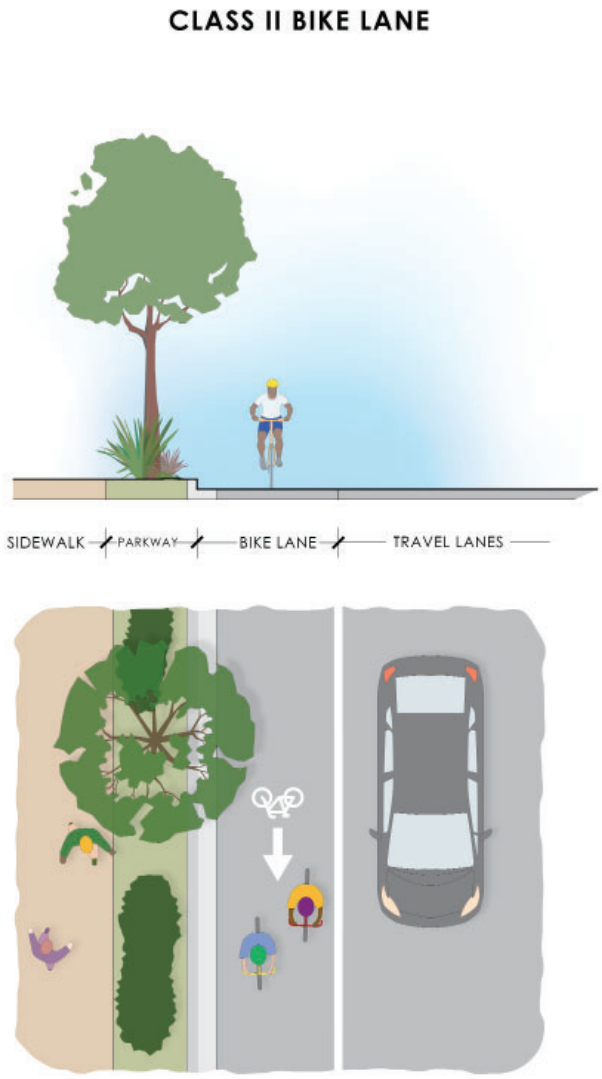


Class I Bike Path

Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot wide graded area adjacent to each side of the pavement.

Class I Multi-Use Paths are planned on the following streets:

- Grape Street, between the northern City limit and Lemon Street
- Bundy Canyon Road, between Monte Vista Drive and the eastern City limit at Sunset Avenue
- Trailwood Court, between Trailwood Court northern terminus and the existing Class I Multi-Use Path at Regency Heritage Park
- Sunset Avenue, between Bundy Canyon Road and La Estrella Street
- La Estrella Street, between Veranda Circle and the eastern City limit at Nutmeg Street
- Murrieta Creek Trail within Wildomar's City limits



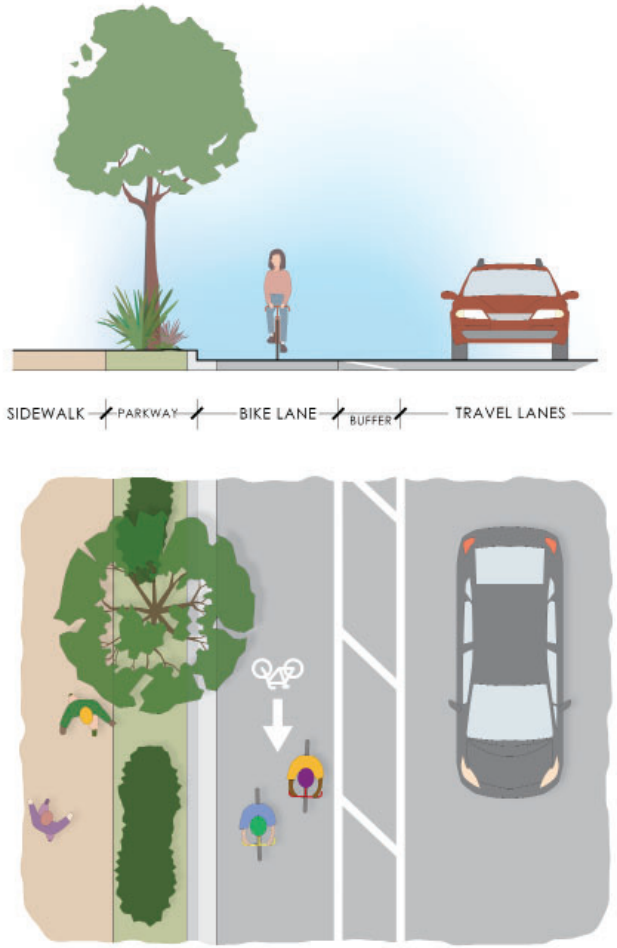
Class II Bike Lane

Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour.

Class II Bike Lanes are planned on the following streets:

- Along the eastern side of Mission Trail, between Malaga Road and Corydon Road
- Elberta Road, between Mission Trail and Lakeview Terrace
- Wildomar Road, between Elberta Road and Olive Street
- Lakeview Terrace, between northern City limit and Olive Street
- Sedco Boulevard, between Mission Trail and Lakeview Terrace
- Along the eastern side of Corydon Road, between Grand Avenue and Mission Trail
- Depasquale Road, between La Estrella Street and Inland Valley Drive
- Hidden Springs Road, between Catt Road and Clinton Keith Road
- Along Stable Lanes Road/ Wyman Road/Gateway Drive, between Clinton Keith Road and the southeastern City limit
- Clinton Keith Road, between Elizabeth Lane and eastern City limit

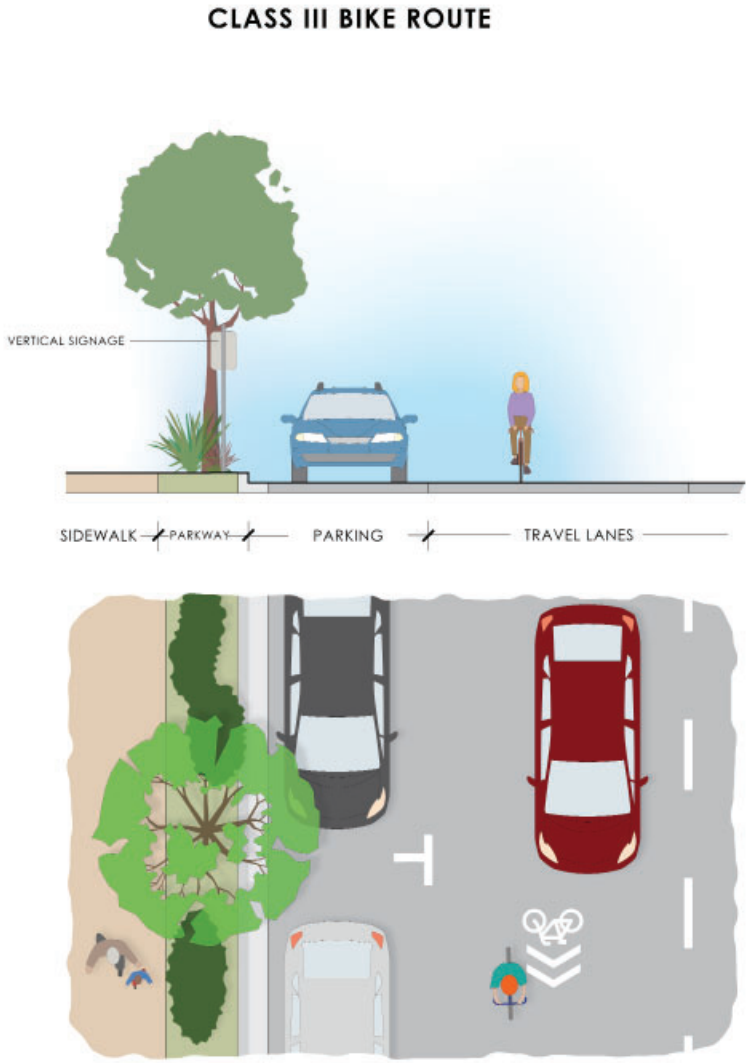
CLASS II BUFFERED BIKE LANE



Bike lanes can also have striped buffer areas 1.5-feet in width or greater to provide separation from vehicles.

Class II Buffered Bike Lanes are planned on the following streets:

- Lemon Street/Lost Road, between Mission Trail and the northern City limit
- Canyon Drive, between Mission Trail and Orange Street
- Wildomar Trail, between Grand Avenue and corner of Wildomar Trail
- Bayless Road, between Wildomar Trail and (the future intersection with) La Estrella Street
- La Estrella Street, between (the future intersection with) Bayless Road and Crossroads Street
- Inland Valley Drive, between La Estrella Street and the southern City limit/Washington Avenue
- Salida Del Sol, between La Estrella Street and Clinton Keith Road
- Palomar Street, between Corydon Road and the southern City limit/Jefferson Avenue
- Mission Trail, between Corydon Road and Palomar Street
- Orange Street, between Palomar Street and Bundy Canyon Road
- Monte Vista Drive, between Bundy Canyon Road and Wildomar Trail
- McVicar Street, between Grand Avenue and Palomar Street
- Prielipp Road, between Inland Valley Drive and southeastern City limit



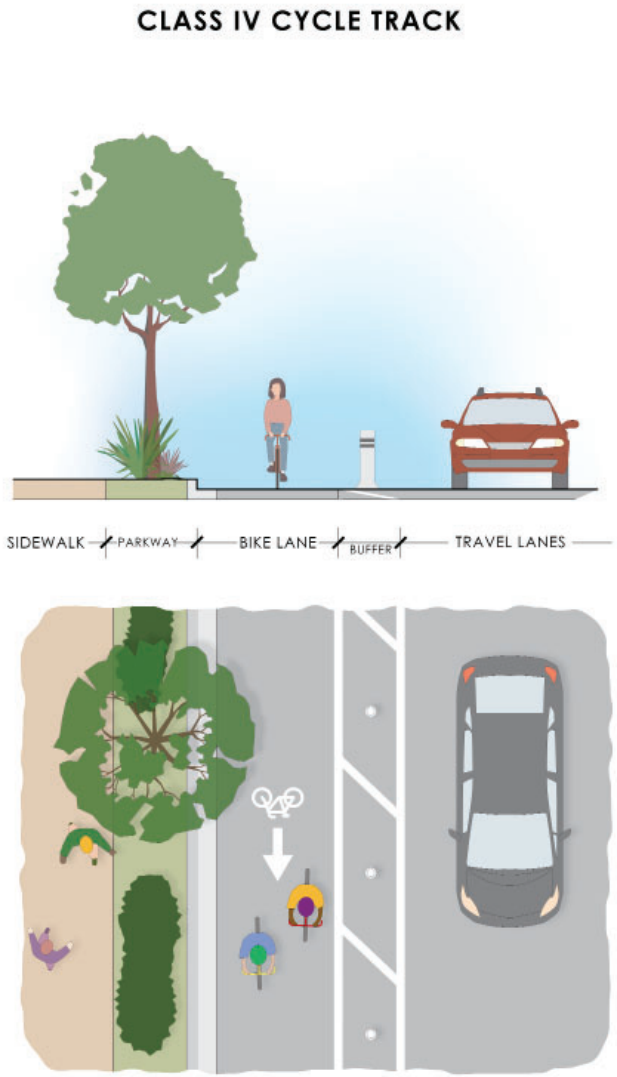
Class III Bike Route

Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings known as "sharrows". Bike routes are best suited for low-speed, low-volume roadways as they do not provide a dedicated space for bicyclists. Bike routes help provide network continuity or designate preferred routes where other facilities may be infeasible.

Traffic calming treatments are often implemented to manage vehicular travel speeds and volumes along bike routes and can include signs, pavement markings, and curb extensions, speed cushions, chokers/neckdowns, raised medians, narrowing lanes, raised crosswalks, and neighborhood traffic circles.

