



City of Menifee

COMPLETE STREETS PLAN

JULY 2024

ACKNOWLEDGEMENTS

Thank you to all who participated and supported the development of the City of Meniffee Complete Streets Plan.

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EXECUTIVE SUMMARY



ES

EXECUTIVE SUMMARY

Through the development of a Complete Streets Plan (CSP), the City of Menifee (Menifee) aims to improve access, mobility, and safety for all modes of travel - including walking, bicycling, public transit, and automobiles. This project was funded by Caltrans through the Sustainable Transportation Planning Grant program and builds upon Menifee's 2020 Active Transportation Plan (ATP). The ATP identified over 90 projects to complete a citywide bicycle network and sidewalk improvements near key destinations such as schools, parks, and public facilities. Projects were ranked to assess features such as sidewalk and curb improvements. Since development of the ATP, Menifee has obtained grant funding for recommended projects, such as within the Romoland community, and has begun implementing those improvements. The purpose of the CSP is to engage the community to identify and help design top projects for future grant funding efforts, integration into Menifee's Capital Improvement Program, and consideration within new private development projects. While the ATP provided planning-level recommendations, this CSP takes the next step in designing priority corridors and provides an implementation strategy to create an Action Plan.

While the top 20 projects from the ATP provided a foundation for improvements, the community engagement process for this CSP helped to identify a few other corridors were identified. This project conducted extensive community engagement that resulted in conceptual designs for five priority corridors. The remaining 15 projects were also identified by the community and detailed planning-level recommendations were developed.

The CSP is organized in the following chapters:

» **Executive Summary** - The Executive Summary provides an overview of the entire document, identifies key issues and themes within Menifee's active transportation system, and provides an overview of the recommendations.

- » **Chapter 1: Introduction** - Chapter 1 defines Complete Streets, including the elements that comprise them, such as improved safety for all users and economic and social benefits.
- » **Chapter 2: Existing Conditions** - Chapter 2 provides an overview of Menifee's current demographics, travel patterns, land use, and transportation facilities. Transportation infrastructure evaluated in this analysis includes bicycle and pedestrian facilities, public transit, and roads. A summary of Menifee's collision data is also included to provide insight into areas in greatest need of safety improvements.
- » **Chapter 3: Public Outreach** - Chapter 3 summarizes the information gathered during the extensive community engagement efforts completed throughout the project development process. It includes public input gathered from the three community workshops, two pop-up events, community survey, and an Advisory Committee, composed of designated Project Advisory Team (PAT) members.
- » **Chapter 4: Recommendations** - Chapter 4 identifies key projects and infrastructure recommendations for the top 20 projects. The top five projects include detailed conceptual designs and renderings. Projects 6 through 20 provide detailed recommendations at a planning level that can be used to help guide future development projects and integration into further conceptual design. Programmatic recommendations are also included.
- » **Chapter 5: Funding and Implementation** - This chapter summarizes strategies and provides time frames for project implementation and performance measures that can be used to track improvements. A comprehensive list of possible funding sources is also provided.
- » **Appendix** - The Appendix include the results of the community survey and list of PAT members. Bus station typologies are also included for Menifee to reference when looking to improve bus stop amenities.

INTRODUCTION

WHAT ARE COMPLETE STREETS?

Complete Streets are safe and comfortable facilities that are planned, designed, and constructed to improve access and strengthen connections between all users and all modes of travel such as walking, bicycling, public transit, and automobiles.

The following share the different elements that are often found or can be incorporated in the development of Complete Streets.

- » Equitable Access
- » Leisure
- » Environmental Benefits
- » Health Benefits
- » Economic Benefits
- » Social Benefits
- » Safety and Security Benefits

EXISTING CONDITIONS ANALYSIS

The CSP consists of a thorough analysis of existing street conditions, bicycle and pedestrian facilities, transit amenities, origins and destinations, and collision data from the Statewide Integrated Traffic Records System (SWITRS) to identify areas in greatest need of safety improvements. This analysis was used to identify key strengths, weaknesses, challenges, and opportunities for building Complete Streets in Menifee.

EXISTING NETWORKS

Bicycle

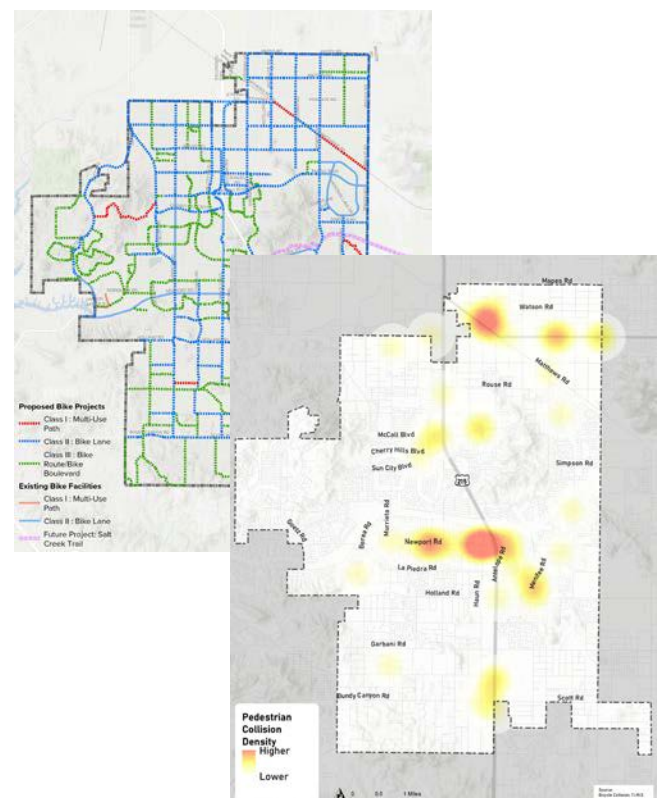
The existing bicycle network contains 41 miles of bicycle facilities, including 6.3 miles of Class I multi-use paths, 22.1 miles of Class II bicycle lanes, and 12.7 miles of Class II-B buffered bicycle lanes. Since the adoption of the ATP in 2020, 6.3 miles of bicycle facilities have been constructed throughout Menifee.

Pedestrian

Older suburban and rural residential areas typically lack sidewalks and other pedestrian amenities such as street lights, while newer areas have continuous sidewalks with landscaped parkways, street lights, and sometimes trails. Since the adoption of the ATP in 2020, 34 high visibility crosswalks, three Rectangular Rapid Flashing Beacons (RRFBs), and four new traffic signals have been installed throughout Menifee.

Transit

The Riverside Transit Agency (RTA) provides three fixed routes and Dial-a-Ride bus service within Menifee. The locations with the highest ridership are the Mt. San Jacinto College bus stop on Antelope Road, likely associated with high ridership amongst students, staff, and faculty, and the stop at Heritage High School along State Route 74 (SR-74) on the northeastern edge of Menifee, again indicating high ridership among students, staff, and faculty. Stops on McCall Boulevard at Sun City Boulevard and Encanto Drive also have high transit ridership, primarily connected to commercial districts with grocery stores, restaurants, and public services.



*Note: Maps are shown as full pages in Chapter 2

Vehicles

Menifee is bisected by Interstate 215 (I-215) running north-south through areas with limited east-west roadway access and three on/off ramps located near commercial centers. Posted speed limits on residential roads are set below 30 miles per hour (mph). Posted speed limits on most primary roads are between 30 and 45 mph with some primary roads between 45 and 55 mph. The freeway off ramps impact Menifee streets as drivers tend to travel at higher speeds near pedestrians walking or biking.

Collision Analysis

A collision analysis was conducted using data from the Statewide Integrated Traffic Records System (SWITRS) to quantify and map pedestrian- and bicyclist-involved collisions to better understand the safety conditions in Menifee. From 2017 to 2022, there were 3,360 reported collisions within Menifee, 1,571 of which resulted in injury or death. Of these collisions, 62 involved a bicyclist and 56 involved a pedestrian.¹

PUBLIC OUTREACH

Public outreach for the CSP encompassed a meaningful approach aimed to maximize public engagement, stakeholder participation, and social equity in the project planning and design process. The primary community engagement strategies utilized for the CSP were:

- » Flyers and social media announcements
- » Website
- » Text-based survey
- » Online map survey
- » Walk Audits
- » Community workshops
- » Pop-ups at citywide events
- » Project Advisory Team (PAT)



THREE-DAY DESIGN CHARRETTE

A three-day design charrette was the centerpiece of community outreach and allowed the community to participate in the planning process through a series of collaborative events and activities to inform preliminary design outcomes. The charrette consisted of presentations, interactive drawing and mapping activities, and walk audits where participants surveyed a corridor on foot and provided observational feedback. The purpose of the design charrette was to identify existing community concerns, determine priority projects and their challenges, and propose preliminary design solutions at those locations and hear from different groups of people who otherwise may not have been involved.



¹ California Highway Patrol. (2024). [SWITRS - Statewide Integrated Traffic Records System](#).

Day One Walk Audit - September 12, 2023

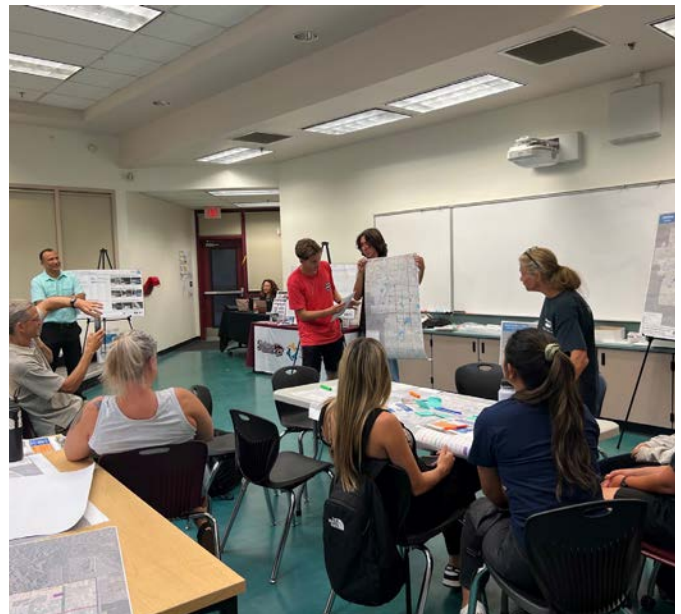
The first activity was a walk audit along Haun Road between New Hub Drive and Village Road, crossing Newport Road which is a major arterial in Menifee. The walk audit had 12 participants, most of which were members of the PAT team. Participants shared that crossing times at the Newport Road intersection were too short and noisy road conditions made it difficult for conversation and created an uncomfortable walking experience.

Day One Public Workshop #1 - September 12, 2023

The first public workshop was held at Heritage High School, which is located in the northeast portion of Menifee, south of SR-74 and east of Briggs Road. The workshop was attended by community members, students, and the school's principal. After a brief presentation on the project's background and purpose of the CSP, participants divided into several groups to discuss opportunities and constraints around the school and in their neighborhoods. Participants highlighted their concerns on table maps and proposed preliminary solutions such as sidewalks, street lighting, and bicycle lanes.

Day Two Public Workshop #2 - September 13, 2023

The second workshop of the charrette was held at Paloma Valley High School, which is located in the southwest portion of Menifee, north of Craig Avenue and west of Bradley Road. The workshop had over 30 participants, including the school's cross country and track team. The format was the same as the first workshop with a brief presentation, followed by break-out groups that developed preliminary design recommendations. Feedback from the attendees included the notable sidewalk gaps around the school and minimal street lighting throughout the Menifee.



Day Three Walking Bingo - September 14, 2023

A walk audit was conducted with the Sun City Civic Association. An interactive “walking bingo” activity engaged participants along the route, where they learned about and observed high-visibility crosswalks, midblock crossings, crossing times, and bus stop amenities. Shared concerns were short crossing times, short timing of the rectangular rapid flashing beacon, and a collection of sand on the curb ramp that made the walkway slippery.

Day Three Public Workshop #3 - September 14, 2023

Following the walk audit, an open house-style workshop was held at the Kay Cenicerros Senior Center, which is located at the northwest corner of Newport Road and Evans Road, less than two miles west from I-215. A brief presentation was given about the project during the lunch period. The floor was then open to the more than 40 attendees to provide feedback on table maps or on surveys that were handed out at the beginning of the presentation. Participants expressed interest in establishing golf cart zones and increasing traffic enforcement for speeding cars and shared concerns about flooding issues at some intersections.

POP-UP EVENTS

The project team hosted booths at two citywide events to capture input from residents who may not have attended the three-day design charrette or participated in the online survey or comment map.

Independence Day Celebration - June 24, 2023

The first pop-up event took place on June 24, 2023 at the Independence Day Celebration held at Wheatfield Park, which is located at the southwest corner of La Piedra Road and Menifee Road and just east of Mt. San Jacinto College. At this event, Menifee Bicycles, a local family-owned bicycle shop, donated a BMX bicycle as an opportunity drawing prize, which attracted people to the booth and resulted in 69 completed surveys.



Clean Air Day Expo - October 7, 2023

The second pop-up event was held on October 7, 2023 at the Clean Air Day Expo, hosted at the Mt. San Jacinto College campus in the south-east portion of Menifee, south of La Piedra Road and east of Antelope Road. The main activity at this event was to seek input from community members about project prioritization. Menifee partnered with the Southern Association of Governments (SCAG) Go Human campaign to assemble temporary pop-up installations which demonstrated potential street design treatments and safety infrastructure such as buffered bicycle lanes, curb extensions, parklets, protected medians, and high visibility, creative crosswalks.



ADVISORY COMMITTEE

The Advisory Committee was essential to ensure strategic alignment of the CSP. The Team designated individuals to form a Project Advisory Team (PAT) based on experience and commitment to the project's purpose. The PAT was created to convene community stakeholders to provide insight to the challenges and opportunities from the eyes of community leaders and technical advisors. PAT members consisted of representatives from the Menifee Union School District, Bike Temecula Valley, District 3 Supervisor's office, Menifee Police Department, Caltrans, Riverside Transit Agency, and City Staff, including representative members from the Parks, Recreation and Trails Commission and the Senior Advisory Committee.



PAT Meeting #1 - May 16, 2023

The first PAT meeting on May 16, 2023 introduced the project, allowed a venue for PAT members to voice their concerns, and covered outreach expectations and suggestions.

PAT Meeting #2 - September 12, 2023

The second meeting was held on September 12, 2023, the first day of the three-day charrette. PAT members joined for a walk audit along Haun Road from New Hub Drive towards Village Road, crossing Newport Road, a major arterial in Menifee. Participants provided observational feedback on the safety and comfort of the pedestrian experience and then helped develop project goals and a vision.



PAT Meeting #3 - January 16, 2024

The third PAT meeting was held on January 16, 2024 and members provided insight for the top five priority projects and preliminary recommendations for each. Feedback from PAT members provided direction on next steps at each phase in the project from establishing engagement efforts to determining project recommendations.

PAT Meeting #4 - May 22, 2024

The fourth and final PAT meeting on May 22, 2024 summarized the public outreach efforts, data analysis conducted, and priority project solutions. The presentation discussed the project's progression and provided insight into what the CSP would look like in its final format. PAT members were thanked for their invaluable contributions and dedication to supporting the City's vision statement that Menifee is a premier, safe, thriving, and inclusive City and a desirable place to live, work, play, and stay.



COMMUNITY SURVEY

The community survey was completed by a total of 180 people. Overall, respondents prefer driving more than walking or bicycling when traveling to school, work, parks, and recreation facilities. Survey respondents identified continuous sidewalks, multi-use paths, and bicycle lanes as some of the elements that would encourage them to walk and bicycle more to their destinations. Pedestrian and bicycling improvements are most desired for travel to schools, parks, shopping centers, and community centers.

Survey Respondents Top 3 Modes of Transportation



DRIVING



WALKING



BICYCLING

VISION + GOALS

Through data analysis and stakeholder engagement from the PAT, the following vision statement, goals, and objectives were established. The vision statement serves as a broad purpose for the CSP. The goals are actionable steps Menifee can take to achieve the vision.

Vision Statement

Create safe streets for all ages, abilities, and modes of travel in an equitable and innovative way.

Goals

1. Implement traffic calming elements on streets that connect to parks, schools, senior living facilities, and commercial areas.
2. Implement traffic calming infrastructure to slow down traffic and give space to vulnerable road users.
3. Encourage walkability by increasing safety and comfort for pedestrians.
4. Prioritize and combine the trails and on-street system to be in close proximity to parks, adjacent to residential populations, open spaces, vistas, creeks, mountains, and areas of social gatherings.
5. Provide a safe and well connected bicycle network between schools and key destinations.
6. Eliminate sidewalk and curb ramp gaps within a quarter mile of parks and schools.
7. Promote access to and use of public transit by prioritizing pedestrian and bicycle facilities at and near bus stops.
8. Increase roadway safety education, especially among youth.
9. Bring pedestrian areas and public transit stops to ADA compliance.

RECOMMENDATIONS

PRIORITY PROJECTS

Developing the project prioritization and ranking was an interactive and iterative process. The CSP builds upon the ATP by incorporating its priority projects and vetting them through updated data analysis, community engagement efforts, and Menifee staff input. The data analysis findings were shared with the community through the three-day charrette, pop-up events, and PAT meetings. The community voted on priority project areas using the online survey link available on Menifee’s project webpage, which was easily accessible through a QR code provided at the City-hosted booths, or using printed hard copies distributed by the project team. The online survey was opened from April 3, 2023 through September 18, 2023.