Class III Bike Routes are planned on the following streets:

- Olive Street, between western City limit/Mission Trail and Grape Street
- Along Orange Street/Waite Street/Sellers Road, between Lemon Street and Bundy Canyon Road
- Along Union Street/Trailwood Court, between Corydon Road and Grand Avenue
- Buckhorn Road, between Palomar Street and Autumn Oak Place/the existing Class I Multi-Use Path at Regency Heritage Park
- Bryant Street, between Corydon Road and Grand Avenue
- Union Street, between Union Street terminus/the existing Class I Multi-Use Path at Regency Heritage Park and Gruwell Street
- Penrose Street, between Palomar Street and Grand Avenue
- Along Cervera Road/Pashal Place/Navut Avenue/Frederick Street, between Wildomar Trail and Palomar Street
- Along Prairie Road/Gierson Avenue/Charles Street/Catt Road, between Cervera Road and Hidden Springs Road
- Susan Drive, between Wildomar Trail and La Estrella Street
- Bunny Trail, between Inland Valley Drive and Elizabeth Lane
- Yamas Drive, between Clinton Keith Road and Prielipp Road
- Elizabeth Lane, between Clinton Keith Road and Prielipp Road



Class IV Cycle Tracks

Also referred to as a separated or protected bikeways, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway that is physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

Class IV Cycle Tracks are planned on the following streets:

- Bundy Canyon, between Mission Trail and Monte Vista Drive
- Wildomar Trail, between the corner of Wildomar Trail and Clinton Keith Road
- Clinton Keith Road, between Palomar Street to Elizabeth Lane

Colored Bicycle Facilities

The City of Wildomar uses colored pavement at select locations. Colored pavement can help increase the visibility of bike facilities, identify areas of conflict, and promote safe behaviors. Studies have shown a higher percentage of motorists yield to bicyclists and used a right-turn signal before changing lanes at locations with green paint. In other instances, an increased number of bicyclists were observed scanning for nearby vehicles after green paint installation.

Colored paint is context specific and typically includes application at the following types of locations:

- Across driveways to alert drivers and bicyclists of a potential conflict
- Along the length of a bicycle lane where visibility is of concern or to discourage illegal parking
- At right-turn lanes and intersection approaches where drivers cross over a bike lane
- Across wide or complex intersections to guide bicyclists
- At intersections in the form of bike boxes to give priority idling space to bicyclists

Green is the most common color used, as it helps minimize confusion with other markings. Traditional white bike facility lines should be applied at the edges of the green pavement markings to help identify the colored pavement as a component of the bike facility. The white edge lines on the colored pavement also help to enhance visibility at night. Colored pavement effectiveness is dependent on visibility, emphasizing the importance of maintaining the paint or material.

The City of Wildomar has already installed conflict paint at select locations. Green paint can be seen at locations along Grand Avenue, as well as along Clinton Keith Road. It is recommended that the City develop a uniform approach for applying green paint throughout the City.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Bike boxes offer several benefits to cyclists such as:

- Increased visibility of bicyclists
- Preventing "right-hook" conflicts with turning vehicles at the start of the green light
- Grouping bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Facilitating bicyclists' left-turn positioning at intersections during red signals. This only applies to bike boxes that extend across the entire intersection approach
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk

Typical applications of bike boxes are at intersections with right- or left-turning conflicts between bicyclists and motorists, or at intersections with particularly high volumes of cyclists. The bike box enables the bicyclist to better position themselves to make turning movements while waiting for the signal to change.

Bike Parking

Providing safe and secure bicycle parking helps encourage cycling by making it more convenient. People are more inclined to ride their bicycle if they know their bicycle will be safe once they reach their destination.

Different needs are served by short-term and long-term bicycle parking. Short-term parking is used for approximately two-hours or less. This type of bicycle parking should be convenient and easy to access. It consists of standard bicycle racks where people are able to secure their bicycle with a personal lock. Long-term parking is used for two hours or more and requires higher levels of security and shelter from weather, such as enclosed bike lockers.

The City of Wildomar requires new developments to provide bicycle parking. Wildomar's Municipal code also classifies bicycle parking facilities as follows:

- Class I: an enclosed box with a locking door, typically called a bicycle locker, where a single bicyclist has access to a storage compartment
- Class II: a stationary bicycle rack designed to secure the frame and both wheels of the bicycle, where the bicyclist supplies only a padlock
- Class III: a stationary bicycle rack, typically a cement slab or vertical metal bar, where the bicyclists supplies a padlock and chain or cable to secure the bicycle to the stationary object

Wildomar Municipal Code Section 17.188.060 defines the number of bicycle parking spaces required by land use type, as shown in **Table 4.2.** It is recommended that the City of Wildomar update the code to include bicycle parking requirements when buildings are retrofitted.

Table 4-2 Required Bicycle Parking

	Industrial	Restaurants and Cocktail Lounges	Commercial, Office and Service Uses Not Otherwise Listed
Employees	• One bicycle space for every 25 parking spaces required. A minimum of two bicycle spaces required. • Class I lockers or Class II racks in an enclosed lockable area.	• One bicycle space for every 50 parking spaces required. A minimum of two bicycle spaces required. • Class I lockers or Class II racks in an enclosed lockable area.	• One bicycle space for every 25 parking spaces required. A minimum of two bicycle spaces required. • Class I lockers or Class II racks in an enclosed lockable area.
Patrons or Visitors	• Number of bicycle spaces required: 0 • Type of lockers/ racks: N/A	• Number of bicycle spaces required: 0 • Type of lockers/ racks: N/A	• One bicycle space for every 33 parking spaces required. A minimum of two bicycle spaces required. • Type of locker/ racks: Class II racks

Bicycle Parking Design Guidance

Short-term and long-term bicycle parking serve different needs and should be sited and designed differently. Short-term parking should be close to the entrance of the destination, visible, well-lit, and intuitive to use for the first-time user.

In selecting bicycle racks the following criteria should be taken into consideration:

- Supports the bicycle in an upright position
- Rack is intuitive to use even for first time users
- Accommodates a variety of bicycles and attachments
- Allows for the locking of the frame and at least one wheel
- Provides security
- Will last in the intended location (materials are weather proof, tamper-resistant mounting hardware, etc.)

Long-term parking should ensure security and weather protection. Security is the overriding consideration since employees, public-transit users and residents leave their bicycles unattended for long periods of time. Long-term parking can take on a number of different forms, such as a secure enclosure in a parking garage or bicycle lockers.

It is recommended that the City of Wildomar ensure ample bicycle parking is available at locations with high transit ridership and areas with high active transportation activity, such as the area near Wildomar Trail and Palomar Street.

Improvements for People that Use Trails

Trails Network

Soft or natural surface trails have a long and important history in Wildomar and throughout Riverside County. Historically, trails served as the primary transportation facilities, providing connections for people on foot, horseback, or coach, prior to the rapid expansion of the vehicular network throughout the 20th century. While the way we travel has continued to evolve, the rich equestrian heritage is still prevalent in Wildomar and the region today, emphasizing the importance of planning and maintaining facilities that serve their needs.

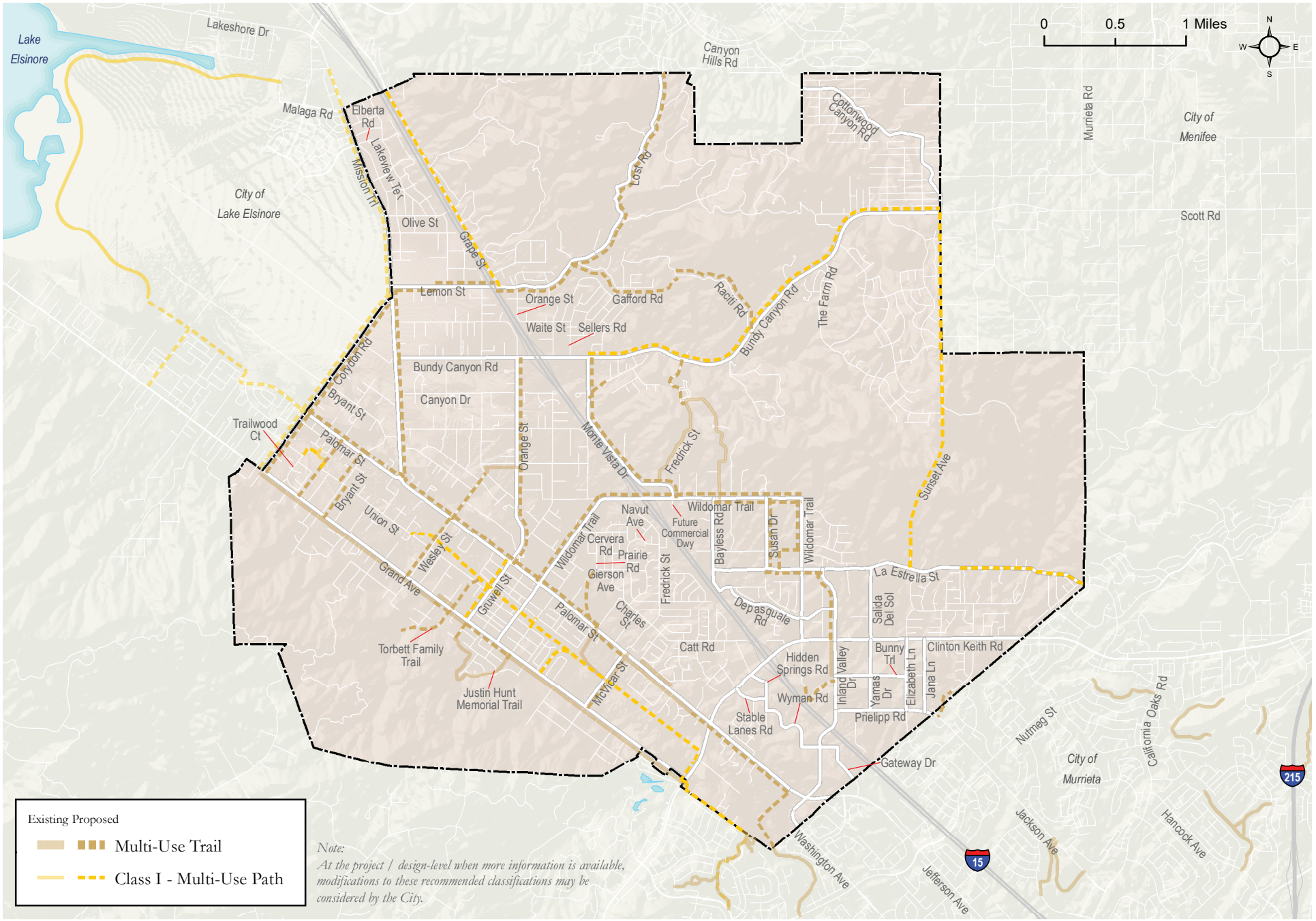
Trails within the City of Wildomar are available to pedestrians, hikers, cyclists, and equestrians. They provide unique connections and recreational opportunities. **Figure 4.3** displays the planned multi-use trails along with the planned Class I multi-use paths to illustrate facilities that support walking, recreating, or horse riding. The multi-use trails are intended to serve as foundational links of a well-connected network that may be further supplemented by additional trail facilities, such as those identified in the City of Wildomar's Regional Community Multi-Use Adopt-a-Trail System map.

Two planned trails depicted in Figure 4.3 are components of the Riverside County Comprehensive Trails Plan Backbone Network, signifying the regional importance of these connections. These include the Southern Emigrant Trail/Butterfield Overland Trail and Salt Creek Trail.

The Southern Emigrant Trail/Butterfield Overland Trail is a 66.8-mile-long planned trail that would run through Riverside County and the cities of Corona, Lake Elsinore, Wildomar, Murrieta, and Temecula. Portions of this trail are also known as the Murrieta Creek Trail. Multiple alignment options exist for this trail within Wildomar, including the soft surface trails along Grand Avenue and Palomar Street, as well as the planned Class I facility parallel to the flood channel running between Grand Avenue and Palomar Street.

The Salt Creek Trail is a planned trail approximately 38-miles in length. It intended to provide a connection between two other regional backbone trails, including the Southern Emigrant Trail/Butterfield Overland Trail at the west in the City of Wildomar/City of Lake Elsinore/County of Riverside and the Juan Bautista de Anza Historic Trail at the east in Hemet. The Salt Creek Trail alignment within Wildomar is proposed to run along Lost Road and Lemon Street, until the City limit with Lake Elsinore where it would continue southwards along Corydon Road until meeting with the Southern Emigrant Trail/Butterfield Overland Trail.

Figure 4-3 Planned Multi-Use Trails



Trail Design Guidance

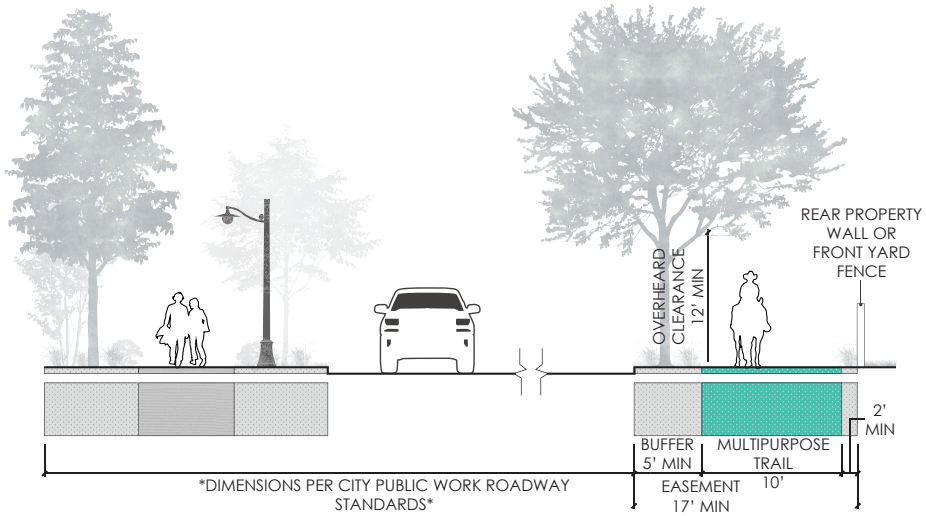
This section serves as a guide for building successful trails that create a safe and comfortable experience for a variety of users. Additionally, the Riverside County Comprehensive Trails Plan (2018) provides design guidelines that may be referenced to further facilitate implementation and consistency with other trails throughout the County.

Typical Sections

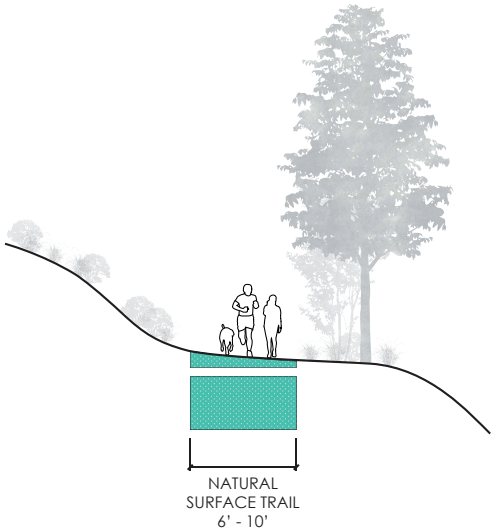
There are two types of trails planned in Wildomar: roadside trails (parallel to a roadway) and those outside of the roadway right-of-way.

It is recommended that roadside trails have a minimum overall width of 17 feet for the full trail easement to accommodate the trail itself, as well as buffer and setback. While Class I facilities are intended to be paved, the soft-surface multi-use trails should be comprised of natural materials that better accommodate horses. The width of the trail tread is recommended at ten feet to allow for double track usage. The separation/buffer between an adjacent roadway and a trail should maintain a minimum of five feet, though any separation less than ten feet typically requires a 54" tall fence be installed between the trail and roadway. Clearance from any overhead obstructions should provide 12 feet of clear vertical space to ensure people on horses can pass safely. Twelve feet of vertical clearance should be maintained for any trails serving equestrians.

For trails not parallel to a road or those physically separated from the roadway, the United States Forest Service Equestrian Design Guidebook recommends that the minimum width for single track equestrian trails be six feet. The recommended minimum width for double track equestrian trails is eight feet. Other publications note that ten or even twelve feet is more desirable for double track equestrian trails. The trail tread is recommended to be constructed from the natural surface through compacting soil.



Roadside Trails



Trails Outside of the Roadway Right-of-Way

Intersection Treatments

Consideration needs to be given to intersections where a trail meets the roadway. Trail crossings should occur on straight segments of roadway and be positioned perpendicular to the roadway.

Equestrian users often ride in pairs or groups and waiting areas at trail crossings should accommodate multiple riders. To accomplish this, the trail surface at the crossing can be widened or fanned out.

Road signs should be implemented for the safety of trail users, and standard equestrian crossing signs should be used at any road crossings used by horses. At crossings with signals, push-button signal actuators should be installed with equestrian users in mind. Where signals are present, one push button should be installed at a regular height of about 42 inches, and a second button should be installed between five and six feet (or about 70") off the ground. The post mounted with push buttons should be set back far enough from the road to keep horses out of the roadway.

Consideration needs to be given to equestrian users regarding crossing surfaces. It is recommended that crosswalks connecting trails are constructed with horse-friendly and slip-resistant materials.

In a midblock crossing scenario, warning signs or Rectangular Rapid Flash Beacons (RRFBs), decreased speed limits, road markings, and/or narrowed travel lanes may be implemented to alert motorists of an approaching trail crossing.

Intersection Crossing with RRFBs

Fencing

A variety of materials and styles of fencing are available to provide physical separation between a trail and its adjacent road. The fencing materials deemed most appropriate for Wildomar include post and cable, post and rope, recycled plastic, and vinyl.

- Post and cable fencing is commonly used to separate trail users from flood channels. This style generally consists of wood posts and steel cable rails. The cable railing does not obstruct views and is very durable. The cables are installed into place by tension, which may require minor maintenance overtime as they loosen.
- Post and rope fencing is similar to post and cable, using a wood post and thick rope as railing. These materials have a more natural aesthetic, making it a fitting option along soft surface or natural trails. Minor maintenance may be required to adjust the ropes over time. This style is used along Grand Avenue.
- Recycled plastic or vinyl fencing is very durable and weather resistant. It can come in a variety of colors, with white being common. This material has a comparatively higher initial cost, however minimal maintenance is needed. This style is used along Palomar Street.

Post and Rope Fencing

Recycled Plastic Fencing

Post and Cable Fencing

Lighting

Trail lighting that is installed properly and maintained can improve trail access, convenience, and instill a sense of safety for users travelling along trails at night.

Roadside trails can generally make use of existing adjacent roadway lighting. However, where lighting is not adequate or not existing, pedestrian-scale lighting fixtures can be added. Pedestrian-scale lighting is characterized by shorter light poles (standards about 15 ft high), lower levels of illumination (except at crossings), and closer spacing of standards (to avoid dark zones between luminaires). Depending on the location, average maintained horizontal illumination levels should be of 0.5 to 2-foot candles, with some areas potentially requiring higher lighting levels.

Trails not adjacent to roads do not generally require additional lighting because it may diminish the user experience of being in a more natural environment. These trails are often used for recreation during the lit hours of the day, so additional lighting is often unnecessary. However, if it is deemed important to provide some additional lighting to these trails, low bollard lighting can assist in marking out the trail path while reducing light pollution when compared with overhead lighting. It is important to note that adding lighting to trails can add additional costs to trail construction and maintenance.

Low Bollard Pedestrian Lighting

Pedestrian Lighting

Supporting Programs

Planning for active transportation is sometimes described in terms of the 5 E's: Engineering, Education, Encouragement, Enforcement and Evaluation. While engineering is covered through the identification of planned networks and physical improvements, the remaining four E's are typically provided through supporting programs.

This section of the Wildomar ATP outlines a variety of programs for the City, partner organizations, and employers to consider. Funding for these efforts can be secured using local funds or grant programs. Some programs could be delivered through partnerships with regional non-profit or community-based organizations.

Education

Education programs enable bicyclists, pedestrians, micro-mobility users, and motorists alike to understand how to travel safely in the roadway environment and interact with one another according to the law. Education programs are available in a variety of formats, from long-term courses with detailed instruction, to single sessions focusing on a specific topic, to temporary informational displays.

The purpose of the following education programs is to teach participants the "rules of the road" and basic bicycling and safe behavior skills. Equipping residents with this knowledge and these skills is one tool to help reduce collisions.

SRTS

Safe Routes to School programs can offer a variety of educational opportunities to students regarding safe active transportation behaviors and skills, as well as recommended infrastructure improvements surrounding schools. The City of Wildomar should consider working with local schools and school districts on opportunities for developing programs and implementing recommended infrastructure improvements. The Safe Routes to School Partnership has resources for starting and running a Safe Routes to School program. Additionally, the Safe Routes to School Partnership has a California statewide regional network.

Safety Messaging Campaigns

Safety messaging campaigns are an effective way to build awareness of people walking and biking and to encourage safe behaviors. The subject matter and the channels of communication can be adjusted depending on the target audience and the budget. Dynamic Message Signs, safety banners, billboards or even yard signs can be used. The signs raise awareness of pressing safety issues and can be sited at strategic locations throughout the City. Advertising on bus shelters and benches can also be used to expand the messaging reach.

Through SCAG's Go Human Campaign, cities can request safety campaign advertising materials. Available safety campaign materials include lawn signs, banners or postcards that can be co-branded with the City's logo. Additionally, a digital media kit is available for download with sample digital ads, social media graphics, social media posts and newsletter content.

Encouragement

Throughout the year, the City should continue to look for opportunities to promote walking and bicycling at local and regional events, such as the following:

Bike to Work Month

Bike to Work Day/Month is a national event celebrated in May of each year. The event is organized around raising the visibility of cycling in the City, promoting safe behaviors, giving away safety equipment, and partnering with local community groups and businesses to foster bicycling as a form of transportation.

The event can start small with the goal of growing over time. In the first year for example, the City could host one pit-stop at City Hall or at a location that has high bicycle counts. The "pit stop" could include information about the bicycle network in Wildomar, including facilities which are under construction or slated to be built in the near future. The City could also partner with a local bicycle shop to offer tune-ups and/or a local eatery to provide coffee and treats.

Go Human

As part of the Wildomar Active Transportation Plan development, the City partnered with SCAG to host a Go Human event where participants learned about and experienced different mobility features. The City could build upon the success of this event by showcasing planned improvements or newly implemented mobility features.

Evaluation

Evaluation programs are intended to strengthen City staff and community members' understanding of behaviors, active travel patterns and related responses to investments in cycling and walking infrastructure and programmatic efforts. The data can also be utilized to pursue grant funding sources, by allowing City staff to track before and after walking and cycling levels in relation to the construction of new facilities. Pedestrian and bicycle counts and collisions are the two key data types recommended for tracking.

Pedestrian and Bicycle Counts

Pedestrian and/or bicycle counts are recommended to be collected prior to or during the individual project design phase and following implementation as part of a post-project evaluation. Count dates and times should be dependent on the anticipated type of user. For projects intended to support utilitarian trips, counts are generally recommended to be conducted on Tuesdays, Wednesdays, or Thursdays during the morning and evening peak period (7:00AM to 9:00AM and 4:00PM to 6:00PM). For projects that may support more recreational use additional counts should be considered during the weekend peak period, Saturday mornings from 10:00AM to 12:00PM.

Pedestrian and Bicycle Collisions

The City should continue reviewing, at least annually, locations where bicycle and pedestrian collisions occur. This review may identify potential problematic locations or behaviors that can be addressed through infrastructure improvements or educational campaigns. The data can also be used to understand how construction of new facilities or implementation of new programs affect the number and severity of collisions.

Enforcement

Motorists, pedestrians, and bicyclists alike are sometimes unaware of each other's rights as they travel city streets. Enforcement programs target unsafe pedestrian, bicyclist and motorist behaviors and enforce laws that reduce collisions and conflicts. Enforcement fosters education and mutual respect between roadway users and improves safety. Educating the public through enforcement strategies will supplement the physical improvements made in the City. As resources permit, the City's police department should conduct enforcement efforts related to motorist behavior, failure to yield at crosswalks, pedestrian crossing behavior, travel in school zones, and cycling against traffic.

Grand Avenue , Wildomar, 2020

Chapter 5

Implementation

This chapter of the Wildomar ATP presents an implementation strategy to assist the City in advancing the recommendations of the previous chapter. The implementation strategy focuses on prioritizing recommended improvement projects and identifying possible funding sources to design and build these projects. The top 10 ranked projects are presented in Section 5.2 with project sheets that describe conceptual design and planning-level costs for inclusion in future grant applications.