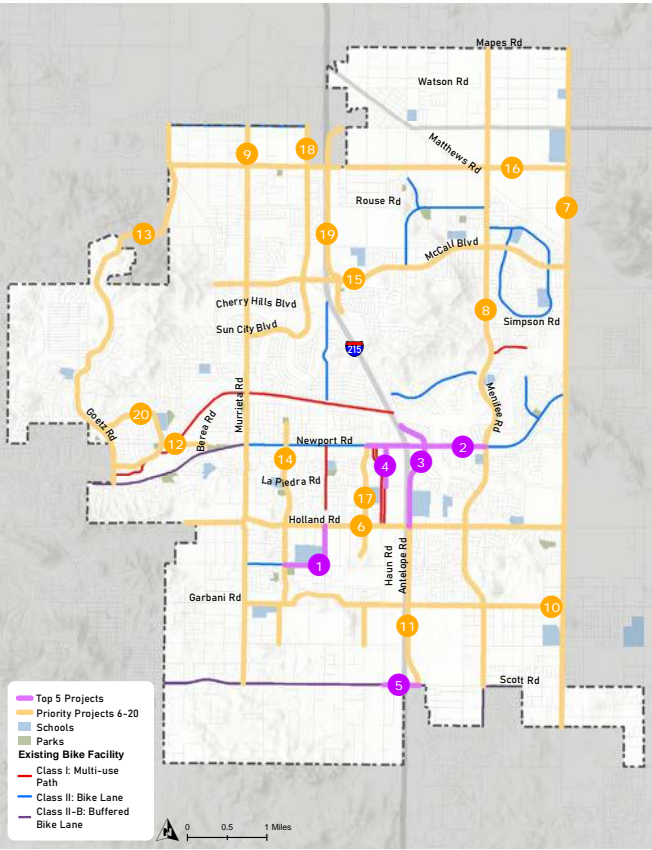
The top five projects were selected for conceptual design drawings and 3D renderings to prioritize for seeking grant funding. Additional detailed recommendations were provided for projects 6 through 20. While not conceptual drawings, the recommendations provide guidance for future concepts and ideas for integration with other projects. The top five priority project corridors are:

- » Craig Avenue and Bradley Road (Paloma High School)
- » Newport Road
- » Antelope Road
- » Haun Road
- » Scott Road

FUNDING AND IMPLEMENTATION

The funding and implementation chapter provides guidance to Menifee as they move forward in the planning process and the pursuit for grants and other funding opportunities to develop the desired changes outlined throughout the CSP. The guide serves as an action plan and includes deployment and implementation strategies, performance measures, and funding resources.

	FINAL PROJECTS	START	END
1	Paloma Valley High School	Craig & Evans	Bradley & Maltese Way
2	Newport Road	Town Center Drive	Menifee Road
3	Antelope Road	Aldergate Drive	Holland Road
4	Haun Road	Newport Road	La Piedra Road
5	Scott Road	Haun Road	Antelope Road
6	Holland Road	Hermosa	Briggs Road
7	Briggs Road	Mapes Road	Golden J. Lane
8	Menifee Road	Mapes Road	Scott Road
9	Murrieta Road	Ethanac Road	Scott Road
10	Garbani Road	Byers Road	Briggs Road
11	Antelope Road	Holland Road	Scott Road
12	Normandy Road	Audie Murphy Road	Spirit Park
13	Goetz Road	Ethanac Road	Newport Road
14	Evans Road	Lazy Creek Road	Wickerd Road
15	McCall Boulevard	Valley Boulevard	Briggs Road
16	McLaughlin Road	Goetz Road	Briggs Road
17	Town Center Drive/ Sherman Road	Newport Road	Wickerd Road
18	Barnett Road/Sun City Boulevard/Phoenix Way	Ethanac Road	Amersfoot Way
19	Encanto Drive	Ethanac Road	El Puente Street
20	Audie Murphy Road	Goetz Road	Goetz Road



Top 20 Priority Projects

**Note: Map is shown as a full page in Chapter 4*

INTRODUCTION



01

1.1 WHAT ARE COMPLETE STREETS?

Complete Streets are not a single type of street, they are safe and comfortable streets that are planned, designed, and constructed to improve access and strengthen connections between all users and all modes of transportation - including walking, bicycling, public transit, and automobiles.² They are maintained as attractive spaces that encourage social interactions, physical activity, and promote sustainable practices that minimize environmental impacts for the good of people of all ages and abilities. Complete Streets create a multimodal network that, when properly maintained and operated, allow for optimal conditions for walking, biking, and use of public transit facilities.

² California Department of Transportation. (2021). [*Complete Streets*](#).



- A** Mobility for All
- B** Comfortable & Safe Streets
- C** Sustainable & Environmentally Friendly
- D** Pedestrian & Bicycle Infrastructure
- E** Multimodal Options for Travel



1.1.1 ELEMENTS THAT MAKE UP COMPLETE STREETS

The following section outlines the different elements that are often found or can be incorporated in the development of Complete Streets.

Equitable Access

Older adults, people with disabilities, and lower-income households often face transportation barriers that limit access to higher paying jobs, healthy foods, and nature, and more. These groups are more likely to rely on walking, bicycling, and public transit. A Complete Street improves access to destinations for all ages and abilities. Complete Streets expand access by increasing multimodal transportation options, allowing people to travel to where they want and need to go without the financial burden of a car which contributes to reduced automobile congestion for drivers. Complete streets still maintain vehicle connections such as capacity and turning movements, while benefiting other road users.

Leisure

Many people want to use active transportation, but the existing roadway network discourages walking and biking, including connections to the Salt Creek and Paloma Wash trails to encourage more leisure activities. Feeling uncomfortable or unsafe walking and biking or using public transportation will often deter people from choosing active transportation and further encourage vehicle trips instead. Not everyone has the option to travel via vehicles, and Complete Streets are important for all road users.

Environmental Benefits

Complete Streets allow for the transition from single-occupancy vehicle trips to non-motorized travel or transit by enhancing bicycle, pedestrian, transit access, and reducing greenhouse gas emissions and other pollutants to both statewide and regional climate goals.^{3,4}

Health Benefits

Active transportation is an excellent way to integrate exercise into daily activity, helping reduce



3 The State of California. (2024). [The State of California's Draft Priority Climate Action Plan](#).

4 Southern California Association of Governments. (2023). [Climate Equity Compendium](#).

obesity and related chronic illness, such as diabetes and heart disease. Pedestrian and bicycle infrastructure such as sidewalks, protected bicycle lanes, and shade contribute to a comfortable and safe environment which encourages people to get active. Walkable neighborhoods have higher rates of physical activity.

Economic Benefits

Property closer to parks and trails, and on streets with sidewalks, often has a higher market value than similar properties in less walkable areas. Community businesses benefit from increased foot traffic.⁵ Looking forward, changes in U.S. demographics are likely to require shifts in transportation planning to accommodate an aging population and an increase in one-person households.

Social Benefits

Multimodal travel options can also be a form of leisure and contribute to community health through user enjoyment, social clubs like walking groups or cycling events, and community livability. Residents are more likely to engage with their neighbors while they are out and about, traversing through their neighborhoods, creating a deeper sense of investment in their community.

Security Benefits

Complete Streets also serve as a crime deterrent as improved lighting increases nighttime visibility and comfort, and a walkable area attracts people outside at all times of the day, increasing “eyes on the street.” Complete Streets also increase the perception of safety by providing pedestrian-scale lighting along sidewalks and at transit shelters.

Safety Benefits

Designing streets for bicycle and pedestrian access reduces chances of collisions for all modes, including driving, thus reducing injuries and fatalities. Through the implementation of dedicated pedestrian and bicycle facilities, a Complete Streets approach promotes a safer atmosphere for all users, allowing for increased visibility and reaction time for drivers, while enhancing comfort for alternative travel modes.

⁵ Smart Growth America. (2015). [Safer Streets, Stronger Economies](#).



1.2 HOW TO COMPLETE A STREET

When designing a Complete Street, a balance of infrastructure and amenities for people walking, bicycling, using transit and driving must be considered. Typical elements are bicycle facilities, continuous sidewalks that are shaded, accessible transit stops, and safe pedestrian crossings. Opportunities for urban greening and placemaking should also be explored to truly complete a street to enhance safety, comfort, and climate benefits.

It is recommended to conduct a thorough analysis of existing conditions and meaningful community outreach to identify optimal locations for Complete Street projects. Analysis can be done through a combination of walk or bicycle audits, collision analysis using Geographic Information Systems (GIS), developing a propensity model and level of traffic stress analysis, conducting community workshops and pop-up events, establishing a technical advisory committee, and distributing surveys, all of which were completed as part of this CSP. Through data collection, analysis, and outreach, priority project locations for Complete Streets can be identified, studied closer, and vet potential treatments with residents and stakeholders. Recommended Complete Street projects and programming are best paired with Complete Street policies to help provide a framework to use as a guide for a municipality, like the City of Menifee (Menifee), for implementation. Recommended project improvement locations are found with GIS analysis and public input and the recommended infrastructure guidelines and best practices are found in the Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide, the California Manual on Uniform Traffic Control Devices (CA MUTCD), and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide.^{6,7,8}

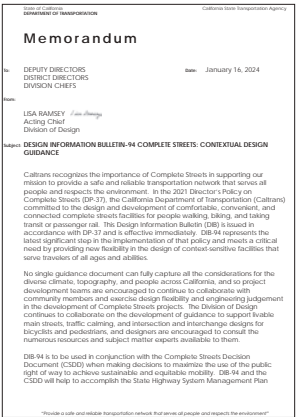
On a regular basis, the California Department of Transportation (Caltrans) publishes “Design Information Bulletins (DIBs),” which give design guidance to agencies across the State of California, including Menifee.

In early 2024, Caltrans published DIB-94, titled, “Complete Streets Contextual Design Guidance,” which sets official standards and guidance for state, regional, and local transportation agencies when adding Complete Streets to the state-controlled road network.⁹ DIB-94 uses performance-based decision making for Complete Streets design solutions with the elimination of fatal and serious injury collisions as the primary measurement.

In conformance with Caltrans guidance, in November 2020, Menifee’s City Council adopted a Resolution to show its commitment to reducing fatal and serious injuries annually and to reach zero deaths by 2050, following the SCAG Safety Model.¹⁰

Similar to Menifee’s commitment, El Monte’s Vision Zero Plan’s primary performance measure is to reach zero fatalities and serious injuries by 2027. It includes tools to achieve this goal, which include:

1. Education about safety, especially aimed at motorists
2. Encouragement to build safe infrastructure for all modes of transportation
3. Enforcement of laws for transportation safety
4. Engineering and design of new safe infrastructure
5. Equity of infrastructure improvements to those that need and use it most
6. Evaluation and adjustments to increase safe infrastructure and reduce risk



6 Federal Highway Administration. (2015). *Separated Bike Lane Planning and Design Guide*.

7 California Department of Transportation. (2023). *California Manual on Uniform Traffic Control Devices*.

8 National Association of City Transportation Officials. (2013). *Urban Street Design Guide*.

9 California Department of Transportation. (2024). *Design Information Bulletin-94*.

10 City of Menifee. (November 18, 2020). *City Council Resolution no. 20-977*.

Design Principles and Performance Measures

Some cities, like the Southern California City of La Habra, have adopted performance measures or design principles to guide Complete Streets implementation. Example measures from peer cities and leading organizations are provided below as samples that Menifee can consider.

The City of La Habra Complete Streets Master Plan provides a set of ten strategic design principles or overarching goals that complement a Complete Streets plan as listed below:

1. Create safer streets by reducing the need for individual vehicle trips and reducing speeds with transportation infrastructure changes.
2. Reinforce walkability by building more through-routes that reliably connect all key destinations.
3. Ensure physical and visual connectivity for pedestrians, bicyclists, transit riders and cars.
4. Improve bicycle networks by constructing new paths to accommodate all types, levels and ages of bicyclists.
5. Maintain vehicular mobility but improve comfort and safety for pedestrians and cyclists by simplifying complicated intersections and optimizing signals.
6. Integrate transit networks with positive messaging to the public while improving transit options and removing incentives to drive a car.
7. Build an effective truck and goods movement infrastructure to support businesses and a strong economy.
8. Design for sustainable streets with stormwater management, bioswales, trees for shading and to prevent urban heat island while encouraging active transportation modes.
9. Promote streets as public spaces within a three minute walking distance of homes and offices to increase people's physical activity.
10. Promote context sensitive design and neighborhood character with transportation facilities.

The Smart Growth America's web page provides a brief list of performance measures that should be used for Complete Streets as listed below:

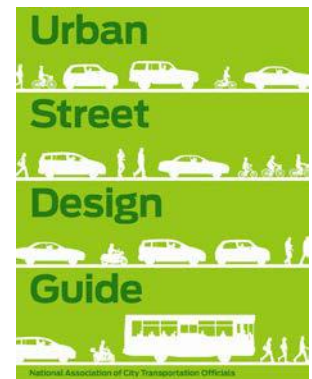
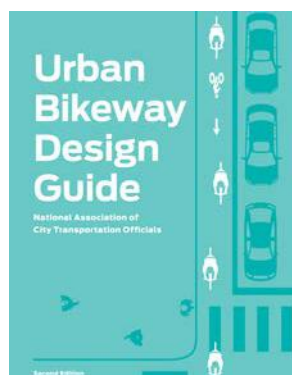
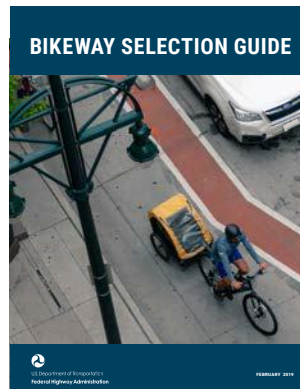
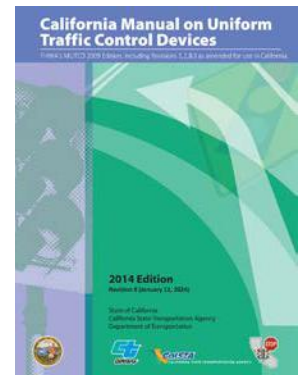
1. Reduce the number of crashes and severity of injuries
2. Reduce injuries and fatalities for all modes
3. Reduce the number of commercial building vacancies
4. Reduce travel time in key corridors (point A to point B)
5. Reduce Emergency vehicle response times
6. Increase the number of curb ramps and countdown signals
7. Increase miles of accessible routes and sidewalk condition ratings
8. Increase the number of audible traffic signals
9. Increase the number of students who walk or bike to school
10. Increase the number of active mode users: walk, bike, transit
11. Increase bicycle route connections to off-road trails
12. Increase the percentage of city within two miles of a 'low stress' bicycle route
13. Increase the number of bicycle share users

1.3 PLAN REVIEW

To identify common themes of project evaluation and selection criteria used in various similar reports, the following reports were reviewed with a summary of common themes and performance measures provided below.

- » City of La Habra - Complete Streets Master Plan 2019
- » Downtown Santa Ana - Complete Streets 2016
- » Central Santa Ana - Complete Streets 2018
- » Vista Emerald Drive - Corridor Study 2018
- » Vista Townsite Drive - Corridor Study 2018
- » Campo Road - Corridor Revitalization Specific Plan 2021
- » Caltrans Manual on Uniform Traffic Control Devices (MUTCD)
- » Caltrans Highway Design Manual, Chapter 1000: Bicycle Transportation Design
- » Caltrans Design Information Bulletin 94 (DIB-94) Complete Streets Contextual Design Guidance 2023
- » FHWA Bike Lane Planning and Design Guide 2015
- » FHWA Bikeway Selection Guide 2019
- » Massachusetts Dept of Transportation (MassDOT) Separated Bike Lane Planning & Design Guide
- » American Association of State Highway and Transportation Officials (AASHTO) Guide to Bikeway Facilities
- » NACTO webpage
- » NACTO Urban Bikeway and Urban Street Design Guides
- » NACTO Transit Street Design Guide
- » NACTO Urban Street Stormwater Guide
- » Complete Streets and Routine Accommodation
- » El Monte Vision Zero Action Plan 2022

Common guiding themes across the reports include traffic calming, pedestrian and bicycle improvements, placemaking, and transit station enhancements to make streets safe and accessible for all users including pedestrians, bicyclists, transit users and motor vehicle drivers.



1.3.1 TRAFFIC CALMING

Traffic calming may include changes in street alignment, installation of barriers, reducing traffic speed, and reducing cut-through volumes. Specific improvements include the addition of traffic circles or roundabouts, signals and warning devices, speed table/raised crosswalks, speed displays, chicanes narrowing curb lines, on-street parking, bicycle facilities, street trees to reduce apparent width of streets, and traffic diverters to limit traffic flow on select streets. The Caltrans DIB-94 recommends the use of traffic calming measures and the following place types with speed limits and minimum lane widths:

- » Center City: 25 mph or below and 10.5 ft wide lanes
- » Urban Community: 25-35 mph and 10.5 ft lanes
- » Suburban Area: 30-45 mph and 10.5 to 11 ft lanes
- » Rural Main Street: 25-35 mph and 10.5 to 11 ft lanes

If the speed limit is below 45 mph, then shoulders are provided on a discretionary basis.



1.3.2 BICYCLE FACILITY IMPROVEMENTS

Bicycle facility improvements may include off-street multi-use paths, bicycle lanes, bicycle routes, separated bikeways, bike-only signals, and a bike box in front of the vehicle lane for bicycle priority and visibility. Bicycle boulevards on residential streets with low traffic and low speeds can be implemented with pavement markings, wayfinding signage and speed humps. Intersections can be improved with pavement markings at conflict zones and raised curbs to protect bicyclists while decreasing vehicle turning radius. Traffic signals can be modified with bicycle detection systems to improve bicycle safety. NACTO describes quality bicycle facilities as including “..spaces comfortably shared with traffic, clearly marked bike lanes (or appropriate separation based on speed and volume of vehicle traffic), adequate bicycle parking, intersection treatments, and destinations accessible by bike.” Intersections with limited space should not limit inclusion of bicycle ways but should use shared lane markings to guide bicycle movements (at dedicated turn lanes, etc.). The Caltrans DIB-94 does not recognize Class III bicycle routes as adequate bicycle facilities. Updated DIB-94 bicycle lane widths are shown in the following tables. Gutter width is not considered operational space for bicyclists and shall not be included in the measurement of bicycle traveled way width.



Table 1-1 through Table 1-3 summarize standard and best practice dimensions for bicycle lanes, multi-use paths, and separated bikeways. These dimensions provide guidance for planning and designing these facilities in varying street cross-sections.