Prioritization Process

The prioritization process seeks to identify which bicycle and pedestrian projects are likely to have the greatest benefit for community members' safety and comfort while they walk or cycle in Wildomar. As such, the process relies on inputs related to user demand and safety. It is important to note that it is possible that projects may not be implemented in the order of their priority ranking due to right-of-way conflicts, construction of adjacent improvements, street resurfacing/ restriping schedules, grant funding availability or other unforeseen circumstances.

Table 5.1 identifies the demand- and safety-related prioritization inputs and the values associated with the different levels of each criteria. The criteria were applied to each recommended bicycle facility and pedestrian project.

As shown in the table, although the inputs were the same, different breaks were used for bicycle and pedestrian projects due to the varying propensity scores and collisions. Programmatic recommendations are not part of this prioritization process and are intended to complement the infrastructure projects. The scores within each category were added and the projects ranked in descending order from the highest scoring project.

Table 5-1 Prioritization Criteria

Prioritization Criteria	Point Value
Demand Related Prioritization Criteria	
Active Transportation Propensity Model (Generators + Attractors) Value: The propensity model analyzes population and land use characteristics to identify areas with relatively greater potential for active transportation trips. The propensity model combines walk and bike trip generators (population, employment, zero-vehicle households, pedestrian and bicycle commuters) with trip attractors (schools, commercial/retail centers, recreational resources, and civic buildings). The combination of inputs provides an understanding as to where people walking and biking are likely to come from (generators) and go to (attractors). An average weighted propensity model score was calculated for each project by intersecting the project extents with the propensity model coverage. The category breaks which determined the point values of this criterion were assigned by sorting average weighted scores in descending order and dividing the projects into four roughly equal categories by mileage. The propensity model category breaks governing this criterion's point values are as follows: For bicycle facility projects: • Low propensity (70.8 points and below) = 0 points • Medium-Low propensity (72.0 – 81.2 points) = 1 point • Medium-High propensity (82.6 – 102.7 points) = 2 points • Highest propensity (103.4 points and above) = 3 points For pedestrian projects: • Low propensity (64.2 points and below) = 0 points • Medium-Low propensity (66.1 – 82.6 points) = 1 point • Medium-High propensity (85.0 – 95.8 points) = 2 points • Highest propensity (99.3 points and above) = 3 points	0 – 3
School Proximity: Scoring is based on the number of schools in proximity to each project. The number of schools located within 1,000 feet of the project or along the corridor were identified. • No school present = 0 point • One school present = 2 points • Two or more schools present = 4 points	0 - 4

Table 5-1 Prioritization Criteria

Prioritization Criteria	Point Value
Demand Related Prioritization Criteria	
Project has Regional Significance: This criterion assigns a point value of zero or two based on whether or not the project is located along a segment of the Murrieta Creek Trail, regional trail, or connects to an adjacent jurisdiction. • Project does not have regional significance = 0 points • Project has regional significance = 2 points	0, 2
Safety and Health Related Prioritization Criteria	
Collisions: This criterion assigns a point value ranging from zero to five, based on bicycle or pedestrian collisions within the last five years along the project extent. The category breaks, which determined the point values of this criterion, were assigned by sorting collisions and collisions per mile in descending order and dividing the projects into three roughly equal categories. A proposed project extent which experienced a non-motorist fatality within the past five years received full points for this criterion, regardless of collisions or collisions per mile. For bicycle facility projects: • No collisions along proposed project extent = 0 points • 0.63 – 1.47 bicycle collisions per mile = 2 points • 2.09 bicycle collisions per mile or greater (or fatal collision) = 5 points *For Class I facilities, bicycle and pedestrian collisions were counted along each project extent and were calculated accordingly. For pedestrian projects: • No collisions along proposed project extent = 0 points • 1 pedestrian collision = 2 points • 2 pedestrian collisions or greater (or fatal collision) = 5 points	0 – 5

Table 5-1 Prioritization Criteria

Prioritization Criteria	Point Value
Safety and Health Related Prioritization Criteria	
CalEnvrioScreen (CES): CES is based upon a composite index by census tract which seeks to identify places burdened by multiple sources of pollution and vulnerable populations (defined by health risks and socio-economic characteristics) across the state of California. The CES score reflects the translation of the composite index into a percentile describing how the census tracts ranks across the state. An average weighted CES score was calculated for each project by intersecting the project extents with the CES percentile score. The category breaks which determined the point values of this criterion were assigned by sorting average weighted scores in descending order and dividing the projects into three roughly equal categories by mileage. The CES category breaks governing this criterion's (shown as the CES score's conversion to statewide percentile) point values are as follows: • Low CES score (30% and below) = 0 points • Medium CES score (31% - 50%) = 1 point • High CES score (51% and above) = 2 points	0 – 2
Disadvantaged Communities (DAC): This criterion assigns a point value of zero or two based on whether or not the project is located within a disadvantaged community as defined by Caltrans' Active Transportation Program. • Project is not within an DAC = 0 points • Project is within an DAC = 2 points	0, 2
Staff Input Score: City of Wildomar Staff have unique knowledge of the project area. It is recommended that City staff review the proposed projects and provide insights as to whether or not each project should receive additional points based upon City goals and objectives, or how they align with other programed capital improvement projects and planning documents. • Points based on Staff input = 0 – 3	0 – 3
Total Possible Points	**21**

Bicycle Projects

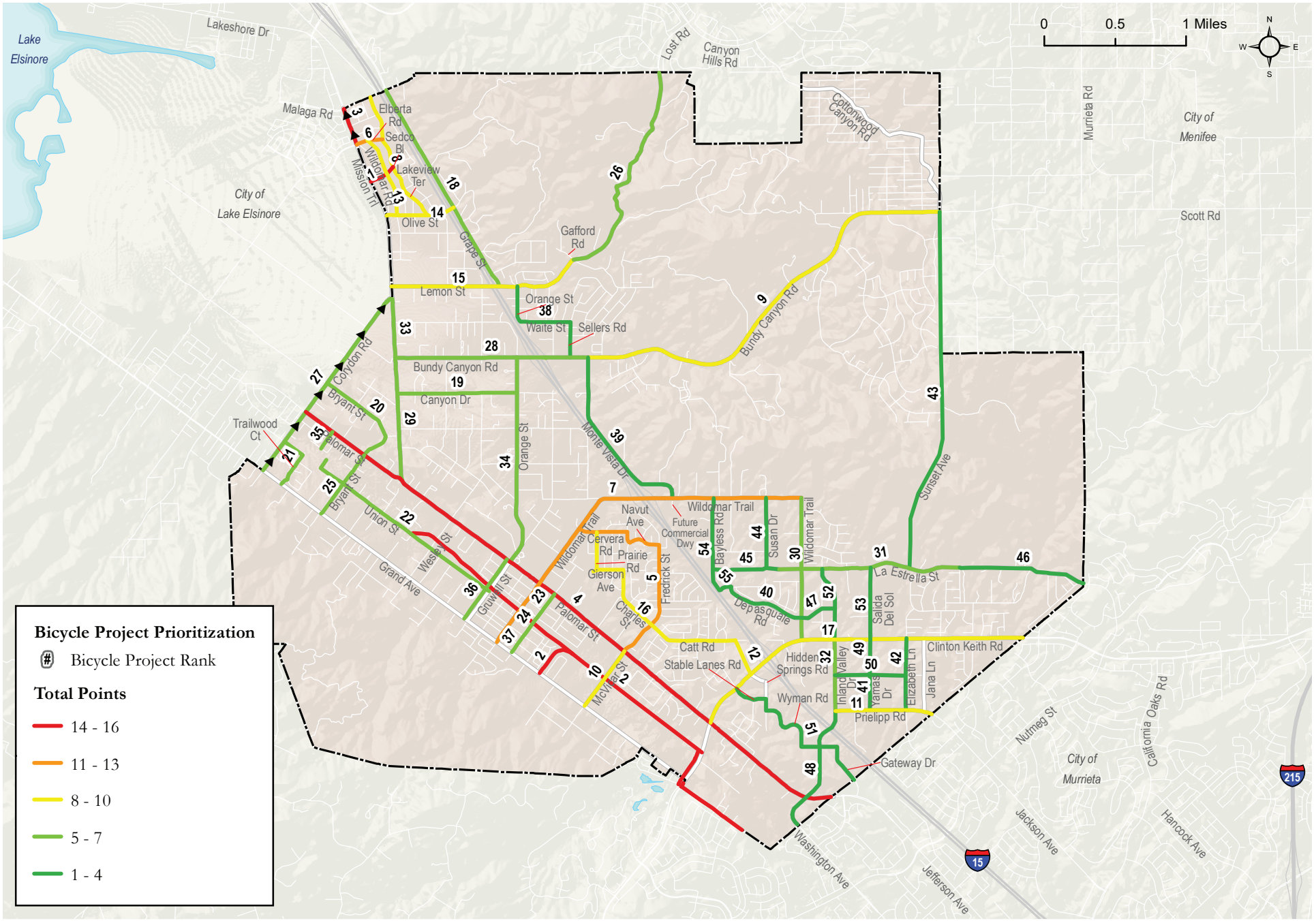
Figure 5.1 presents the prioritization results for the planned bicycle facilities. **Table 5.2** shows the top 10 bicycle projects, while the full list of prioritization results is provided in Appendix H. The prioritization results are intended to guide the City in its efforts to build out the proposed networks. Many other considerations, however, factor into a project being selected for implementation, such as the need for adjacent property redevelopment, total funds required, grant cycle funding, and jurisdictional coordination.

Additionally, this plan identifies four Class IV cycle tracks. Interim improvements may be made to incrementally achieve the desired project, while considering funding constraints yet still providing near-term benefits. For example, buffered bike lanes can be striped through roadway resurfacing efforts as an interim improvement, thus capturing the right-of-way required for a cycle track and providing additional horizontal separation between cars and people on bikes. The physical separation – which may consist of bollards, a raised median, or other material – can be added once the additional funding is identified.

Table 5-2 Bicycle Facility Prioritization Results

Rank	ID	Facility Type	Street	From	To	Propensity	School	Regional	Collision Score	CES Score	DAC	Staff	Total
1	5	Class II Bike Lane	Sedco Boulevard	Mission Trail	Lakeview Terrace	3	0	2	5	2	2	2	16
2	25	Class I Bike Path	Murrieta Creek Trail	Sundrops Lane	Southern City Limit	1	4	2	5	1	0	2	15
3	1	Class II Bike Lane (One Way / Northbound)	Mission Trail	Malaga Road	Elberta Road	1	0	2	5	2	2	2	14
4	22	Class II Buffered Bike Lane	Palomar Street	Corydon Road	Southern City Limit	2	2	2	5	1	0	2	14
5	32	Class III Bike Route	Cervera Rd/Navut Ave/Fredrick St	Wildomar Trail	Palomar Street	3	4	0	2	1	0	2	12
6	4	Class II Bike Lane	Elberta Road	Mission Trail	Lakeview Terrace	3	0	2	0	2	2	2	11
7	6	Class II Bike Lane	Crescent Avenue	Elberta Road	Olive Street	3	0	2	0	2	2	2	11
8	28	Class II Buffered Bike Lane	Wildomar Trail	Grand Avenue	Wildomar Trail	3	4	2	0	1	0	1	11
9	2	Class II Bike Lane	Lakeview Terrace	Northern City Limit	Olive Street	3	0	2	0	2	2	1	10
10	15	Class I Bike Path	Bundy Canyon Road	Monte Vista Drive	Eastern City Limit	0	0	2	5	1	0	2	10