TABLE 1-1: One-Way Standard Bicycle Traveled Way Widths (Class I, Multi-use Path)

BICYCLE FACILITY PLACEMENT	MINIMUM (FT)	RECOMMENDED RANGE (FT)	PRACTICAL MAXIMUM (FT)
Between curbs	6	7-9	10
Between curb and buffer	5	6-8	9
Between curb and parking	5	6-8	9
Between edge of pavement and buffer, curb, or parking	4	5-7	8
Between through traffic lane and right turn lane	4	5-7	8

TABLE 1-2: One Way Standard Bicycle Lane Widths (Class II, Class II Buffered)

BICYCLE FACILITY PLACEMENT	MINIMUM (FT)	RECOMMENDED RANGE (FT)	PRACTICAL MAXIMUM (FT)
Adjacent to edge of pavement	5	5-7	8
Adjacent to curb (exclusive of gutter)	5	5-7	8
Between through lanes and turn lanes	5	5-7	8
Adjacent to buffers	4	5-7	8
Adjacent to parking	5	5-7	8

TABLE 1-3: Two-Way Standard Bicycle Traveled Way Widths (Class I, Mutli-use Path)

BICYCLE FACILITY PLACEMENT	MINIMUM (FT)	RECOMMENDED RANGE (FT)	PRACTICAL MAXIMUM (FT)
Between curbs (exclusive of gutter)	10	12-14	16
Between curb and buffer	9	10-12	14
Between curb and parking	9	10-14	16
Between edge of pavement and buffer, curb, and parking	8	9-11	14**

1.3.3 PEDESTRIAN FACILITY IMPROVEMENTS

Pedestrian facility improvements may include pedestrian refuge islands (also good for bicycles), midblock crossings where intersections are more than six hundred feet apart on arterial corridors, pedestrian signage, artistic crosswalk marking, curb extensions at intersections on most street types, beacons and signals. NACTO describes quality pedestrian facilities as “including adequate unobstructed walking space, adequate lighting, benches, trees, shading, roadway separation and on-street parking, easy access to walkable destinations, and safe and frequent crossings.” Formalized midblock crossings are recommended at pedestrian origin and destination points. Right turn corner islands (dedicated right turn lane with curbs) are an option at intersections with wide turning radius.

1.3.4 PLACEMAKING

Placemaking may include parklets with lights, seating and trees that take a couple existing parking spots, community gardens for vegetable growth, and furnishings like bus stop shelters, bicycle racks, seating and public art. NACTO emphasizes Complete Streets as ‘places’ within themselves that should include sidewalk dining, social gatherings, and opportunities for exercise and relaxation. Transition treatments (downtown starting point, community limits) and signage for wayfinding and mode transitions are recommended to welcome, alert, inform and direct users. Finally, NACTO describes how property values and small business commerce will increase adjacent to high quality Complete Streets.

1.3.5 TRANSIT SERVICE

Transit shelters with bench seating, space for a wheelchair, lighting, real-time route information board, security cameras, and well maintained refuse receptacle should be provided. NACTO highlights “..connectivity to the bicycle and pedestrian network, functional shelters, separated/prioritized travel ways, coordinated land use planning, bicycle parking, lighting, and walkable and bikeable distances between stops and stations” as a key concept for a quality Complete Streets environment.



1.4 HAZARD MITIGATION

Menifee's General Plan Safety Element addresses natural and man-made hazards through policies and action items, including climate adaptation and resiliency strategies, as required under Senate Bill 379. The general topics included seismic and geological issues, flood hazards, fire hazards, hazardous materials, wind hazards, disaster preparedness, response and recovery, climate adaptation, and resiliency, some of which can be addressed through Complete Street measures, such as urban greening and green infrastructure. To identify the people and facilities at risk and mitigation actions to reduce risks, Menifee formed the Hazard Mitigation Planning Committee (HMPC) to develop a Local Hazard Mitigation Plan (LHMP) which incorporates policies and strategies from the Safety Element.¹¹ The background analysis for the Safety Element is the Climate Vulnerability Assessment which crafts the climate goals, policies and strategies related to heat, wildfire, air quality and water, and are also referenced in the LHMP. The following sections summarize Safety Element and LHMP recommended changes and citywide improvements relating to heat, wildfire, air quality, and water management.

The LHMP directly mentions heat waves creating increased electric power demands and rolling blackouts (LHMP section 4.5 Power Outage) that will create hazardous conditions for Menifee residents. This hazard is expected to occur periodically with our increasingly high summer temperatures. Elderly communities that require electricity for medical equipment and air conditioning would require additional investment in backup generators or solar panels and batteries. Safety Element policy S-7.7 emphasizes the need for outreach to notify the community of extreme weather related risks like extreme heat, severe rain and potential wildfire. Heat refuge shelters will be managed or coordinated by Menifee during extreme temperature events (Safety Element policy S-7.8). The Safety Element policies are also referenced in the Local Hazard Mitigation Plan (LHMP).

Wildfire is discussed primarily in LHMP sections 4.3 Wildfire/Urban Fire and 5.6 Wildfire/Urban Fire. Menifee is noted as being located in one of the most active wildfire counties (Riverside). The General Plan supports this with maps showing areas of High and Very High Fire Hazard. The northwest and southwest corners of Menifee, plus a large undeveloped hill area at the center of Menifee, are all at highest risk of wildfire. As extreme heat conditions persist, the risk of wildfire will increase. A wildfire during offshore wind conditions is noted as having potential for Menifee facilities damage, other structure damages, injuries, community displacement, financial losses and more (LHMP section 4.3 conclusion). Wildfire mitigation efforts include aggressive Weed Abatement Program, public education and workshops on wildfire defense, enhanced firefighting apparatus and equipment, update and implement new building codes for the development community, and fire inspections of established businesses.

Although the LHMP does not mention air quality as a specific topic, Menifee's General Plan Implementation Actions table has various sections related to air quality. Of the air quality related actions, only the actions that have a relation to Complete Streets infrastructure are listed below:

- » Action OSC-58. Revise Menifee's Municipal Code to include measures that will protect the air quality of sensitive land uses...such as housing, child care centers, retirement homes, schools, and hospitals) near freeways and other major air-pollutant-generating uses. Protective measures include....increased air filtration to reduce risks, as necessary.
- » Action OSC-59. Evaluate the existing transportation network to identify areas where mobile source pollution can be reduced by making vehicular movement more efficient. Revise the transportation network as necessary. Possible improvements include: installation of dedicated left and right turn lanes, construction of roundabouts, development of Intelligent Transportation systems such as synchronized signal timing and adaptive traffic control systems, removal of unwarranted stop signs, and construction of new and improved freeway on- and off-ramps.

¹¹ City of Menifee. (2023). [Local Hazard Mitigation Plan](#).

- » Action OSC-72. Set and monitor performance goals and/or VMT reduction targets that are consistent with the targets set by Southern California Association of Governments (SCAG) Sustainable Communities Strategy and Regional Transportation Plan and Western Riverside Council of Governments (WRCOG) Climate Action Plan.
- » Action OSC-73. Work with Riverside Transit Agency (RTA), and the Riverside County Transportation Commission (RCTC) to evaluate options to add transit to increase service in Menifee. Improvements include supporting the implementation of a regional bus rapid transit system in Western Riverside County (with a stop in the City of Menifee) and expanded service or a dedicated shuttle to connect Sun City Core to the Menifee Valley Medical Center. Partner with RTA to increase the frequency and coverage of buses connecting Menifee to other cities and the nearby existing and proposed rail stations. Possible grant funding sources should be considered in the evaluation.
- » Action OSC-75. Create a program to incentivize new and existing commercial, industrial, public, school and medical facilities/developments to install shared vehicle parking, car pool parking, additional bicycle racks, and bus stop shelters. Components of the plan could include reduced permit fees, expedited processing, reduced parking requirements, etc.
- » Action OSC-76. Design and implement a public outreach campaign to reduce vehicle miles traveled within the City. Campaign components can include a ride sharing board at City Hall and an on-line version through the City website, promotion of RTA's schedule, passes, and programs, the City's Bicycle Master Plan when complete, as well as electric vehicles and their routes/street network.

Water management in the LHMP is discussed in relation to stormwater flooding within a watershed, potable and sewer interruptions from earthquake damage, and climate adaptation with low water landscapes and conservation. LHMP policies would affect Complete Streets infrastructure by requiring adequate storm drain-

age planning for bicycle paths and sidewalks, construction of water capturing bioswales and planters, drought tolerant plantings, and urban greening.

The process of completing streets offers ways to reduce the areas of our roadways covered by asphalt and other impervious surfaces. This helps prevent water from collecting on transportation infrastructure and overloading stormwater management systems, while also reducing the urban heat island effect. Complete Streets that integrate plantlife and urban greening, mentioned above, can provide added benefits. Plants filter pollutants from the air, reduce temperatures by providing shade and releasing water vapor from their leaves, and help absorb excess rainwater. Philadelphia's Green City, Clean Waters initiative, for example, has resulted in the absorption of nearly three billion gallons of water that likely would have otherwise flooded streets and caused sewage to overflow into rivers. Moreover, Portland, Oregon, is known for its extensive system of vegetated swales, shallow landscaped areas designed to capture, convey, and potentially infiltrate stormwater runoff as it moves downstream. These swales are strategically located in curb extensions of neighborhood greenways. In a low rainfall region like Menifee, low water plants or colored aggregate to retain and percolate water, reducing impact on Menifee's stormwater system.

When addressing hazard mitigation, especially in low-income communities, it is essential to implement protections for existing residents. Complete Street investments such as urban greening to reduce the urban heat island, improve air quality, and capture stormwater amongst other treatments and co-benefits, should be paired with a proactive approach to protect current residents of Menifee as the community receives investment for safer, more walkable and bikeable streets.

1.4.1 DISPLACEMENT AND GENTRIFICATION

Gentrification and displacement occur predominantly in areas inhabited by marginalized groups, often racial and ethnic minorities, due to improvements, revitalization, and beautification leading to an increased cost of living.¹²

Numerous factors play into the cost of living, including essentials such as shelter, transportation, and food costs, as well as day-to-day goods and services like education, recreation, and miscellaneous commodities. Although Complete Streets make areas more desirable and may increase the cost of living, the impacts of investments differs per region.

Riverside County experienced a 4.6 percent increase in area prices from March 2022 to March 2023, according to the U.S. Bureau of Labor Statistics Consumer Price Index (CPI), with food prices alone increasing 8.9 percent.¹³ This tool measures price changes of food, shelter, transportation, and day-to-day goods and services. Prices are averaged together and weighted by importance of the population group. The CPI combined both Riverside and San Bernardino Counties to reduce volatility and sampling errors.

Menifee median home value is around \$570,000, less than state averages of about \$780,000 according to the Zillow Home Value Index.^{14,15} Median monthly rent is at \$3,000, slightly above the California average of \$2,950 and 38 percent higher than the national average.

Though no census tract in Menifee is designated as a Disadvantaged Community per Senate Bill 535 designation using CalEnviroScreen 4.0, the Menifee communities of Romoland, Sun City, and Quail Valley, for example, are low-income and cost burdened areas.¹⁶ Menifee does demonstrate a housing cost burden when using

the Housing and Transportation index (H+T index), a tool that quantifies the affordability of a place by factoring in these two expenses.¹⁷ According to the H+T index, Menifee residents spend 60 percent of their income on housing and transportation costs on average. As a rule of thumb, housing should not consume more than 30 percent of household income, and combined with transportation costs, the two should not exceed 45 percent. The H+T index demonstrates that Menifee is not an affordable place to live for current residents, and those paying more than 45 percent of their income towards the essentials of housing and transportation are experiencing a cost burden and are more at risk of displacement than their neighbors with higher incomes and a lower cost burden.

Complete Street projects that focus on installing bicycle and pedestrian facilities, aim to help reduce transportation costs by providing more options to travel. These alternatives can help these neighborhoods offset the higher transportation costs by choosing to bicycle, walk, or take transit with accessible facilities nearby.

To minimize potential displacement of current residents, a displacement-risk assessment is necessary to understand existing conditions and characteristics of the community as well as identify neighborhood trends over time. The assessment evaluates multiple demographic factors associated with potential for displacement, such as household income and race/ethnicity, with a goal to determine where at-risk communities are located to thoughtfully pair project recommendations with anti-displacement policy and actionable measures.

12 National Neighborhood Indicators Partnership. (2019). [Guide to Measuring Neighborhood Change to Understand and Prevent Displacement](#).

13 Consumer Price Index. (March 2020-March 2023). [Riverside County](#).

14 Zillow Home Value Index. (2024). [Menifee](#).

15 Zillow Home Value Index. (2024). [California](#).

16 California Office of Environmental Health Hazard Assessment. (2023). [CalEnviroScreen 4.0](#).

17 Center for Neighborhood Technology. (n.d.). [Housing + Transportation Affordability Index](#).

EXISTING CONDITIONS



02

2.1 OVERVIEW

This chapter provides an overview of Menifee’s current demographics, travel patterns, land use, and transportation facilities. Transportation infrastructure evaluated in this analysis includes bicycle and pedestrian facilities, public transit, and roads. A summary of Menifee collision data is also included to provide insight into areas in greatest need of safety improvements. In addition to the physical characteristics of Menifee’s transportation network, data from the U.S. Census Bureau was used to understand the demographic and commuting characteristics of Menifee’s population. Together, these datasets paint a comprehensive picture of the current state of transportation facilities in Menifee, which can be used to identify key strengths, weaknesses, challenges, and opportunities for Complete Streets.

Menifee’s existing community demographics and transportation conditions were inventoried using data from the following sources using the most current data available:

- » City of Menifee
- » City of Menifee 2020 ATP
- » On-site Field Work
- » Replica, 2022-2023
- » Statewide Integrated Traffic Records System (SWITRS), 2017-2022
- » U.S. Census Bureau, 2020
- » U.S. Census Bureau, 2022 American Community Survey 5-Year Estimate

2.2 DEMOGRAPHICS

This demographic profile was completed using the most current data available (as of May 2024) from the 2022 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates.¹⁸ Menifee has a total population of 103,680 residents and 35,516 housing units within its 46.6 square-mile boundary.

Menifee can be categorized as a family-oriented community based on the age distribution, with a median age of 37 and about a quarter, or

25.7 percent, of residents under 18 years of age. Menifee residents age 65 or older make-up 17.1 percent of the population. The median household income for Menifee is estimated to be \$80,741 and the reported percentage of people in poverty is 7.9 percent.

According to the 2020 U.S. Census¹⁹, the racial and ethnic make-up in Menifee is 52.2 percent white, 6.5 percent Asian, 6.8 percent Black, 1.3 percent American Indian or Alaskan Native, 0.5 percent Native Hawaiian or Pacific Islander, 16.5 percent some other race, and 16.4 percent two or more races. About 37.8 percent of the population identifies as Hispanic or Latino.

2.3 TRANSPORTATION CONTEXT

The majority of employed residents of Menifee have access to one or more vehicles, with 1.2 percent reporting lacking access to a vehicle. Approximately 41,230 Menifee residents commute to work by driving, walking, bicycling, taking public transit, or other means. The average commute time across all travel modes estimates at 37.4 minutes.

2.3.1 TRAVEL MODE SPLIT

The means of transportation for workers over the age of 16 within Menifee are shown alongside Riverside County and California for comparison in Table 2-1. Roughly 88 percent of Menifee residents commute to work by automobile while less than one percent walk, ride a bicycle, or use public transit.

Table 2-2 shows Menifee travel mode split trends in for all trips, not just trips to work. The travel mode split for all trips is similar to the travel mode split to work in that approximately 88 percent of the population travel by automobile. However, across all trips, roughly 11 percent of the population rides a bicycle or walks, which is 10 percent higher than the split for commuting to work.

Table 2-3 shows Menifee mode splits separated by age group. For the most part, all travel modes have fairly similar age distributions, with the exception of bicycling, which has higher rates of travelers over 65 years of age than other modes of travel in the same age group. Along those same lines, those under 18 years of age make up a quarter of all passenger trips.

18 United States Census. (2022). [2022 American Community Survey \(ACS\) 5-Year Estimates](#).

19 United States Census Bureau. (2020). [Quickfacts](#).

TABLE 2-1: Means of Transportation to Work for Menifee, Riverside County, & California

MEANS OF TRANSPORTATION TO WORK	MENIFEE	RIVERSIDE COUNTY	CALIFORNIA
	#	#	#
Car, truck, or van	87.8%	87.2%	78%
Drove alone	78.2%	75.9%	68.4%
Carpooled	9.5%	11.3%	9.5%
Public transportation	0.3%	0.8%	3.6%
Walked	0.4%	1.2%	2.4%
Bicycle	0%	0.2%	0.7%
Taxicab, motorcycle, or other means	0.6%	1.3%	1.7%
Worked from home	10.9%	10.9%	13.6%

Source: U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2022, Table S0801

TABLE 2-2: Menifee Travel Mode Split Projection for All Trips

MODE	TOTAL TRIPS	% OF TOTAL TRIPS
Auto private	8,872,244	60%
Auto Passenger	4,090,291	28%
Walk	1,477,145	10%
Bike	90,832	1%
Other	305,880	2%

Source: Replica Trends Dashboard, March 2022 - March 2023

TABLE 2-3: Mode Split of Menifee Residents

AGE	AUTO PRIVATE		AUTO PASSENGER		PUBLIC TRANSIT		WALKING		BIKING	
	#	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL	#	% OF TOTAL
Under 18	3,768	2%	25,063	25%	6	5%	3,873	13%	40	6%
18 to 34	68,680	33%	29,085	29%	34	26%	9,420	32%	171	27%
35 to 49	62,510	30%	21,338	21%	49	38%	8,114	28%	120	18%
50 to 64	50,719	24%	17,168	17%	35	27%	6,205	21%	197	31%
Over 65	22,125	11%	7,965	8%	6	5%	1,734	6%	114	18%
TOTAL	207,802	-	100,619	-	130	-	29,346	--	642	--

Source: Replica Places Study, Average Thursday in Fall 2023

2.3.2 TRIP VOLUMES

Walking, bicycling, and transit trip volumes are summarized and mapped to better understand higher volume roadways in Menifee. The trip volume data was acquired from Replica—a big data platform that creates large-scale models with mobility data and activity pattern projections—for the average weekday in Fall 2023. The following figures show walking, bicycling, and transit trip volumes respectively.

Figure 2-1 shows a high volume of pedestrians traversing the overcrossing of the I-215 interchange with Newport Road and McCall Boulevard. Other high pedestrian volume roads include Newport Road, Antelope Road, and Goetz Road.