Figure 5-1 Bicycle Project Prioritization



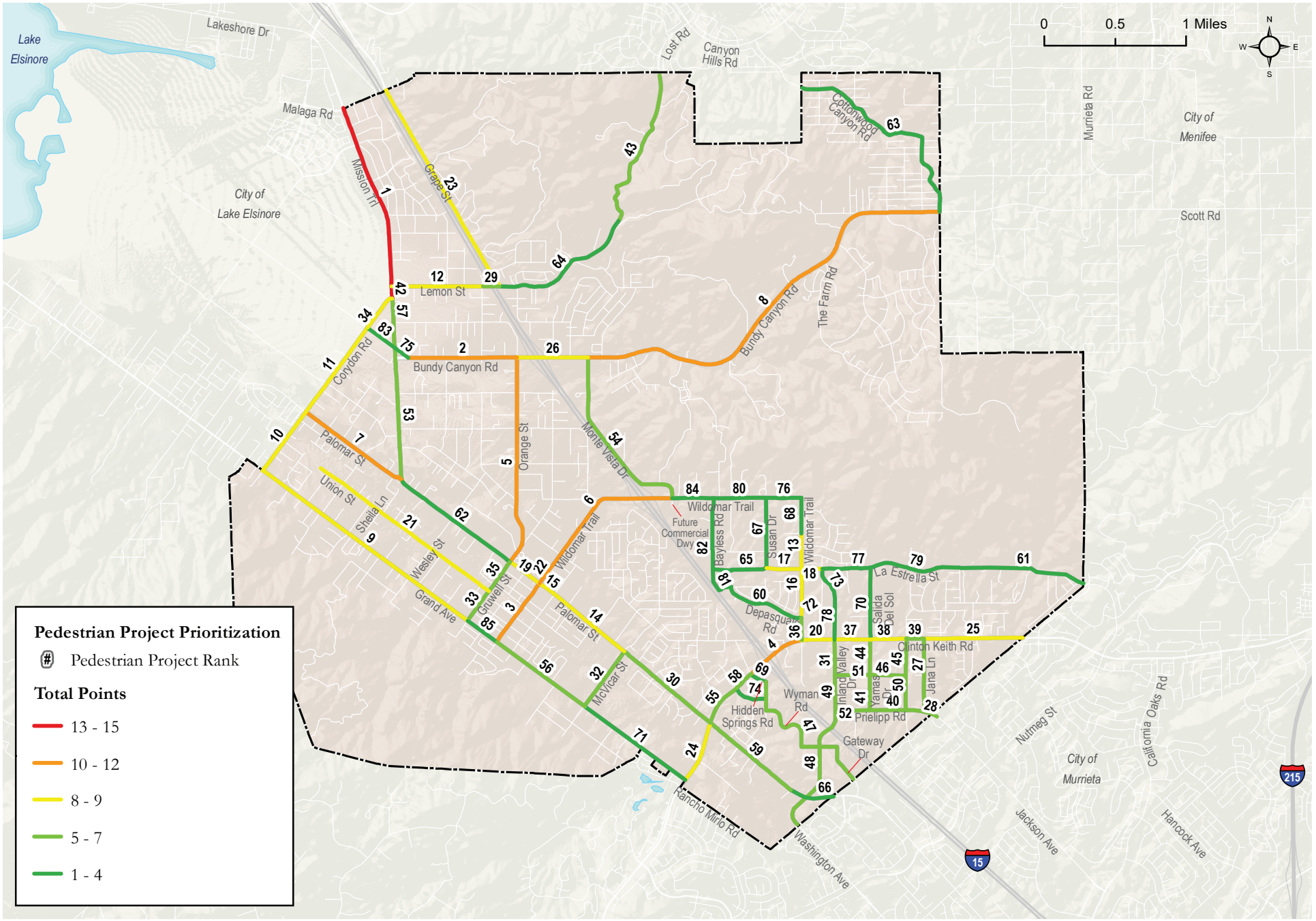
Pedestrian Projects

Utilizing the prioritization criteria displayed in **Table 5-1**, the pedestrian prioritization results are shown in **Figure 5.2.** The pedestrian prioritization results for the top 10 projects are shown in **Table 5.3.** The full list of pedestrian prioritization results is provided in **Appendix H.**

Table 5-3 Pedestrian Facility Prioritization Results

Rank	ID	Street	From	To	Route Type	AT Score	School	Regional	Collision Score	CES Score	DAC	Staff	Total
1	1	Mission Trail	Malaga Road	Corydon Road	Corridor	2	0	2	5	2	2	2	15
2	14	Bundy Canyon Road	200 ft west of Christopher Lane	Orange Street	Corridor	2	2	0	5	1	0	2	12
3	29	Wildomar Trail	Grand Avenue	Palomar Street	Corridor	2	2	2	2	1	0	2	11
4	19	Orange Street	Bundy Canyon Road	Palomar Street	Connector	1	2	0	5	1	0	2	11
5	64	Clinton Keith Road	Hidden Springs	Wildomar Trail	Corridor	3	0	0	5	1	0	1	10
6	21	Palomar Street	Corydon Road	Mission Trail	Corridor	2	0	0	5	1	0	2	10
7	16	Bundy Canyon Road	Monte Vista Drive	Eastern City Limit	Connector	0	0	2	5	1	0	2	10
8	30	Wildomar Trail	Palomar Street	Monte Vista Drive	District	3	2	0	2	1	0	2	10
9	25	Grand Avenue	Corydon Road	Gruwell Street	Connector	0	2	2	2	2	0	1	9
10	11	Corydon Road	Palomar Street	Grand Avenue	Corridor	1	0	2	5	0	0	1	9

Figure 5-2 Pedestrian Project Prioritization

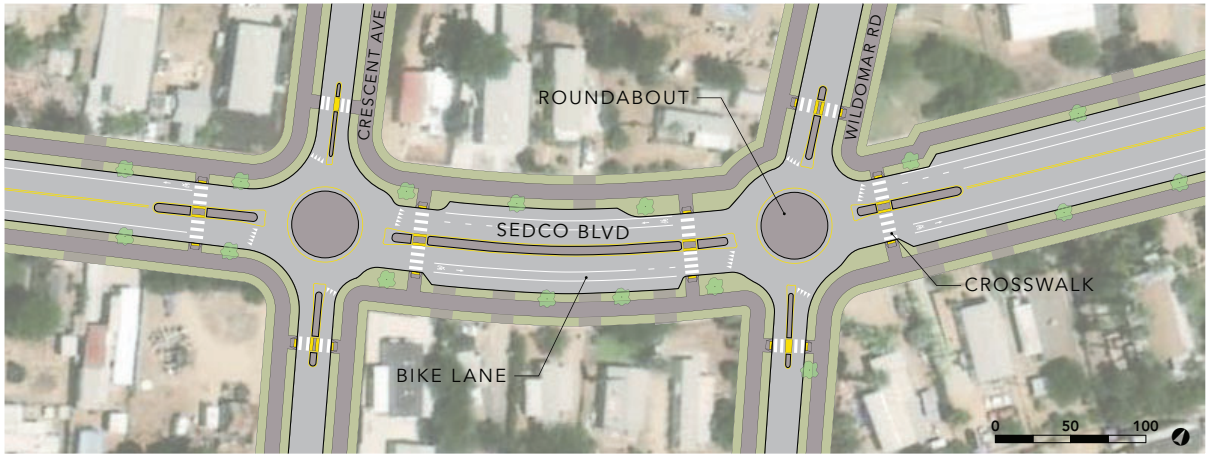


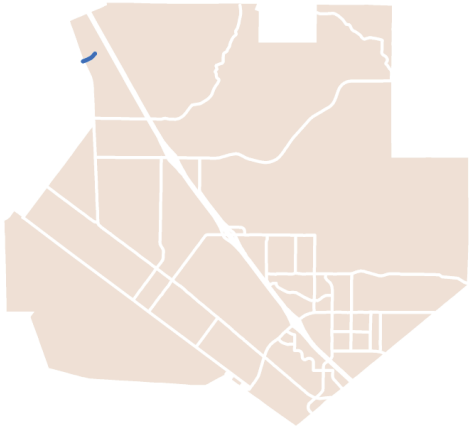
Priority Project Sheets

Based on the prioritization results, the following project sheets were developed for the top 5 bicycle projects and the top 5 pedestrian projects. Planning level cost estimates for these highest ten priority projects are included on the project sheets, with supporting information provided in **Appendix I.**

#1 Bike Project – Sedco Boulevard Bike Lanes & Roundabouts

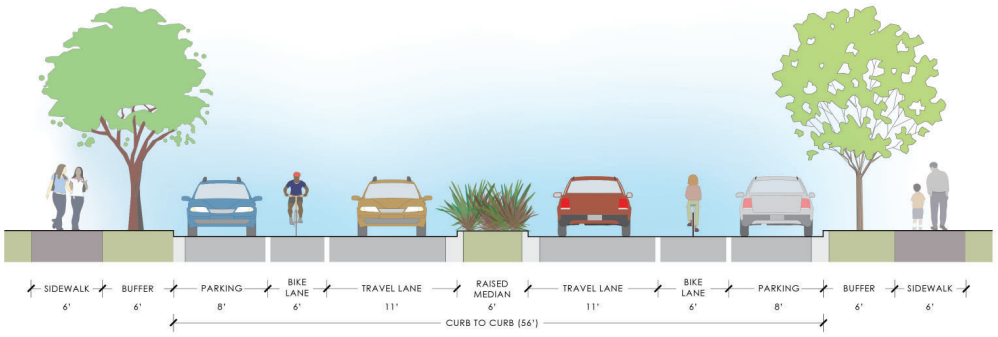
CONCEPTUAL PLAN VIEW





Class II bike lanes are planned along Sedco Boulevard between Mission Trail and Lakeview Terrace. The Sedco Boulevard bike lanes will connect to planned bike lanes along Lakeview Terrace, Wildomar Road, and Mission Trail. Roundabouts are planned at the Sedco Boulevard intersections with Crescent Avenue, Wildomar Road, and Lakeview Terrace to encourage slower traffic speeds and further support multi-modal mobility. Bike lane implementation can occur by removing the wide median and restriping the roadway, while retaining on-street parking.

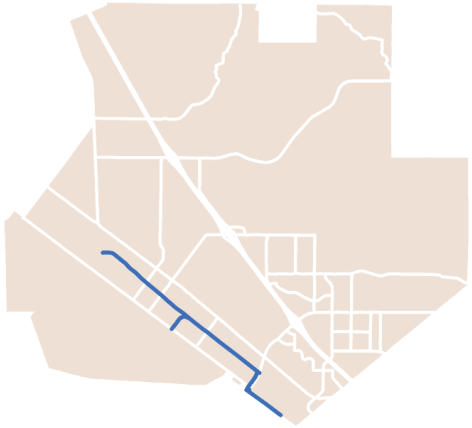
CONCEPTUAL CROSS-SECTION



Extents	Mission Trail to Lakeview Terrace
Mileage	0.19
Features	Class II Bike Lane, Roundabouts, Crosswalks
Rank / Score	#1 (16 points)
Cost Estimate	$5,818,260

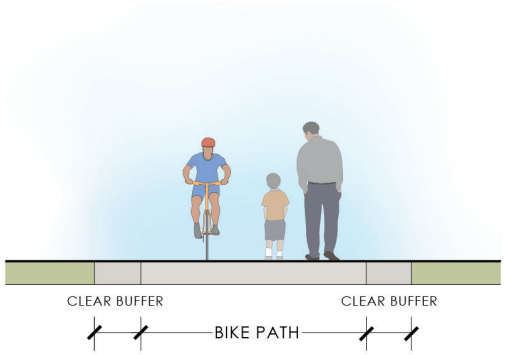
#2 Bike Project – Murrieta Creek Trail (Class I)

CONCEPTUAL PLAN VIEW



A Class I path allowing for pedestrian and bicycle travel is planned along the Murrieta Creek Trail canal between Sundrops Lane and the Southern City Limit. The Class I path is part of the regional bicycle network and will connect to multiple adjacent bikeways, key destinations and residential neighborhoods. Where feasible, the path should be 10' in width with an additional 2' clear buffer on either side. The path can be implemented within the existing cleared land along the canal. Final design should facilitate seamless access to and from the adjacent roadways.