Figure 2-2 shows a high volume of bicycle trips primarily along Newport Road, followed by Tally Road, Antelope Road, Audie Murphy Road, McCall Blvd, and Goetz Road.

A high volume of transit trips occurs along Antelope Road, followed by Newport Road between Bradley Road and I-215, as well as SR-74 as shown in Figure 2-3.

FIGURE 2-1: Walking Trip Volumes (2023)

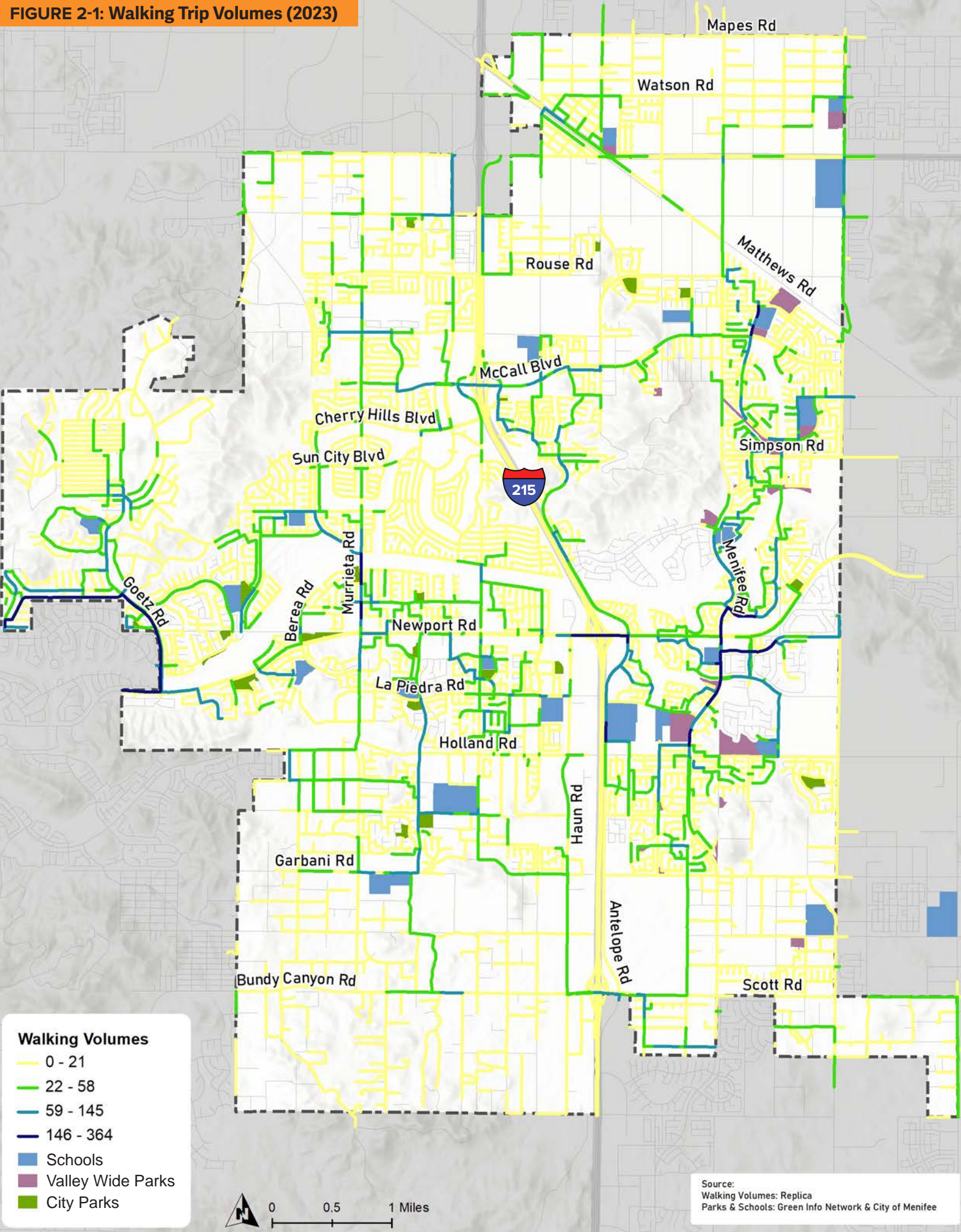


FIGURE 2-2: Bicycling Trip Volumes (2023)

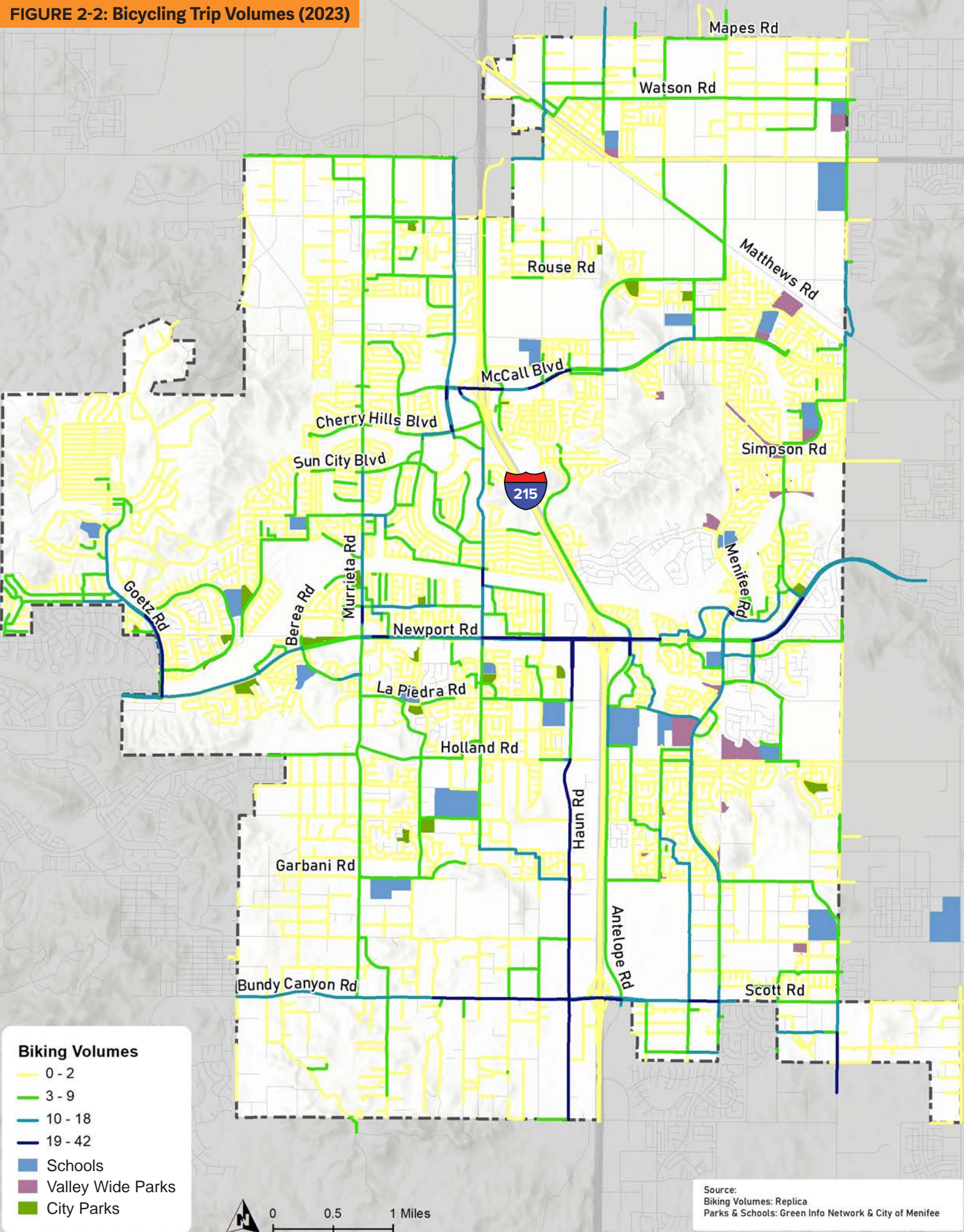
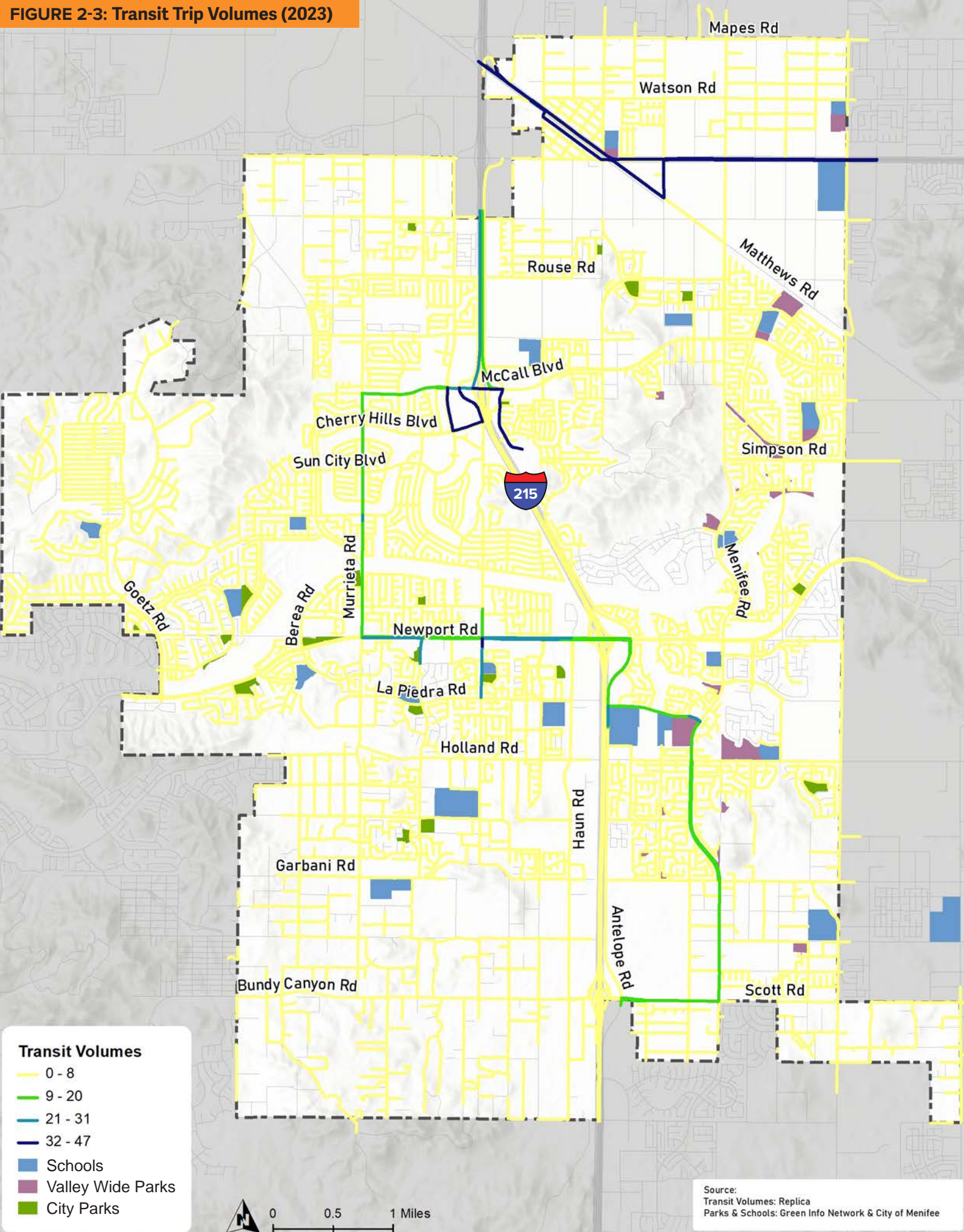


FIGURE 2-3: Transit Trip Volumes (2023)



2.4 LAND USE

Menifee is bordered on the north, west, and south by the cities of Perris, Canyon Lake, Lake Elsinore, Murrieta, and Wildomar. To the east, Menifee is bordered by unincorporated Riverside County. Within Menifee are several unique residential communities, as well as non-residential uses predominantly consisting of neighborhood centers and industrial uses. Established residential communities include Sun City, Quail Valley, Menifee Lakes, and portions of Romoland. These distinct communities range from rural to suburban, agrarian to industrial, and established senior residential areas to newer planned communities with young families. With such a varied collection of communities, comes diverse characteristics and needs across Menifee residents.

2.4.1 EXISTING LAND USE

Figure 2-4 shows existing land use patterns in Menifee. Existing land uses are characterized by a fairly conventional urban street pattern with mostly low density and rural single-family residential uses interspersed with pockets of other land uses, including commercial, industrial, recreation, and agriculture. Uniquely, a significant portion of Menifee's land uses are designated as Specific Plan areas, which include additional residential land uses as well as commercial retail, non-retail commercial, and open space uses. Residential land use, not including Specific Plan areas, comprises roughly half of Menifee's 46.6 square mile land area.²⁰

Commercial retail and office uses are primarily concentrated along major thoroughfares, including Newport Road, McCall Boulevard, Goetz Road, and I-215. Concentrations of industrial facilities can be found on Antelope Road, Trumble Road, and Matthews Road. Urban neighborhoods are primarily located near activity centers, especially along Newport Road, Antelope Road, and McCall Boulevard. Parks and open space, such as Central Park, Centennial Park, and Audie Murphy Ranch Sports Park are interspersed throughout Menifee and often located near schools.

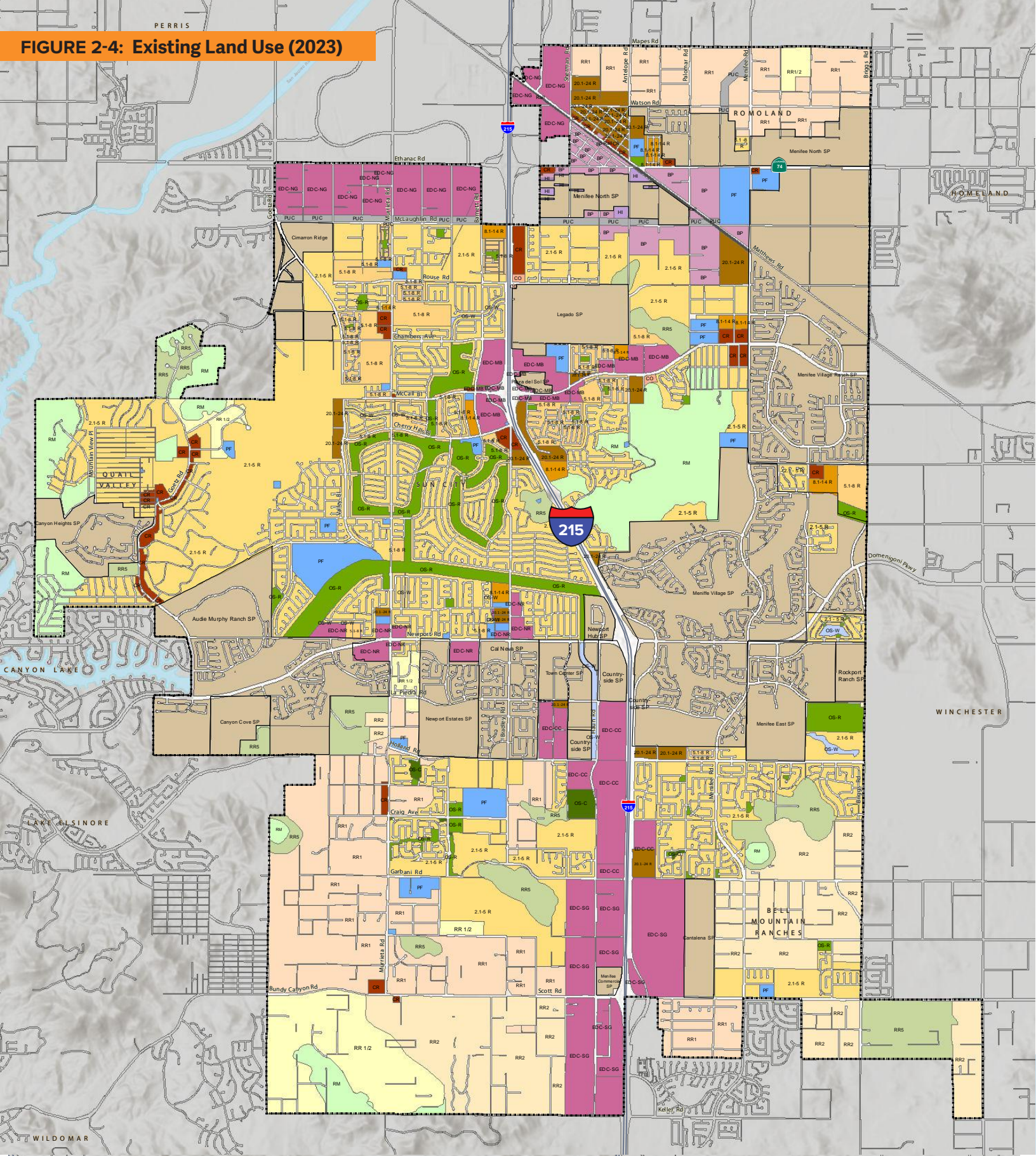
2.4.2 DEVELOPMENT TRENDS

Menifee is one of the top five fastest growing cities in California and recognized as one of the nation's new "Boomtowns."²¹ Between the 2010 and 2020 U.S. Census, Menifee's population soared by more than 32 percent and continues to grow at an annual average rate of four percent. With a fast growing population and ample undeveloped land, Menifee is flourishing with new development. Hundreds of new housing, commercial, and public infrastructure projects are in active construction across Menifee, with more planned or under review, to accommodate the rising residential and commercial demand. While Menifee's growth trends and development opportunities are exciting, a safe and efficient mobility system is critical to Menifee's long-term sustainability and livability. The CSP can be used as a tool to ensure Menifee takes advantage of opportunities to integrate Complete Streets into as many new development projects as possible.

²⁰ City of Menifee. (2021). [Land Use Element](#).

²¹ SmartAsset. (2022). [Top Boomtowns in America - 2022 Edition](#).

FIGURE 2-4: Existing Land Use (2023)



Source: City of Menifee, 2021

- | | | | |
|--------------------------------------|--|---------------------------------------|-------------------------------------|
| Rural Mountainous 10 ac min (RM) | 5.1-8 du/ac Residential (5.1-8 R) | Heavy Industrial (HI) 0.15 - 0.50 FAR | Water (OS-W) |
| Rural Residential 5 ac min (RR5) | 8.1-14 du/ac Residential (8.1-14 R) | Business Park (BP) 0.25 - 0.60 FAR | Public/Quasi Public Facilities (PF) |
| Rural Residential 2 ac min (RR2) | 14.1-20 du/ac Residential (14.1-20 R) | Economic Development Corridor (EDC) | Specific Plan (SP) |
| Rural Residential 1 ac min (RR1) | 20.1-24 du/ac Residential (20.1-24 R) | Agriculture (AG) | Public Utility Corridor (PUC) |
| Rural Residential 1/2 ac min (RR1/2) | Commercial Retail (CR) 0.20 - 0.35 FAR | Conservation (OS-C) | Railroad |
| 2.1-5 du/ac Residential (2.1-5 R) | Commercial Office (CO) 0.25 - 1.0 FAR | Recreation (OS-R) | |

2.5 ATTRACTIONS & PUBLIC FACILITIES

Key attractions and public facilities represent essential destinations, including the community's major employers such as Menifee Unified School District and Mt. San Jacinto College District, office buildings, industrial sites, government sites, retail centers, hospitals, tourist attractions, schools, and parks. It is important to plan transportation facilities to safely and efficiently connect people to popular community destinations. The identification of these activity centers and their importance to the community is essential to creating a successful Complete Street network and required for Menifee to be eligible for state funding.

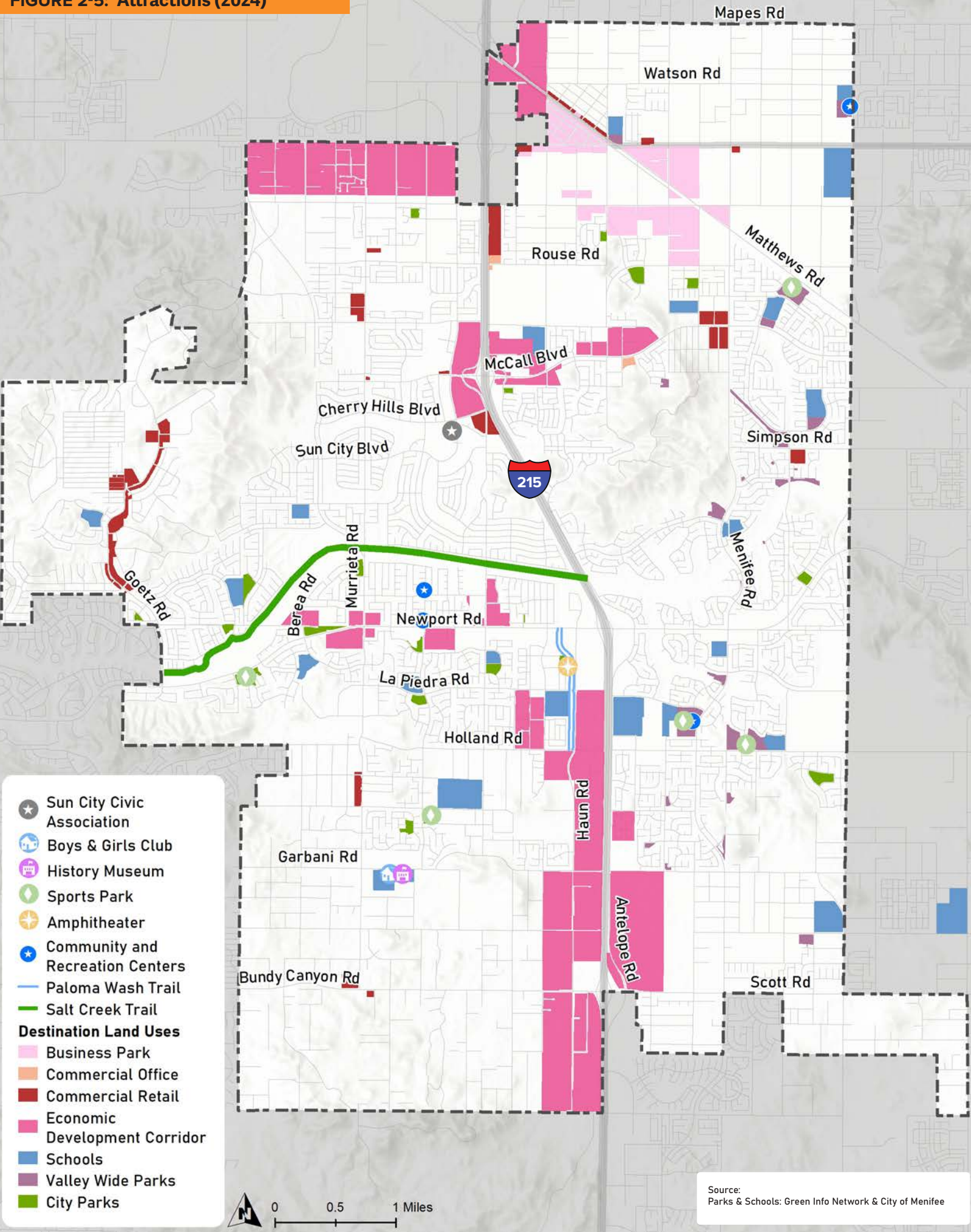
2.5.1 KEY ATTRACTIONS

The locations of key attractions throughout Menifee are shown in Figure 2-5. Menifee is home to four community centers: (1) Wheatfield Community Center located at Wheatfield Park, (2) Marion V. Ashley Community Center located at the northeastern edge of Menifee, and (3) Kay Cenicerros Senior Center and (4) Lazy Creek Recreation Center both located near the center of Menifee. There are a total of 47 park and recreation facilities in Menifee, 23 of which are City-owned facilities while 24 are Valley Wide owned facilities. An additional six locations are designated as sites for future parks.²² Other key attractions include schools, Homeowners Associations (HOAs), and the Salt Creek and Paloma Wash Trails.



²² City of Menifee. (2023). [City of Menifee Parks Master Plan](#).

FIGURE 2-5: Attractions (2024)

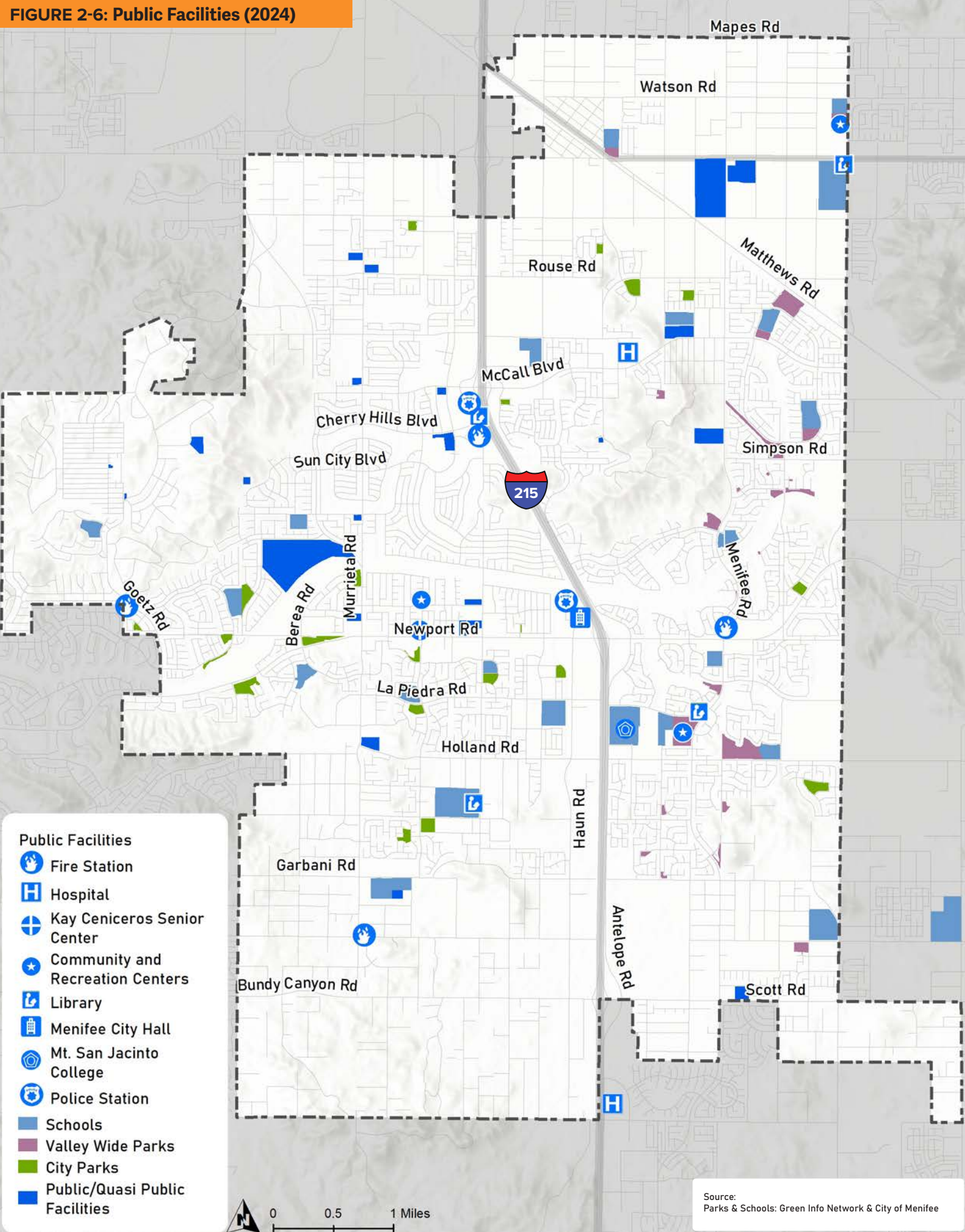


2.5.2 PUBLIC FACILITIES

The locations of Meniffee's public facilities are shown in Figure 2-6, and include City Hall, Community Service Department Headquarters, as well as fire and police stations, hospitals, and libraries. Most of Meniffee's public facilities are located in the heart of Meniffee along I-215 and Newport Road with a few scattered in other parts of Meniffee.



FIGURE 2-6: Public Facilities (2024)



Source:
Parks & Schools: Green Info Network & City of Menifee

2.6 EXISTING BICYCLE FACILITIES

Figure 2-7 shows the existing bicycle facility network in Menifee, which consists of multi-use paths, bicycle lanes, paved trails, soft surface trails, and combined trails. The existing bicycle network contains 41 miles of bicycle facilities, including 6.3 miles of Class I multi-use paths, 22.1 miles of Class II bicycle lanes, and 12.7 miles of Class II-B buffered bicycle lanes. A Class I multi-use path exists along the Salt Creek Trail, which includes approximately 6 miles under construction during the project duration.

15 percent of the existing bicycle facilities are Class I multi-use paths and 54 percent are Class II bicycle lanes along Menifee Road, Newport Road, Aldergate Drive, Heritage Lakes Drive, Ethanac Road, Goetz Road, Bradley Road, McCall Boulevard, Antelope Road, Domenigoni Parkway, and Craig Avenue. Approximately 31 percent of the bicycle facilities are Class II-B buffered bicycle lanes along Bundy Canyon Road, Newport Road, Murrieta Road, Bradley Road, Holland Road, Menifee Road, and Scott Road.

Class I Multi-use Paths

Class I multi-use paths, are two-way, paved facilities physically separated from motor vehicle routes that grant exclusive right-of-way to non-motorized users, like pedestrians and bicyclists.

Class II Bicycle Lanes

Class II bicycle lanes are one-way facilities that dedicate right-of-way to bicyclists within the same direction of roadway adjacent to motor vehicles. For this reason, Class II bicycle lanes include buffer space whenever possible to reduce the risk of collision between bicyclists and motor vehicles.

Class III Bicycle Routes

Class III bicycle routes, often referred to as sharrows, are one-way shared facilities typically on low speed and low volume roadways where bicyclists and motorists are expected to share the road. Therefore, these roadways can be designated as bicycle boulevards with enhancements that include signage and pavement markings, volume management strategies, and speed management strategies, such as neighborhood traffic circles.

Class IV Separated Bikeways

Class IV separated bikeways, also commonly referred to as Cycle Tracks, are one-way or two-way on-street bicycle facilities that include horizontal buffer and vertical, physical separation from vehicles for increased safety.



Class I Multi-use Path



Class II Bicycle Lanes

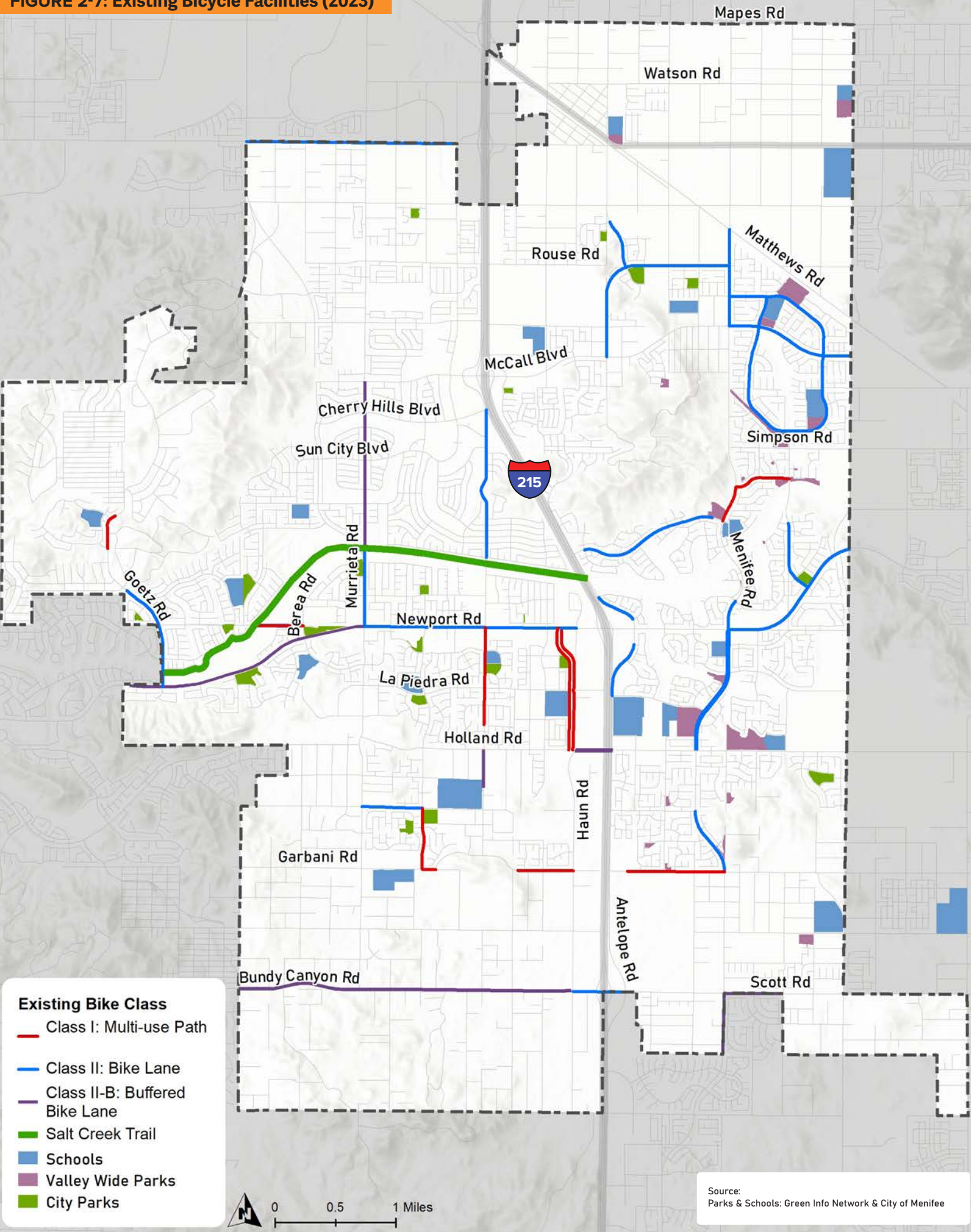


Class III Bicycle Routes



Class IV Separated Bikeways

FIGURE 2-7: Existing Bicycle Facilities (2023)



2.6.1 PREVIOUSLY PROPOSED BICYCLE FACILITIES

In addition to existing bicycle facilities, the previously adopted ATP recommends a total of 93 bikeway projects that equate to 183.3 miles of new bikeways, including approximately 7.3 miles of Class I multi-use paths, 110 miles of Class II bicycle lanes, and 66 miles of Class III bicycle routes. Figure 2-8 displays these bikeway recommendations alongside bicycle facilities that existed at the time the ATP was developed. This network was analyzed for connectivity within Menifee and with other surrounding jurisdictions and was based on the outcomes of a detailed site analysis, a comprehensive needs assessment, and an extensive engagement process with community members, stakeholders, and Menifee staff. The bikeway recommendations provide the context and a starting point from which to begin planning for Complete Streets. Since the adoption of the ATP in 2020, 6.3 miles of bicycle facilities have been constructed throughout Menifee.

2.6.2 PEDESTRIAN FACILITIES

Sidewalks

Menifee has a strong network of pedestrian facilities along primary corridors. While the pedestrian facilities effectively connect people to key attractions and public facilities, Figure 2-9 shows a few gaps in the sidewalk system that should be infilled to complete the network. Figure 2-9 does not depict the many existing sidewalks on smaller residential roads that fill most of Menifee. However, through visual review of recent aerial photos and fieldwork it appears that nearly all newer residential areas have complete sidewalks that connect homes to the larger sidewalk network to key public facilities.

Older suburban and rural residential areas typically lack sidewalks and other pedestrian amenities such as street lights. These areas tend to have lower traffic levels and wider streets that might accommodate walking on the side of the road to connect to the primary corridor sidewalks. However, where appropriate, it would be beneficial to provide some central sidewalk routes through rural residential areas to improve pedestrian safety.