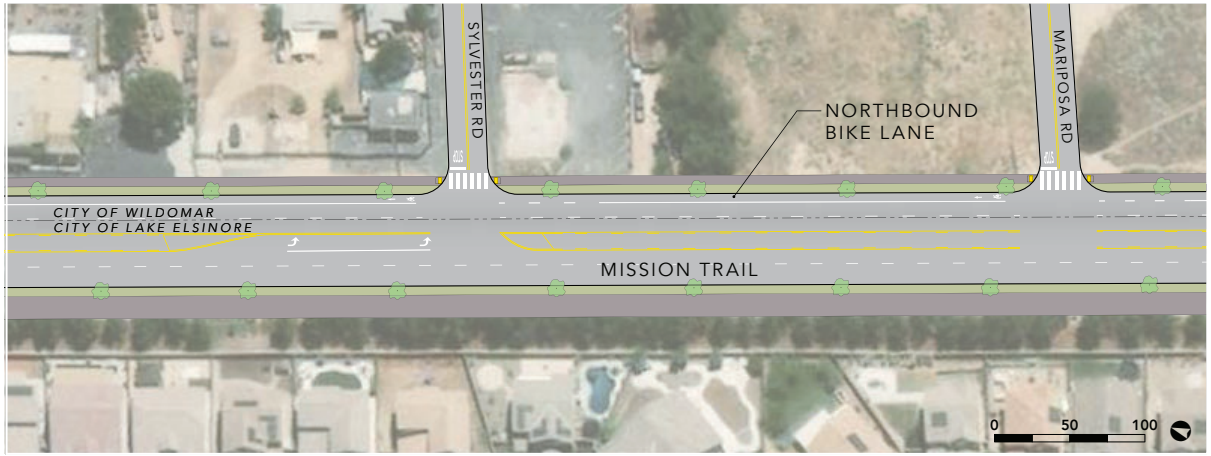
CONCEPTUAL CROSS-SECTION

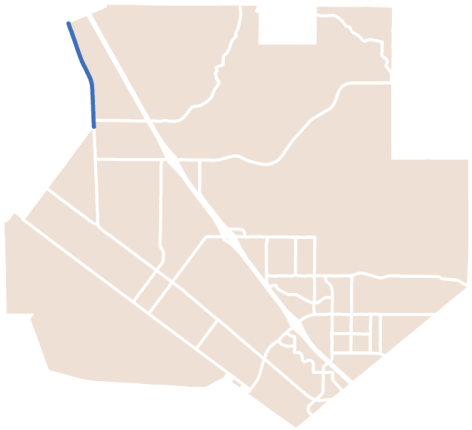


Extents	Sundrops Lane to Southern City Limit
Mileage	3.73
Features	Class I Path
Rank / Score	#2 (15 points)
Cost Estimate	$24,219,750

#3 Bike Project – Mission Trail Northbound Bike Lane

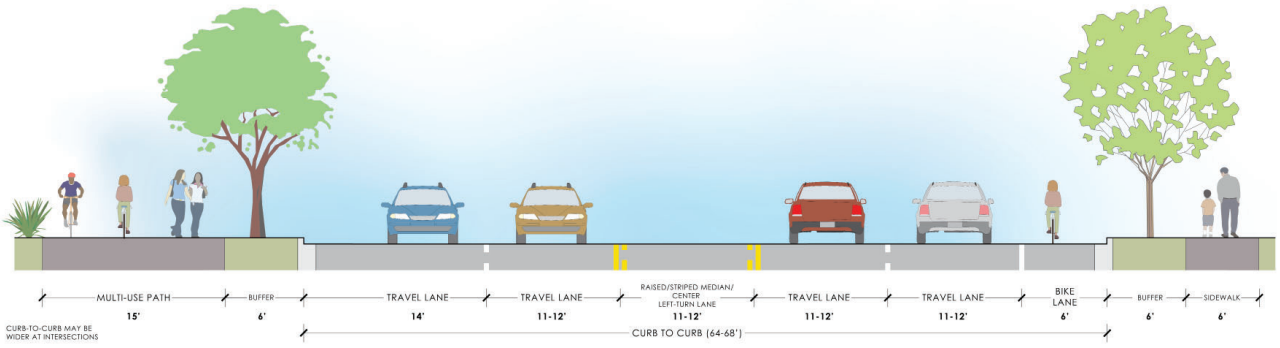
CONCEPTUAL PLAN VIEW





A Class II bike lane is planned along Mission Trail between Malaga Road and Corydon Road. At the north end of this segment, the bike lane will connect to the Northern City Limit/Malaga Road and will facilitate travel between the City of Lake Elsinore and the City of Wildomar. The bike lane will connect to an existing Class II bike lane along Malaga Road as well as multiple planned bike facilities within Wildomar. Implementation will require constructing the roadway to the planned Major Arterial classification.

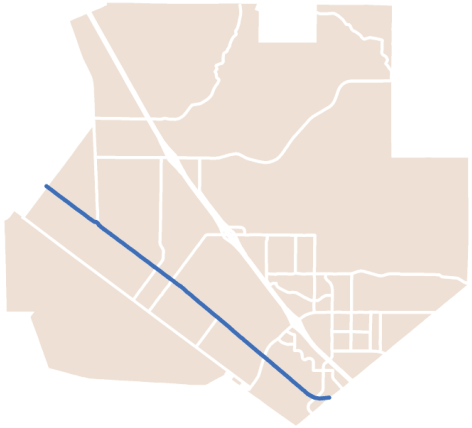
CONCEPTUAL CROSS-SECTION



Extents	Malaga Road to Corydon Road
Mileage	1.40
Features	Class II Bike Lane
Rank / Score	#3 (14 points)
Cost Estimate	$9,474

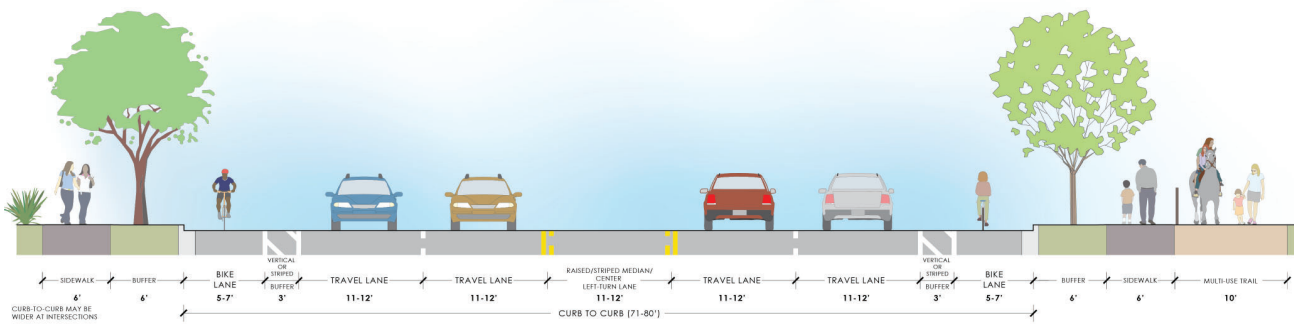
#4 Bike Project – Palomar Street Buffered Bike Lane

CONCEPTUAL PLAN VIEW



Class II buffered bike lanes are planned along Palomar Street between Corydon Road and the Southern City Limit. The buffered bike lanes will provide a dedicated facility that spans the length of the City, connecting to multiple planned intersecting facilities and serving as a component of the Murrieta Creek Trail. A soft surface multi-use trail allowing for equestrian travel in additional to foot travel is planned throughout this segment. Implementation can occur through roadway restriping and taking advantage of the existing wide travel lane widths along both sides of the roadway.

CONCEPTUAL CROSS-SECTION

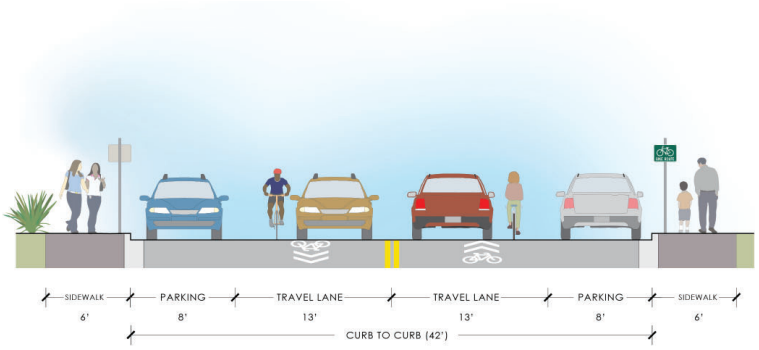


Extents	Corydon Road to Southern City Limit
Mileage	4.64
Features	Class II Buffered Bike Lanes
Rank / Score	#4 (14 points)
Cost Estimate	$2,940,376

#5 Bike Project – Cervera Road Bike Route

CONCEPTUAL PLAN VIEW

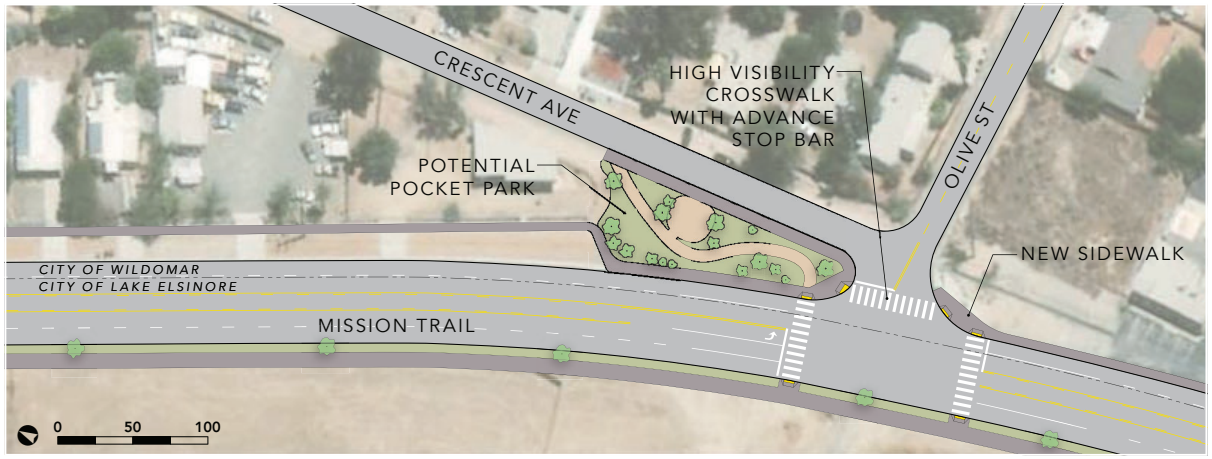
Cervera Road/Navut Avenue/Fredrick Street is planned to be designated as a Class III bike route between Wildomar Trail and Palomar Street. This is a school route to Donald Graham Elementary School located on Fredrick Street. Once designated as a bike route, the placement of in-road shared lane markings (sharrow) and vertical signage should be implemented to remind drivers of the presence of cyclists. The sharrows are also intended to inform bicyclists where to position themselves within the roadway, to help avoid conflicts with opening doors from parked cars. Speed cushions and other traffic calming measures should be considered along the route to encourage slower speeds and create a bicycle friendly environment.