Crosswalks

The ATP evaluated the crosswalks that existed at the time it was developed and determined that Menifee had a limited quantity of intersections with crosswalk marking. While limited, the existing crosswalks were located at critical locations on primary sidewalk corridors near key public facilities. The ATP recommended a multifold increase in high visibility crosswalks to enhance public safety by bringing driver attention to people crossing the street. Figure 2-10 shows location, type, and quantity of crosswalk recommendations from the ATP. Since the adoption of the ATP in 2020, 34 high visibility crosswalks, three Rectangular Rapid Flashing Beacons (RRFBs), and four new traffic signals have been installed throughout Menifee, showing impressive ATP-related improvements.

Curb Ramps

The location of curb ramps throughout Menifee are shown in Figure 2-11, distinguishing which are installed with ADA compliant yellow truncated domes. The data was collected as part of the Menifee's ATP and only along corridors identified as priority projects. ADA compliant curb ramps with yellow truncated domes increase the accessibility and safety of pedestrian facilities to guide pedestrians to safe routes. Since the adoption of the ATP, ADA curb ramp improvements have been made.

Street Lights

Figure 2-12 shows the extensive network of existing street lights in Menifee, according to available GIS data. Available data indicates the majority of commercial centers and newer residential areas have street lights, which increases public safety during evening walks to and from public transit stops. There are few, if any, street lights in the older parts of Menifee, reflecting the gaps in the sidewalk network. It should also be noted that from a review of the most recent aerial imagery and street-view pictures, there are some existing street lights in newer residential areas that were not captured by the GIS mapping data.

FIGURE 2-8: ATP Bikeway Recommendations (2020)

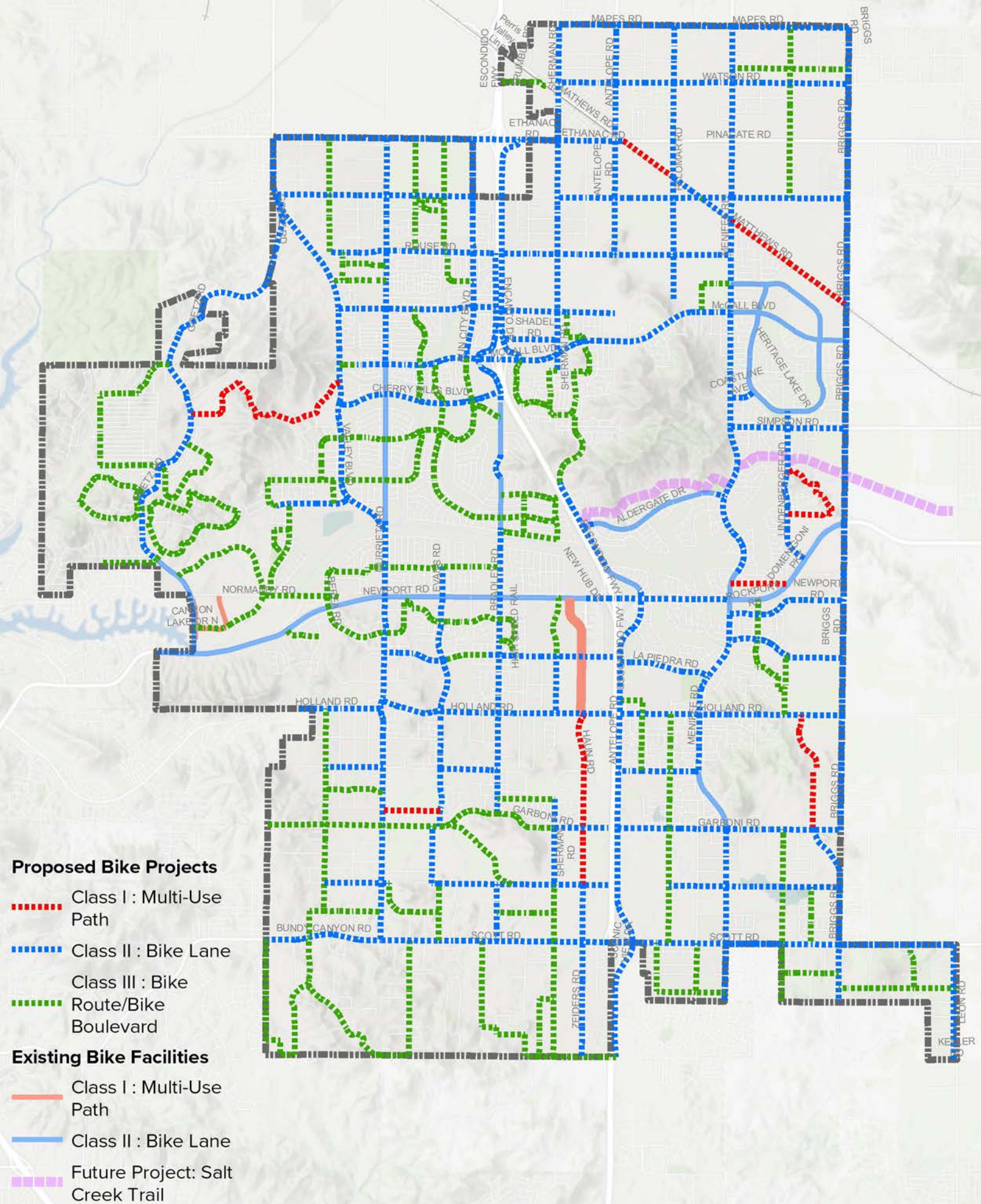


FIGURE 2-9: Existing Sidewalk System for Arterial and Major Roadways Only (2020)

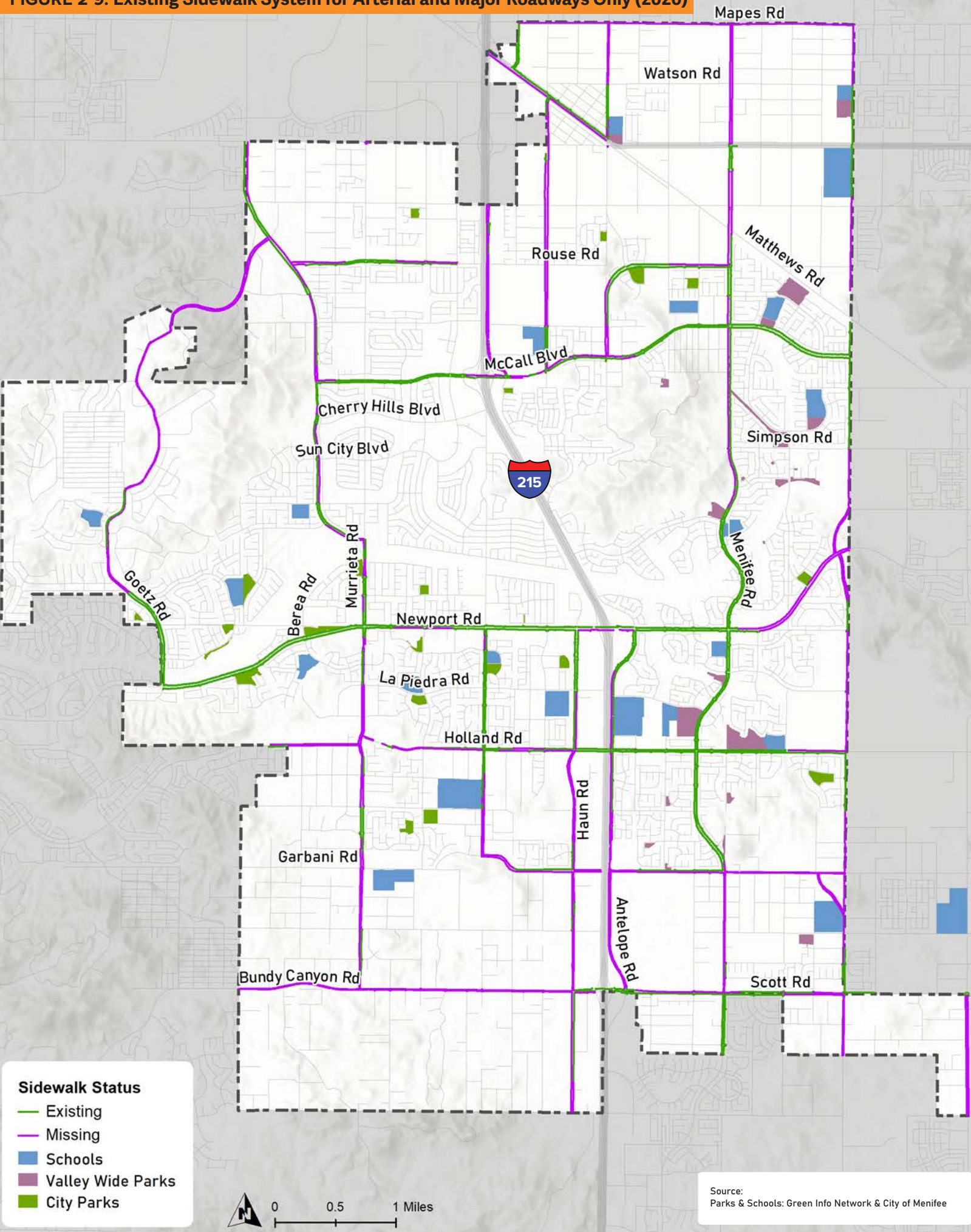


FIGURE 2-10: ATP Crosswalk Recommendations (2020)

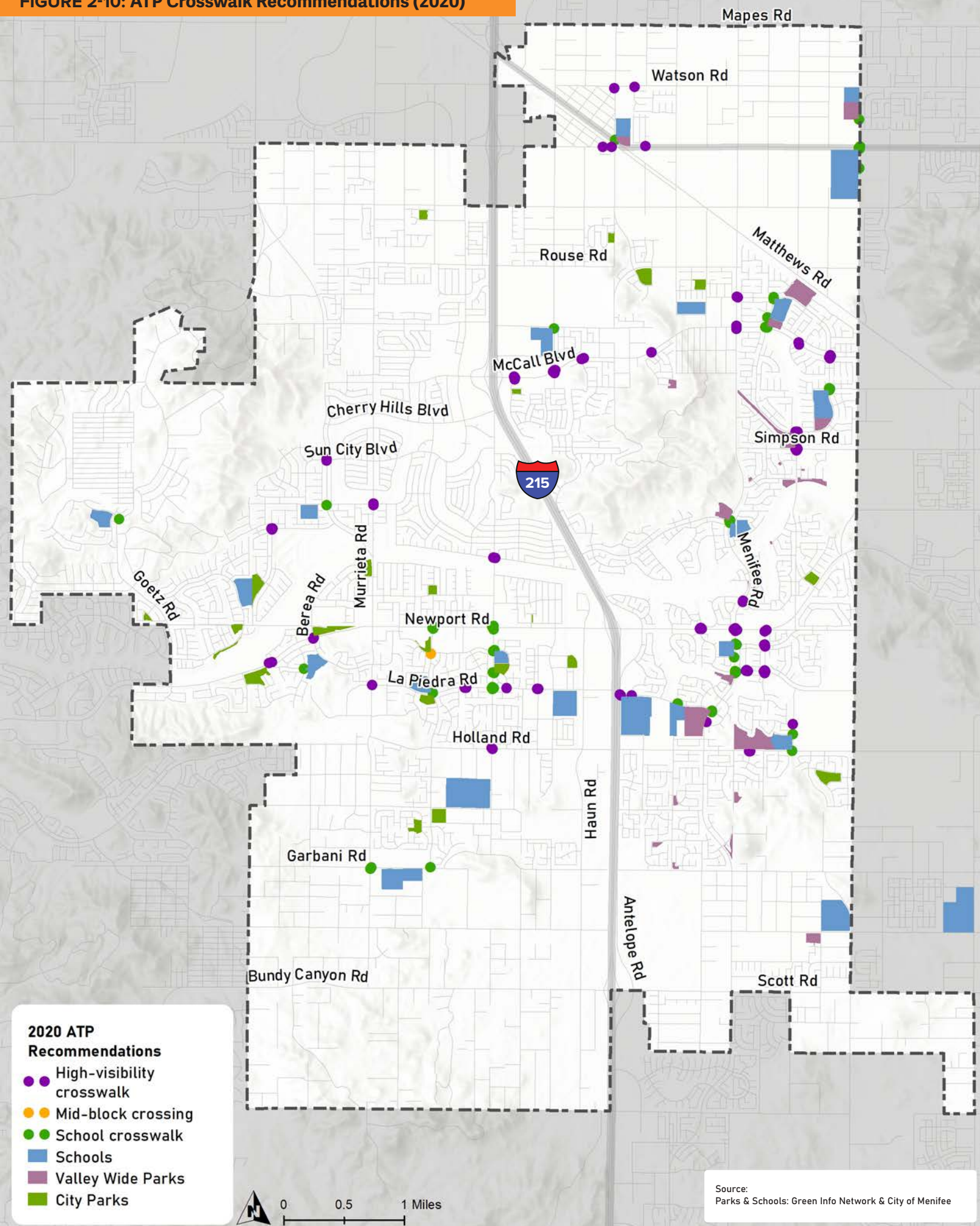


FIGURE 2-11: Existing Curb Ramps with Yellow Truncated Domes on Major and Arterial Roads (2020)

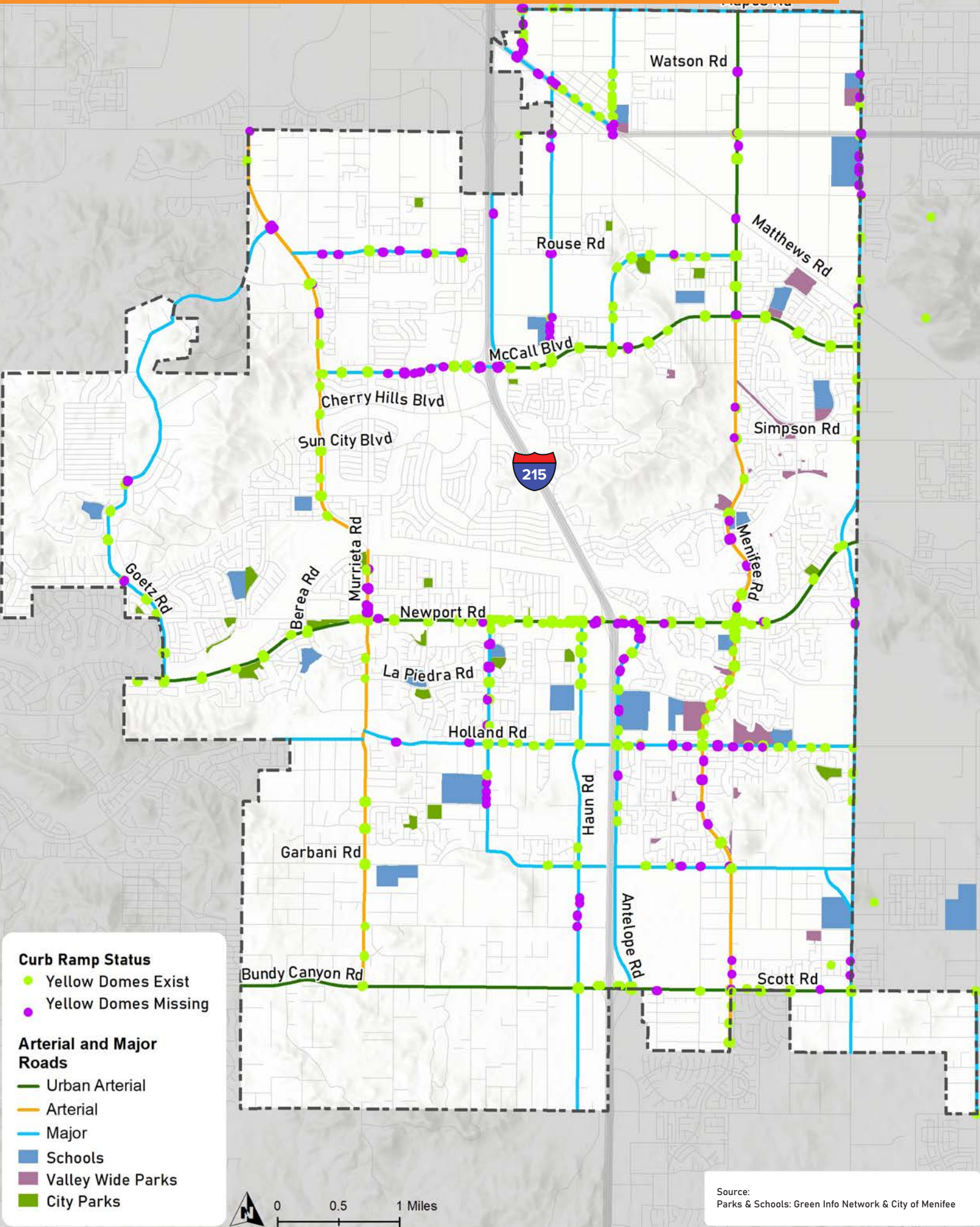
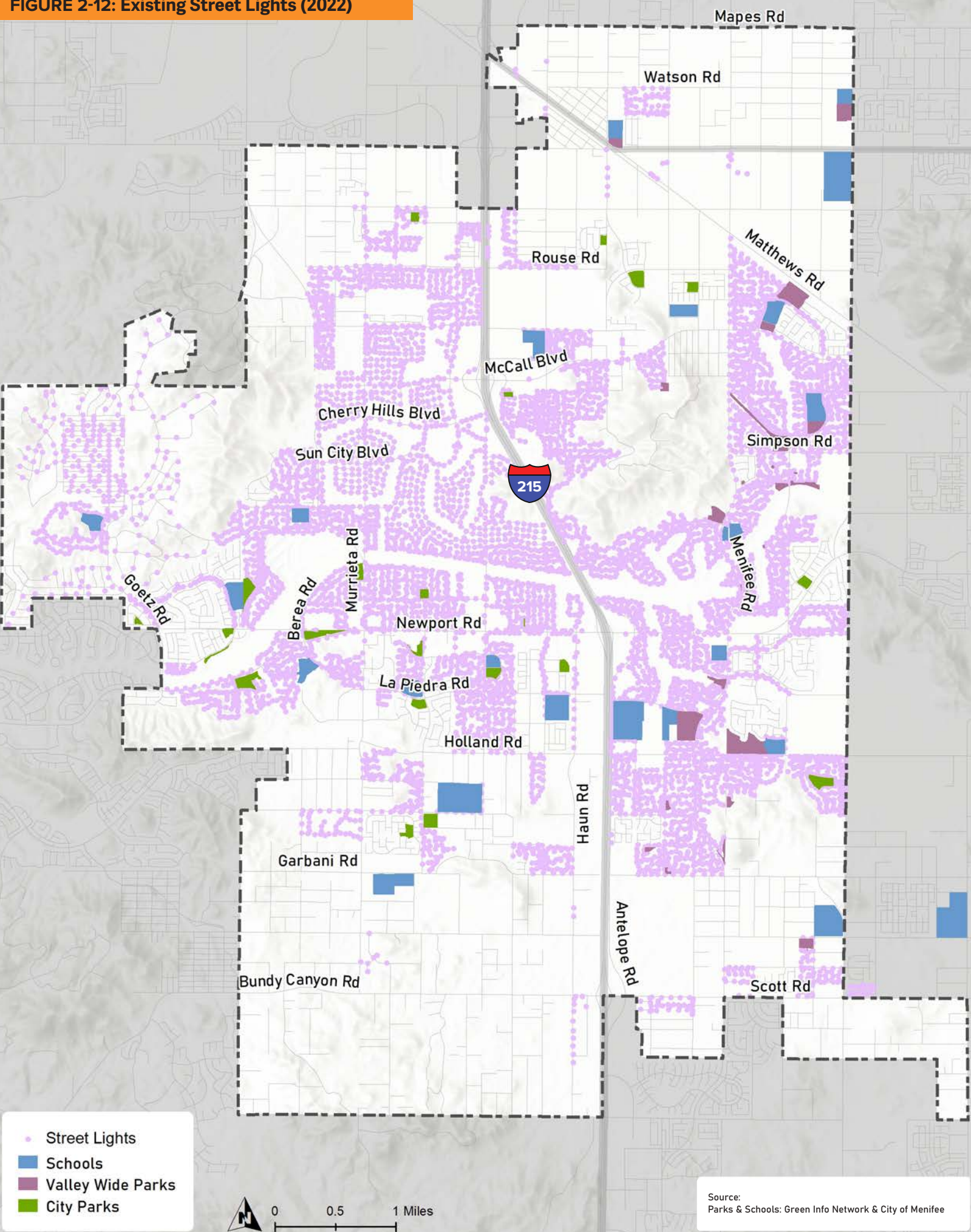


FIGURE 2-12: Existing Street Lights (2022)



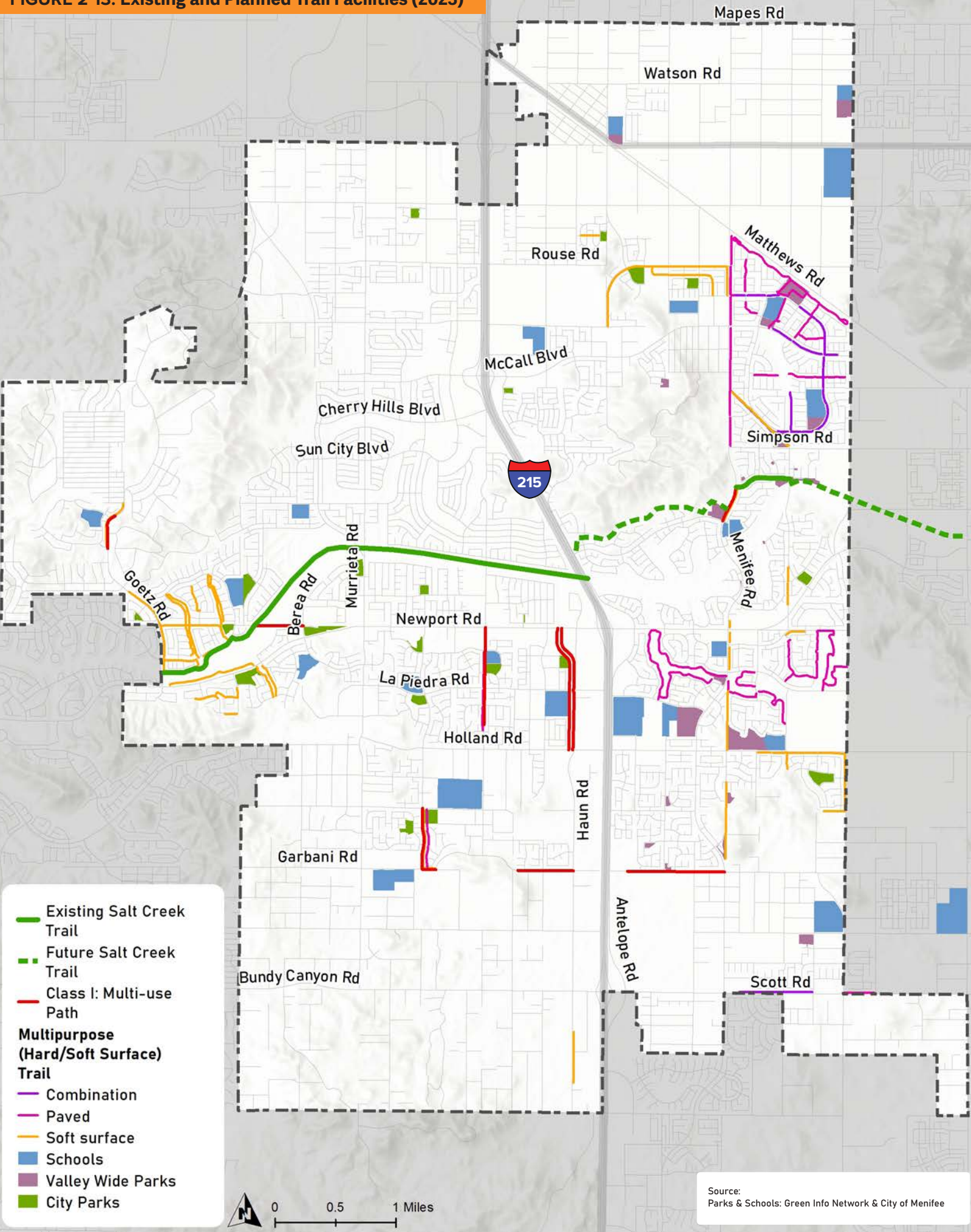
2.7 TRAILS

Existing and Planned Trail Segments

In addition to typical bicycle and pedestrian facilities, Menifee also has a system of existing trails. As displayed in Figure 2-13, some of these trails include soft surface, paved, or a combination of different surface types. These trails help connect residential areas to other parts of Menifee. In particular, the Salt Creek Trail is a critical trail connection that assists in connecting Menifee from east to west. This multi-use path provides an alternative form of transportation and provides Menifee with future pedestrian and bicycle connections to key attractions and public facilities. The Paloma Wash Trail is another multi-use path located just west of I-215 running north-south for approximately one mile on both sides of the wash. While these trails provide connections, they are mostly used for recreation.



FIGURE 2-13: Existing and Planned Trail Facilities (2023)



2.8 TRANSIT

The Riverside Transit Agency (RTA) provides three fixed routes and Dial-a-Ride bus service within Menifee. These routes include Route 28, Route 61, and Route 74. Route 28 is an Amtrak Thruway Bus Route and services northeast Menifee and the Romoland community along SR-74. Route 61 provides services to Perris Station Transit Center, South Perris Metrolink Station, Sun City, Menifee, Murrieta, and Temecula. Route 74 provides services to San Jacinto, Hemet, Winchester, Menifee, Sun City, South Perris Metrolink Station, and Perris.

Transit Routes and Stops

Other transit services provided within Menifee include Care-A-Van intercounty express routes and an Amtrak-operated shuttle stop on Cherry Hills Boulevard that connects to train access in Perris. Figure 2-14 displays bus routes and bus stops operating within Menifee. Identifying the number and location of bus routes and stops in Menifee is helpful when planning for improved pedestrian and bicycle access to public transit.

Transit Boardings and Alightings

Figure 2-15 and Figure 2-16 demonstrate the utilization rates of public transit by visualizing the number of people that get on (boardings) and get off (alightings) of the transit vehicle. These figures show that the Mt. San Jacinto College bus stop on Antelope Road has the highest rate of patronage, likely associated with high ridership amongst students, staff, and faculty. The bus stop with the second highest utilization is at Heritage High School on SR-74 on the northeastern edge of Menifee, again indicating high ridership among students, staff, and faculty. A high rate of utilization also occurs near the north center portion of Menifee, which is a primary commercial district with grocery stores, restaurants, and general services.

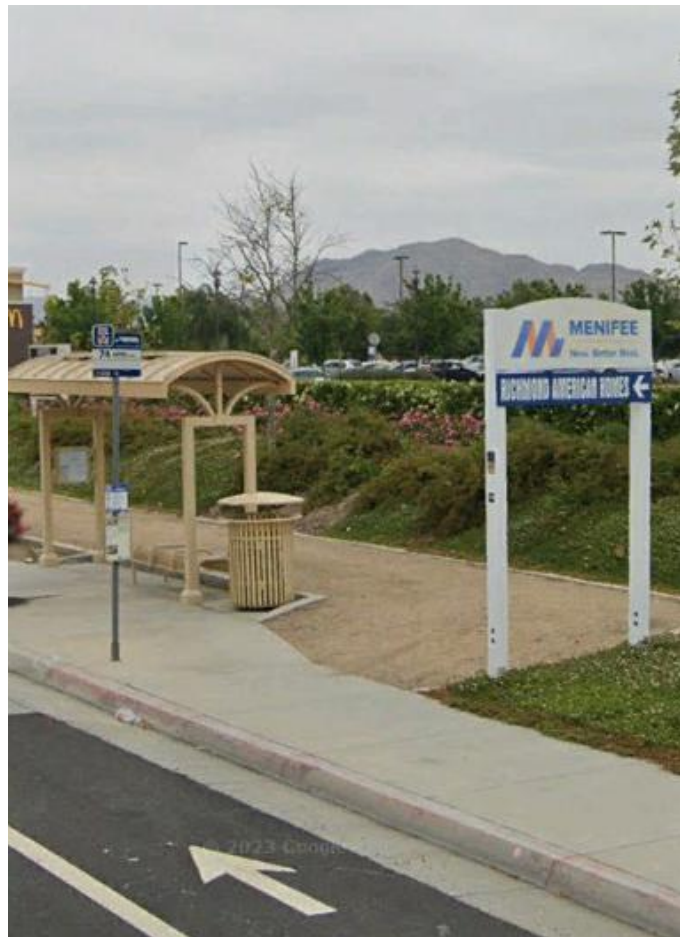


FIGURE 2-14: Transit Routes and Stops (2024)

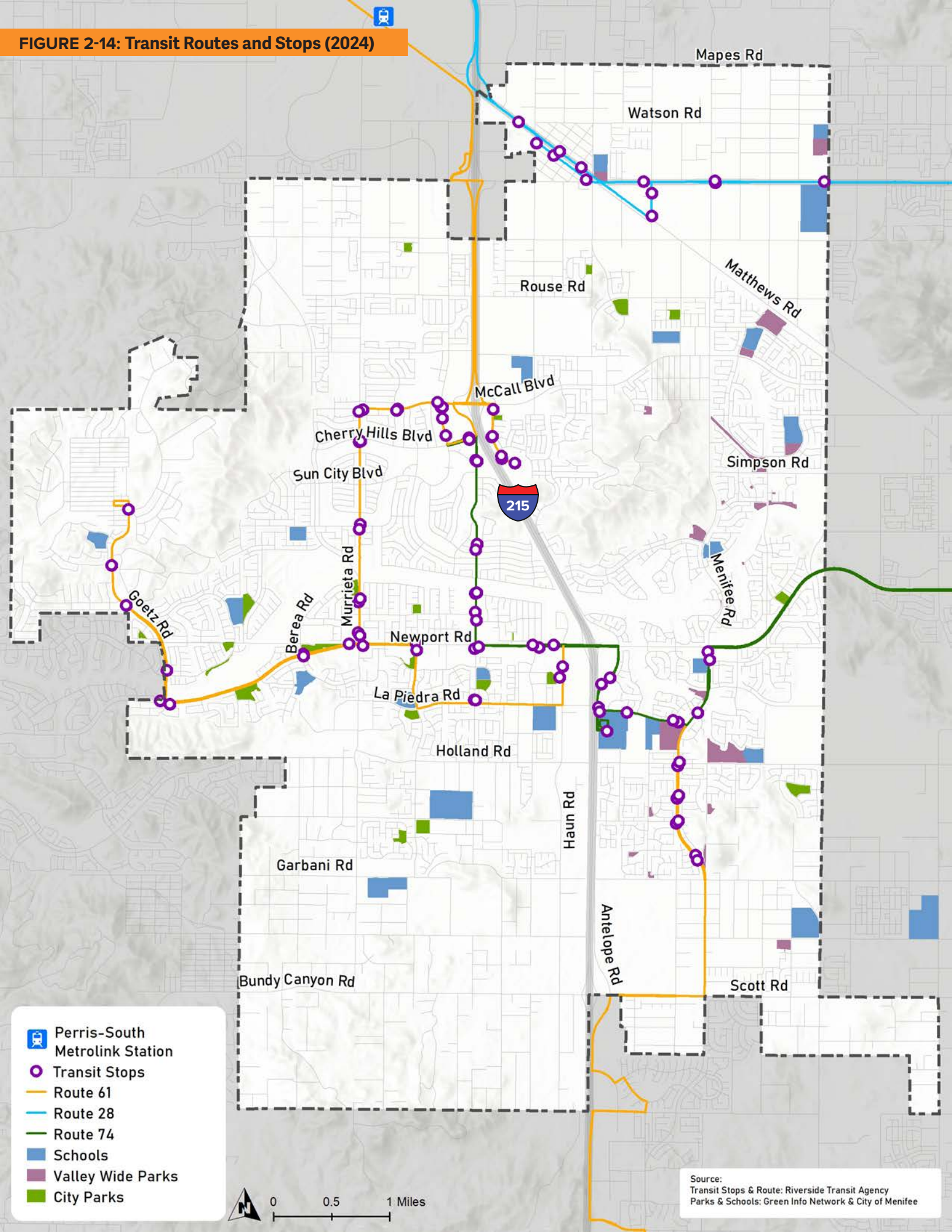


FIGURE 2-15: RTA Transit Boardings (2023)

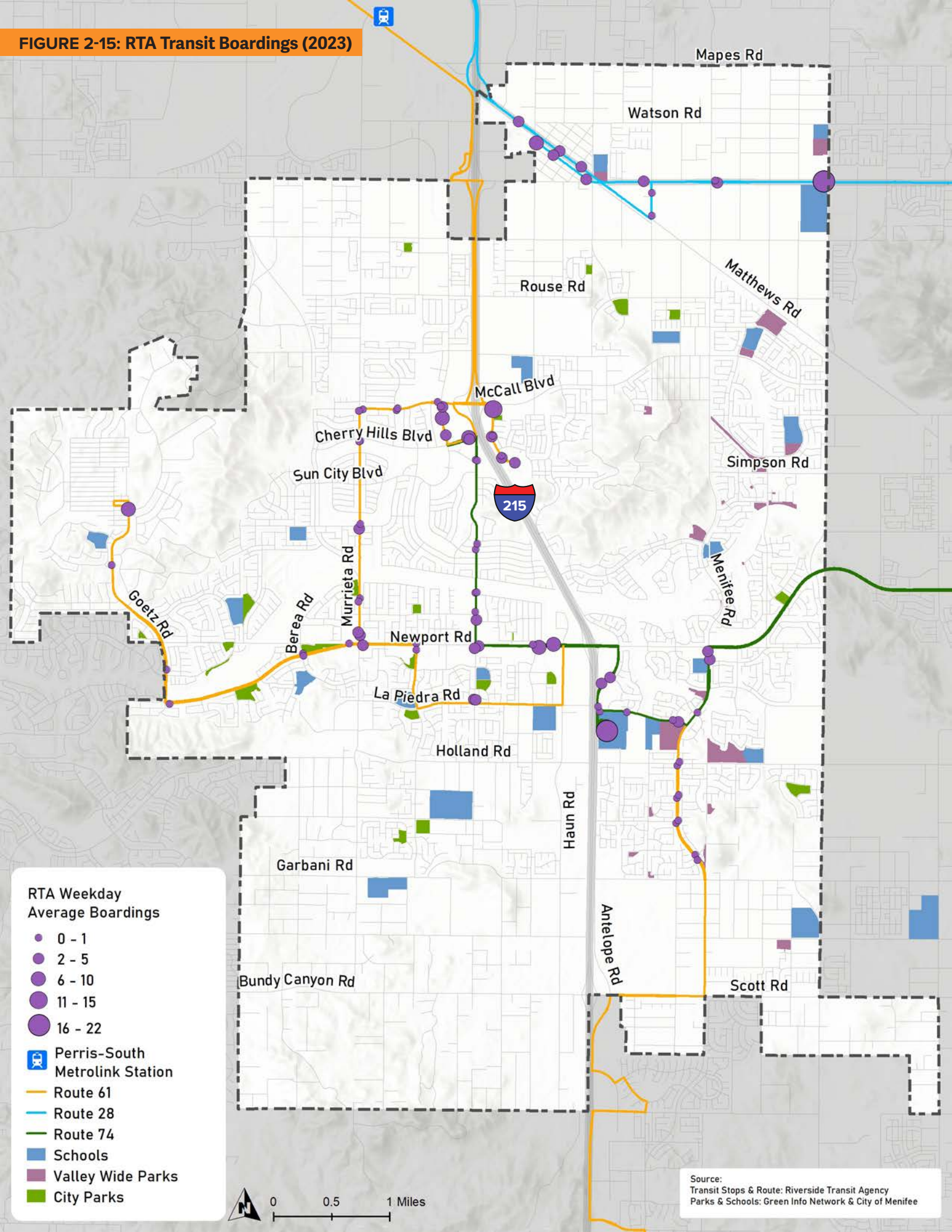
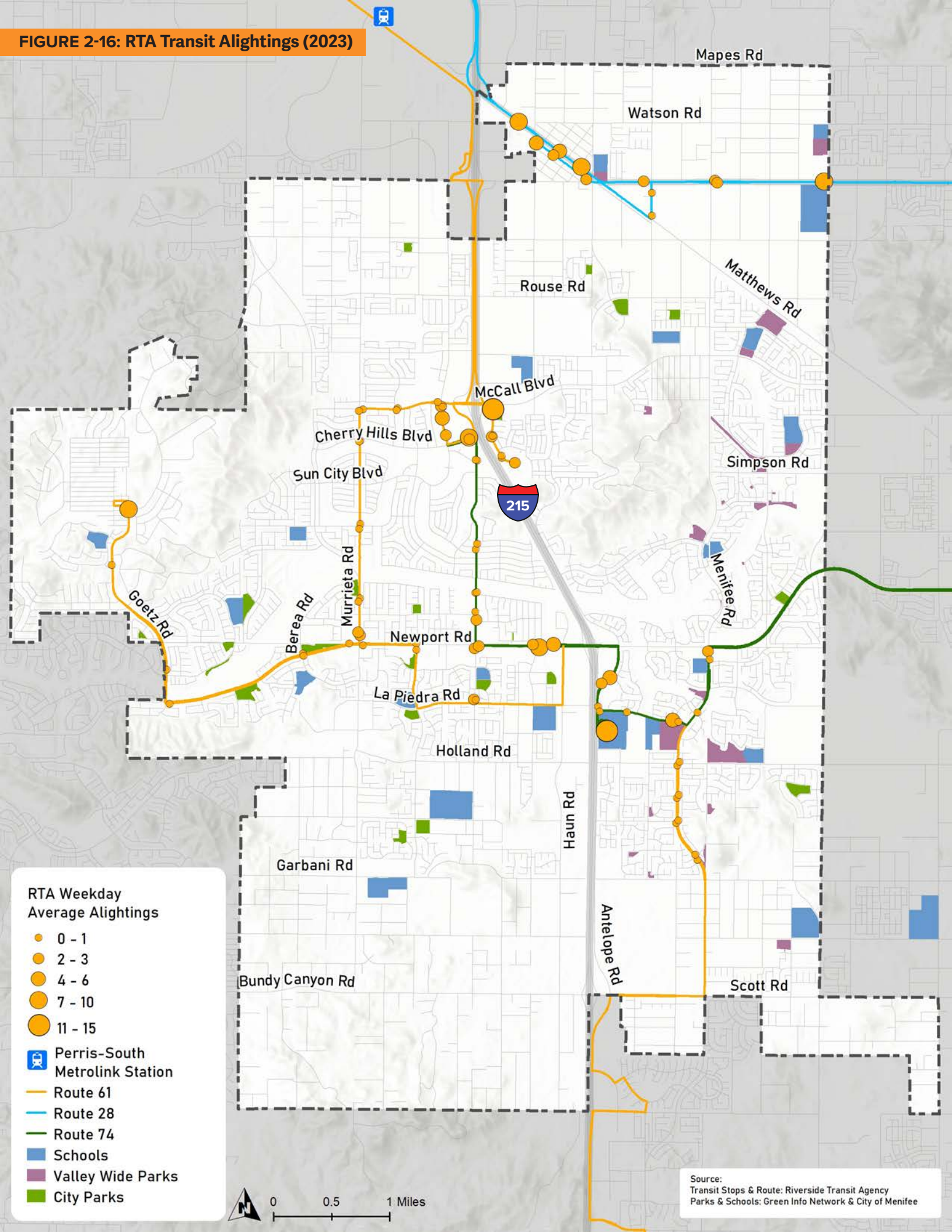