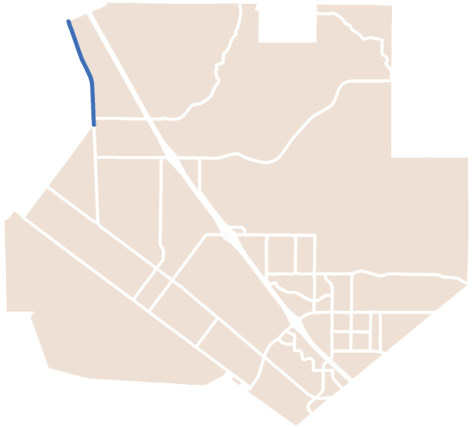


Extents	Wildomar Trail to Palomar Street
Mileage	1.50
Features	Class III Bike Route
Rank / Score	#5 (12 points)
Cost Estimate	$497,510

#1 Pedestrian Project – Mission Trail – Corridor

CONCEPTUAL PLAN VIEW





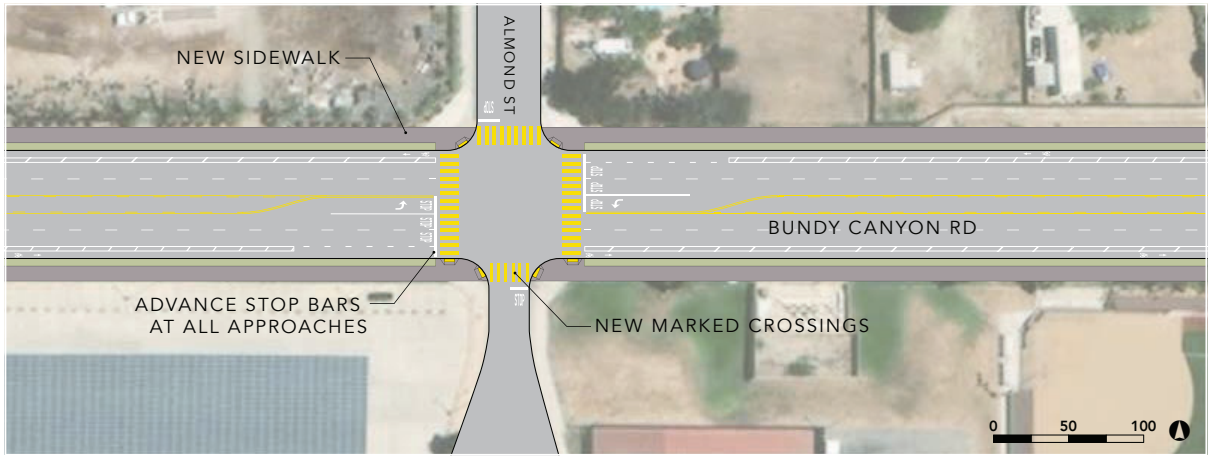
The east side of Mission Trail is designated as a Corridor pedestrian route type from Malaga Road to Corydon Road. Mission Trail connects residential neighborhoods to transit stops and commercial centers. The Corridor route type is intended to consist of sidewalks 6' or greater in width and high visibility continental crosswalks with advance stop bars at controlled crossing locations. Signalized crossings should also include pedestrian countdown signal heads with lead pedestrian intervals, where feasible. Curb ramps within the project extent will be constructed to meet ADA access requirements.

Segment Improvements	Sidewalk (sq. ft.)	25,260
	Curb and Gutter (lin. ft.)	3,980
	Driveways (qty.)	25
Intersection Improvements	Curb Ramps	10
	Curb Ramp ADA Retrofit (qty.)	1
	Crosswalk (qty./lin. ft.)	1,635
	Advance Stop Bar (qty.)	90
	LPI (qty.)	3

Extents	Malaga Road to Corydon Road
Mileage	1.40
Features	Sidewalks, crosswalks, advance stop bars, curb ramps, lead pedestrian intervals
Rank / Score	#1 (15 points)
Cost Estimate	$1,208,058

#2 Pedestrian Project – Bundy Canyon Road – Corridor

CONCEPTUAL PLAN VIEW



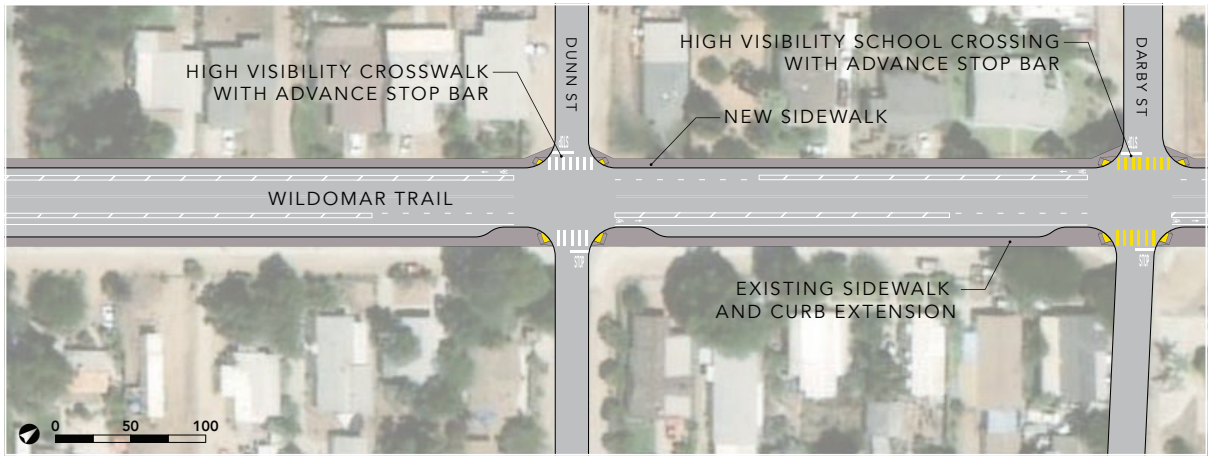
Bundy Canyon Road is designated as a Corridor pedestrian route type from Mission Trail to Orange Street. Bundy Canyon Road provides access to Elsinore High School. The Corridor route type is intended to consist of sidewalks 6' or greater in width and high visibility continental crosswalks with advance stop bars at controlled crossing locations. Signalized crossings should also include pedestrian countdown signal heads with lead pedestrian intervals, where feasible. Curb ramps within the project extent will be constructed to meet ADA access requirements.

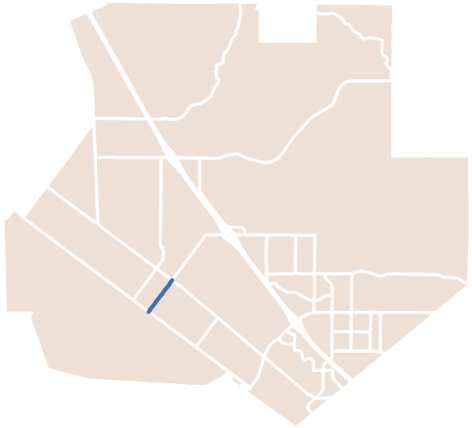
Segment Improvements	Sidewalk (sq. ft.)	25,980
	Curb and Gutter (lin. ft.)	4,330
	Driveways (qty.)	27
Intersection Improvements	Curb Ramps	3
	Curb Ramp ADA Retrofit (qty.)	7
	Crosswalk (qty./lin. ft.)	1,290
	Advance Stop Bar (qty.)	100
	LPI (qty.)	4

Extents	Mission Trail to Orange Street
Mileage	0.77
Features	Sidewalks, crosswalks, advance stop bars, curb ramps, lead pedestrian intervals
Rank / Score	#2 (12 points)
Cost Estimate	$1,076,950

#3 Pedestrian Project – Wildomar Trail – Corridor

CONCEPTUAL PLAN VIEW





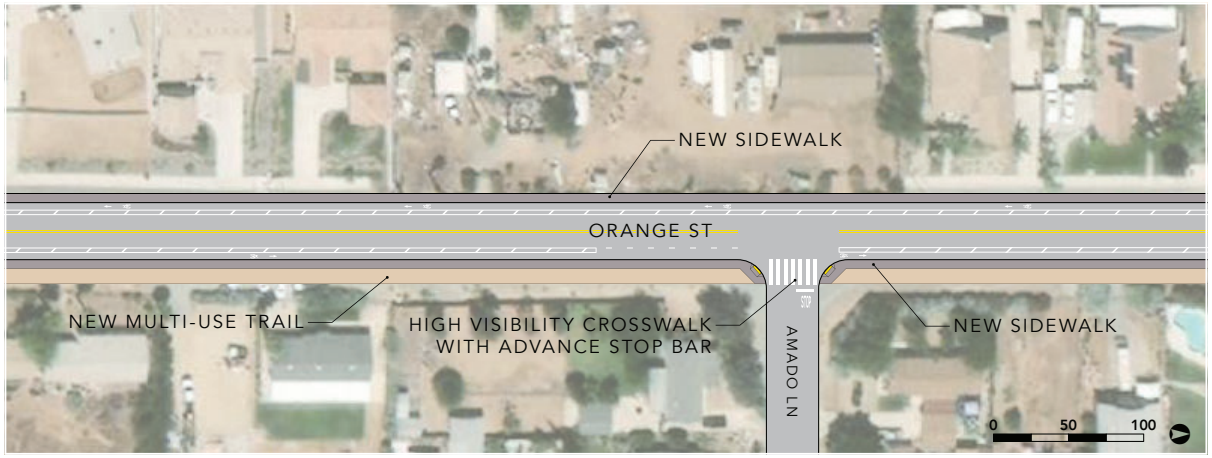
Wildomar Trail is designated as a Corridor pedestrian route type from Grand Avenue to Palomar Street. Wildomar Trail connects residential neighborhoods to transit stops and Wildomar Elementary School and will provide access to the planned Murrieta Creek Trail. The Corridor route type is intended to consist of sidewalks 6' or greater in width and high visibility continental crosswalks with advance stop bars at controlled crossing locations. Signalized crossings should also include pedestrian countdown signal heads with lead pedestrian intervals, where feasible. Curb ramps within the project extent will be constructed to meet ADA access requirements.

Segment Improvements	Sidewalk (sq. ft.)	18,660
	Curb and Gutter (lin. ft.)	3,110
	Driveways (qty.)	21
Intersection Improvements	Curb Ramps	13
	Crosswalk (qty./lin. ft.)	2,765
	Advance Stop Bar (qty.)	180
	LPI (qty.)	8

Extents	Grand Avenue to Palomar Street
Mileage	0.51
Features	Sidewalks, crosswalks, advance stop bars, curb ramps, lead pedestrian intervals
Rank / Score	#3 (11 points)
Cost Estimate	$1,057,236

#4 Pedestrian Project – Orange Street – Connector

CONCEPTUAL PLAN VIEW



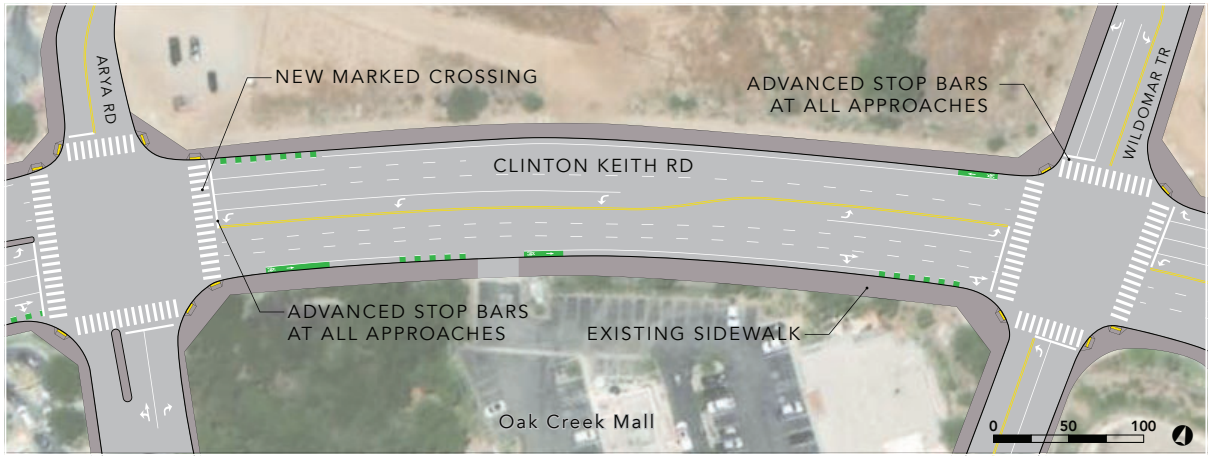
Orange Street is designated as a Connector pedestrian route type from Bundy Canyon Road to Palomar Street. Orange Street is used to connect residential neighborhoods to Corridor and District route types, leading to destinations. The Connector route type is intended to consist of basic pedestrian features such as standard sidewalks with ADA accessible curb ramps. Continental crosswalks with advance stop bars should be considered at controlled crossing locations. A soft surface multi-use trail is also planned along the east side of Orange Street, to support equestrian travel and also provide an alternative recreational option.

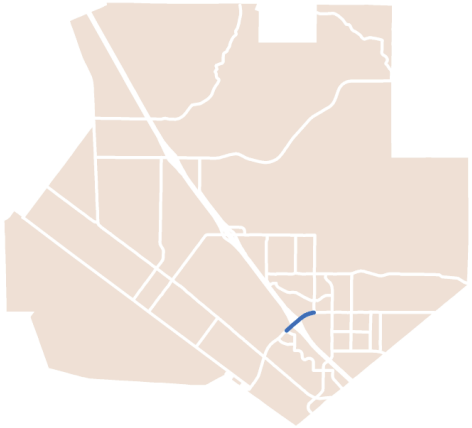
Segment Improvements	Sidewalk (sq. ft.)	70,050
	Curb and Gutter (lin. ft.)	14,010
	Driveways (qty.)	75
	Class I Bike Path (mi.)	1
Intersection Improvements	Curb Ramps	27
	Curb Ramp ADA Retrofit (qty.)	5
	Crosswalk (qty./lin. ft.)	4,690
	Advance Stop Bar (qty.)	200
	LPI (qty.)	3

Extents	Bundy Canyon Road to Palomar Street
Mileage	1.48
Features	Sidewalks, crosswalks, advance stop bars, curb ramps, lead pedestrian intervals
Rank / Score	#4 (11 points)
Cost Estimate	$9,052,864

#5 Pedestrian Project – Clinton Keith Road – Corridor

CONCEPTUAL PLAN VIEW





Clinton Keith Road is designated as a Corridor pedestrian route type from Hidden Springs Road to Wildomar Trail. This project is intended to improve the pedestrian crossings at the Clinton Keith Road intersections with Arya Road and Wildomar Trail by upgrading the existing marked crosswalks to high visibility continental crosswalks with advance stop bars. A new marked crossing with pedestrian countdown signal heads is also proposed for the east leg of the Arya Road/Clinton Keith Road intersection. All crossing legs should incorporate lead pedestrian intervals, where feasible.

Intersection Improvements	Curb Ramp ADA Retrofit (qty.)	1
	Crosswalk (qty./lin. ft.)	6,375
	Advance Stop Bar (qty.)	150
	LPI (qty.)	15

Extents	Hidden Springs Road to Wildomar Trail
Mileage	0.43
Features	Crosswalks, advance stop bars, lead pedestrian intervals
Rank / Score	#5 (10 points)
Cost Estimate	$194,990

Anticipated Future Demand

The City of Wildomar is growing and anticipating more growth in the years to come. According to SCAG's Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), Wildomar had a population of approximately 35,400 with 10,600 households and 6,500 jobs in 2016. The City is expected to grow by approximately 56% in population by the year 2045, or from 35,400 in 2016 to 55,200 in 2045. With the planned connected and comfortable bicycle, pedestrian, and trail networks, it can be anticipated that more people will walk and bike in Wildomar hence creating a more balanced travel mode share.

It is recommended that the City of Wildomar conduct bicycle and pedestrian counts at various locations throughout the City where active transportation improvements will be constructed. Counts should be conducted before the improvements are made and again after they have been implemented. This data will allow the City to monitor usage and to develop local multipliers for specific infrastructure improvements and develop more rigorous future demand estimates.

Case Studies of Responses to Infrastructure

Studies have shown that building bicycle infrastructure increases the number of people who ride bicycles. Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. (National Institute for Transportation and Communities, US DOT, 2014) reveals Austin, Chicago, Portland, San Francisco and Washington DC all saw an increase in ridership, ranging from 21% to 171%, after adding protected bicycle lanes. Similarly, Calgary implemented a network of protected bicycle facilities in the downtown area which resulted in a 95% increase in average daily bike trips. Following construction of 1.2 miles of cycle tracks in downtown Long Beach, bicycle ridership increased by 33% and car-bike collisions decreased by 80%. Locally, the installation of buffered bike lanes on the 4th and 5th Avenues in the Uptown community of San Diego resulted in a 29% increase in bicycle ridership along these corridors.

Mode choice – whether to walk, bike, take transit or drive – is partially dependent on the safety and comfort of facilities, but it is also dependent on the connectivity of the network and the land uses or activity centers along the network. Although there are notable differences between the aforementioned cities and the City of Wildomar, the key finding should not get lost: adding bicycle infrastructure results in increased ridership.

Western Riverside Subregional Climate Action Plan (2014)

The City of Wildomar is part of the Western Riverside Subregional Climate Action Plan (2014). Local communities play a crucial role in the subregion's ability to achieve the overall emissions reductions target set forth in this climate action plan. The Subregional Climate Action Plan (2014) lists local transportation measures that can be implemented to reduce GHG emissions and assigned specific measures to various cities within the Western Riverside region.

The Subregional Climate Action Plan assigns the following (as shown in **Table 5.4**) active transportation related transportation measures associated with the City of Wildomar for supporting regional efforts to reduce GHG emissions. It is important to note that WRCOG is currently updating the 2014 Subregional Climate Action Plan and the updated plan will include new targets and responsibilities for each city.

Table 5-4 2014 WRCOG Subregional Climate Action Plan Transportation Measures

Measure T-1: Bicycle Infrastructure Improvements
Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.

By providing more bicycle lanes and better connections between existing bicycle lanes, WRCOG jurisdictions can increase the viability of bicycling as an emission-free commute option. Several WRCOG jurisdictions have adopted or are preparing bicycle master plans. Implementing these plans will increase alternative transportation options in the sub-region and can reduce vehicle miles traveled and congestion for vehicles. Community health benefits from increased bicycling include improved air quality and exercise.

Participation Level	Actions + Participating Cities (Excerpt of Wildomar actions listed)	GHG Reduction Potential (MT CO2e/yr)
Silver Level	Implement a 10% increase in bicycle lane mileage from baseline levels.	13,350

Measure T-2: Bicycle Parking
Provide additional options for bicycle parking

Safe and convenient bicycle parking is a relatively low-cost action that leads to a demonstrated shift from automobile use to bicycle use. Helping business owners understand the potential benefits of bicycle parking and requiring new development projects to include bike racks as a condition of approval can facilitate implementation of this measure.

Participation Level	Actions + Participating Cities (Excerpt of Wildomar actions listed)	GHG Reduction Potential (MT CO2e/yr)
Platinum Level	Amend zoning to require provision of bike parking for all multi-family or mixed-use projects consisting of a mix of residential, retail, and office space.	6,152

Measure T-3: End of Trip Facilities
Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.

End-of-trip commuter facilities further incentivize alternative transportation modes, such as walking and biking. Such facilities commonly include showers, changing rooms, lockers, and bike racks.

Participation Level	Actions + Participating Cities (Excerpt of Wildomar actions listed)	GHG Reduction Potential (MT CO2e/yr)
Silver Level	Provide information to commercial project applicants describing the benefits of installing end-of-trip facilities.	326

Table 5-4 2014 WRCOG Subregional Climate Action Plan Transportation Measures

Measure T-15: Accelerated Bike Plan Implementation
Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan.

Several jurisdictions within WRCOG are currently implementing existing Bicycle Master Plans and/or Trails Plans. These plans outline a series of on-street and off-street facilities to increase bicycle use within the community. This measure addresses accelerated implementation of these Master Plans to provide additional facilities by 2020 beyond those identified in Measure T-1.

Participation Level	Actions + Participating Cities (Excerpt of Wildomar actions listed)	GHG Reduction Potential (MT CO2e/yr)
Silver Level	Install 25% of all bicycle facility miles identified in jurisdiction's Bike Plan by 2020.	1,844

Maintenance Considerations

Bicycle and pedestrian facilities must be maintained in an appropriate manner. Well-maintained facilities increase safety and encourage use and longevity. Roadway dirt, debris, and potholes affect pedestrians and cyclists to a greater extent than to drivers. Maintenance programs should include a periodic review of the condition of signs, pavement markings, barriers, and surface condition.

Potential Funding Sources

Planning and implementation efforts can be constrained by limited funding. Funding for active transportation projects can be drawn from the General Fund, designated through the annual budget. Additionally, planned projects can be implemented incrementally through frontage improvements as properties are redeveloped. External grants provide another source of funding and are typically necessary to cover the costs of larger-scale projects.

Table 5.5 outlines relevant grant programs for the City of Wildomar to consider pursuing. A brief description of each program, the eligible projects, and funding cycles is provided.

Table 5-5 Grant Funding Opportunities

Funding Program	Relevant Eligible Projects	Notes
Transportation Development Act Article 3 Bicycle and Pedestrian Facilities Program – RCTC Each year, 2% of the Local Transportation Fund (LTF) revenue is made available for bicycle and pedestrian facility projects under TDA Article 3, also known as SB 821.	• Engineering and construction of bicycle and pedestrian facilities or bicycle safety education programs • Maintenance of bicycle trails and Class I facilities • Restriping of Class II bicycle lanes • Facilities that serve the needs of commuting bicyclists	• Call for Projects occurs every two years in February • Each city is eligible to submit up to three applications • Each application is limited to a maximum request of 10% of the current Call for Projects programming capacity (February 2021 cycle limited to $432,500
Active Transportation Program (ATP) – Caltrans Caltrans' ATP was created to encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health, provide a broad spectrum of projects to benefit many types of active transportation users while ensuring disadvantages communities share in the benefits.	• Capital Projects: environmental, design, right-of-way, and construction phases of a capital project. • Plans: Community wide bicycle, pedestrian, safe routes to school, or active transportation plan. • Non-Infrastructure (NI) Projects: Education, Encouragement, and Enforcement activities	• Call for Projects occurs about every two years, anticipated to be announced in Spring 2022 • Minimum request for infrastructure projects is $250,000, however, the minimum does not apply to Safe Routes to Schools projects or Recreational Trail projects
Local Streets and Roads Program (LSRP) – Caltrans Funding dedicated for cities and counties to perform basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads systems.	• Safety projects • Complete streets components • Traffic control devices • Maintenance and rehabilitation	• Available annually • To be eligible, cities must submit an adopted proposed project list to the California Transportation Commission
Regional Trails Program (RTP) – California Parks Department Administered by the California Department of Parks and Recreation. Provides funds for recreational trails and trails-related projects.	• Development and Rehabilitation of Trails, Trailside and Trailhead Facilities • Construction of new trails • Acquisition of easements and simple title to property for recreational trails	• Annual funding cycle with applications typically due in early February

Table 5-5 Grant Funding Opportunities

Funding Program	Relevant Eligible Projects	Notes
Regional Trails Program (RTP) – California Parks Department Administered by the California Department of Parks and Recreation. Provides funds for recreational trails and trails-related projects.	• Development and Rehabilitation of Trails, Trailside and Trailhead Facilities • Construction of new trails • Acquisition of easements and simple title to property for recreational trails	• Annual funding cycle with applications typically due in early February
Highway Safety Improvement Program (HSIP) – Caltrans Serves to reduce traffic fatalities and serious injuries on all public roads	• HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail that improves the safety for its users	• Cycle 11 call for projects around April 2022
Public Access Program – California Wildlife Conservation Board Program funding is focused on creating opportunities for meaningful wildlife-oriented recreation experience.	• Planning, preliminary design, environmental review, permitting, final design and construction costs for facilities or the enhancement of existing facilities that will provide for public access to wildlife-oriented activities	• Generally available annually with a call for projects open in the spring
SB1 Senate Bill 1 Statewide transportation investment bill which allocates funds to transit, bike and pedestrian projects.	• Transit access enhancements • Bicycle lanes & parking; Bike Share • Sidewalks, curb cuts & ramps, crosswalks, lighting as part of an AT project • Recreational Trails • Road Diets • Safety education, awareness & enforcement	• There are several sub-categories of grants • Grant cycles vary
STBG Surface Transportation Block Grant Program Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects	• Crosswalks, curb cuts & ramps • Bicycle Infrastructure (bike lanes, signed routes, shared paths) • Monitoring: Count equipment, data collection & monitoring, • Landscaping & Streetscaping (as part of a larger product) • Pedestrian and/or bicycle maps • Pedestrian Plans • Recreational Trails & Trail Bridges • Road diets • SRTS programs • Traffic Calming • Tunnels/under-crossings for bicyclists & pedestrians	• Formula Grant • 12% local match

As shown, there are multiple avenues to secure funding for different aspects of bikeway and pedestrian planning, engineering, and construction. It should be noted, however, that grant funds are competitive. State and Federal authorities receive more applications for funding each year than there are funding dollars available. Therefore, it is recommended that a City staff member stay current on funding sources and eligibility criteria to effectively pursue potential funding sources.

WILDOMAR

Active Transportation Plan

RESOLUTION NO. 2021-31
Approved on June 30, 2021