FIGURE 2-16: RTA Transit Alightings (2023)



2.9 ROADS

An extensive paved road system exists throughout most of Menifee with the exception of the more rural portion south of Garbani Road, which has a somewhat extensive dirt road system to large acreage residences. In addition to a lack of paved roads in the rural area, sidewalks and streetlights are lacking within the dirt road system.

Road Classification

As displayed in Figure 2-17, Menifee is bisected by a major freeway (I-215) running north-south through Menifee where there is limited east-west roadway access across the I-215 with three on/off ramps located near commercial centers. Primary north-south arterials and major roads include Goetz Road, Murrieta Road, Bradley Road, and Menifee Road. Primary east-west collector roads include SR-74, McCall Boulevard, Newport Road, Holland Road, and Bundy Canyon Road.

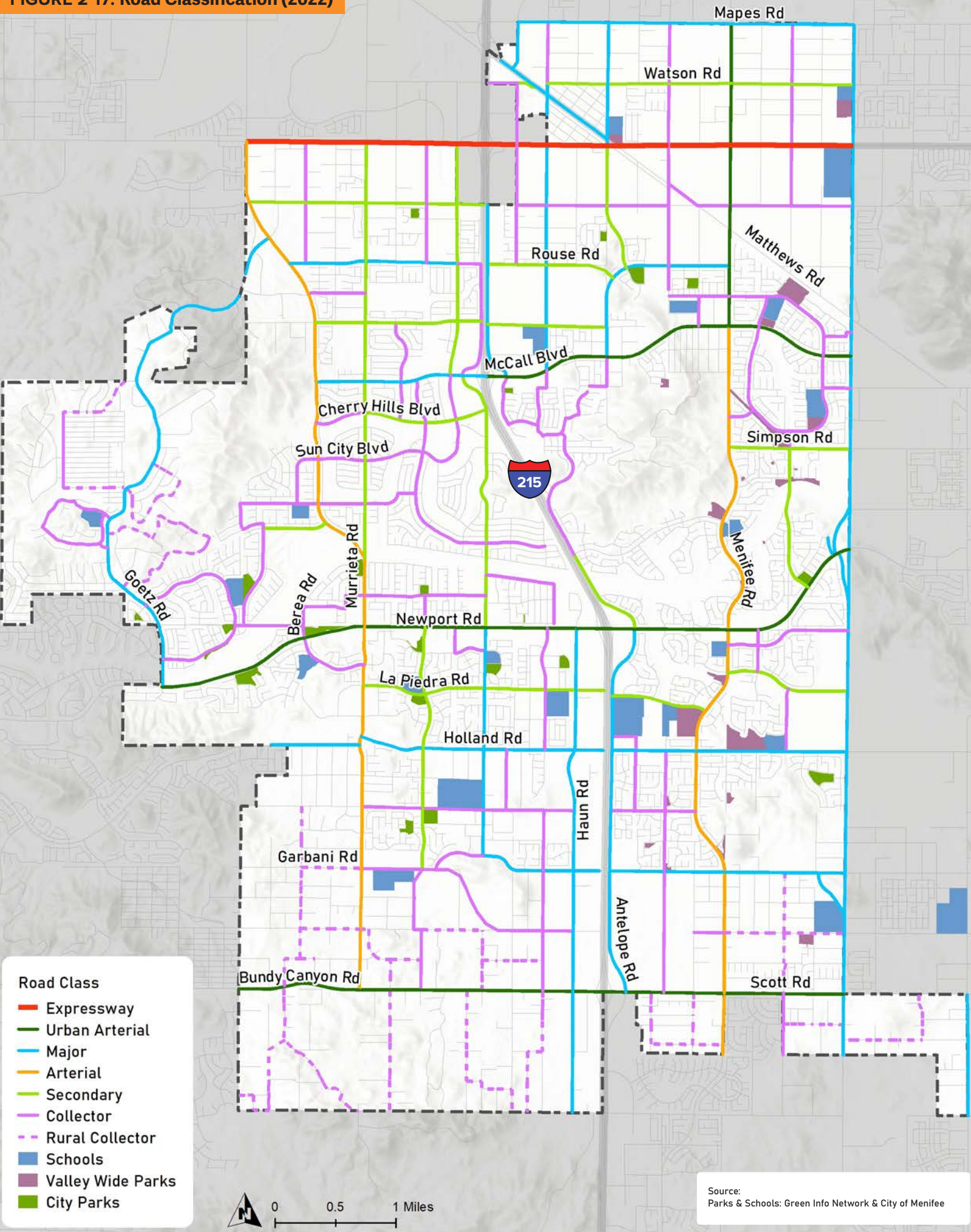
Speed Limit

The posted speed limits of Menifee Roads are shown in Figure 2-18. Posted speed limits on residential roads are set below 30 miles per hour (mph). Posted speed limits on most primary roads are between 30 and 45 mph with some primary roads between 45 and 55 mph. While I-215 has posted speed limits between 55 and 70 mph it has little impact on Menifee streets. However, traffic exiting the freeway off ramps does affect Menifee streets as drivers tend to be traveling at higher speeds where there may be people present who are walking or bicycling.

Traffic Signals

Figure 2-19 shows the locations of all traffic signals, midblock crossings with signals, and Rectangular Rapid Flashing Beacons (RRFBs) in Menifee, according to available GIS data. Traffic signals are concentrated along primary arterials and major roads. There are six midblock crossings with signals, which are located to provide safe crossings near Evans Ranch Elementary School and Bell Mountain Middle School, as well as along Salt Creek Trail and another local trail. Three RRFBs are located near the commercial retail hub between McCall Boulevard and Cherry Hills Boulevard.

FIGURE 2-17: Road Classification (2022)



Source:
Parks & Schools: Green Info Network & City of Menifee

FIGURE 2-18: Speed Limits (2022)

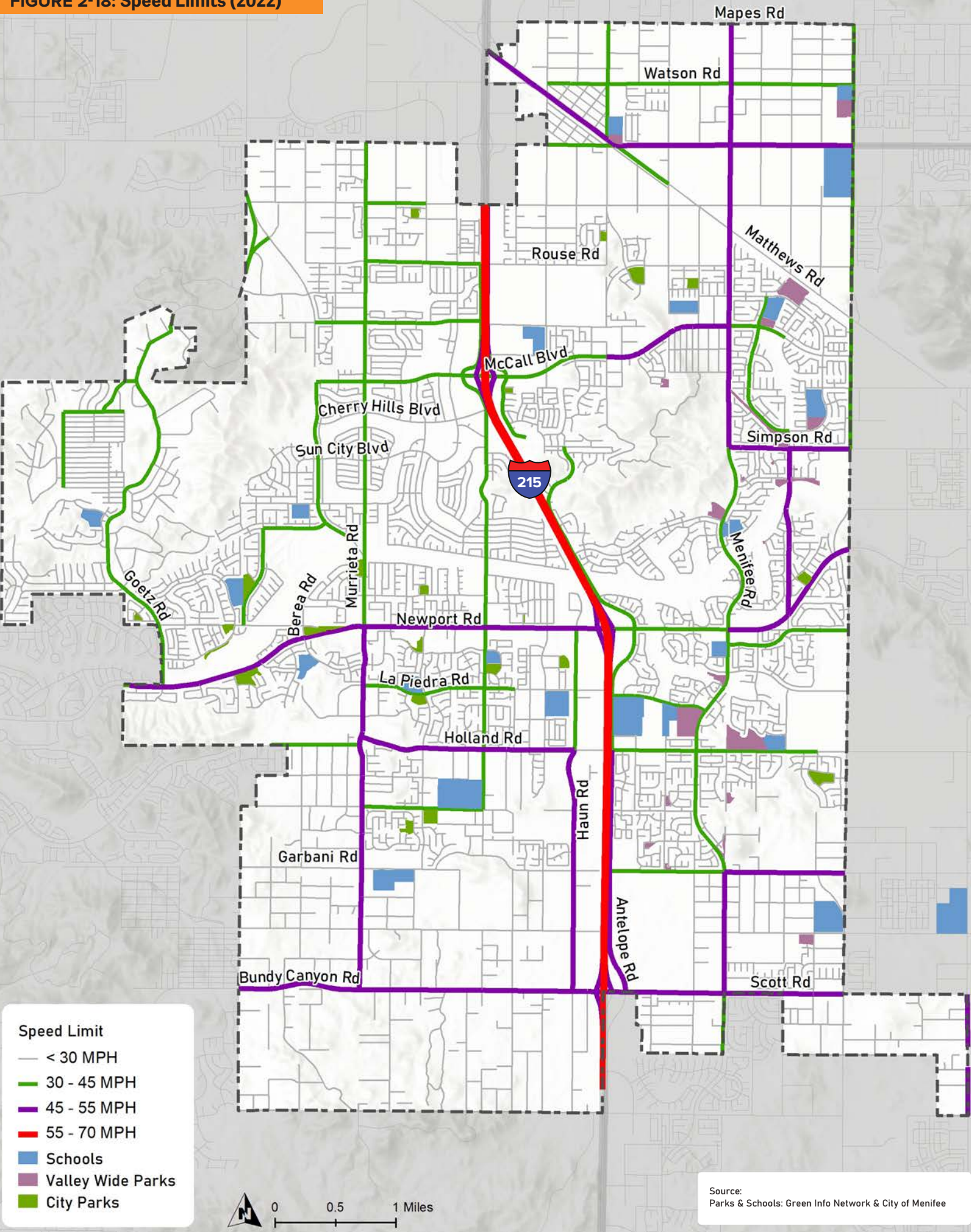
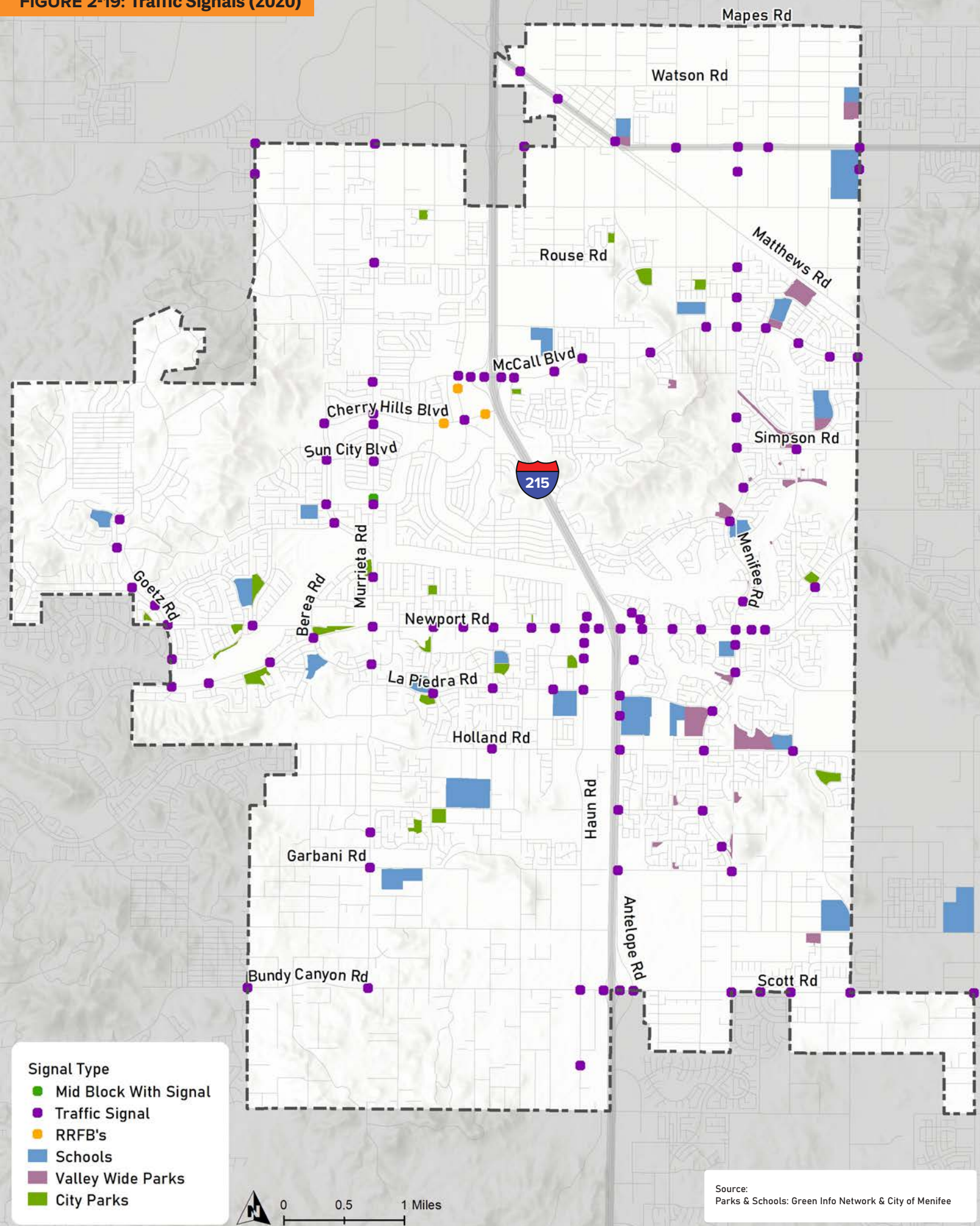


FIGURE 2-19: Traffic Signals (2020)



2.10 COLLISION ANALYSIS

A collision analysis was conducted to quantify and map pedestrian- and bicyclist-involved collisions to better understand the safety conditions in Menifee. The collision data was acquired from the Statewide Integrated Traffic Records System for collisions between January 1, 2017, and December 31, 2022.

During this 6-year period, there were 3,360 reported collisions within Menifee, 1,571 of which resulted in injury or death. Of these collisions, 62 involved a bicyclist and 56 involved a pedestrian. The following figures and tables provide greater detail on collisions involving bicyclists or pedestrians in Menifee.

Bicycle-Related Collisions

Between 2017 and 2022, there were approximately 51 fatal or injury-related collisions involving bicyclists reported. Table 2-4 shows the breakdown of bicycle-related collision severity by year. As shown in Figure 2-20, Newport Road had the highest bicycle collision density. Other roads such as Bradley Road, Menifee Road, and Murrieta Road also had a higher concentration of bicycle-related collisions.

Figure 2-21 shows bicycle-related collisions by severity. The only fatality observed during the 6-year period occurred on SR-74. Collisions that resulted in injuries occurred primarily along Newport Road, followed by Menifee Road, Murrieta Road, and Holland Road. Ninety-seven percent of bicycle-related collisions were due to a vehicle code violation which ranges from excessive speeding to a Driving Under the Influence (DUI) violation.

TABLE 2-4: Breakdown of Bicycle-related Collision Severity by Year

SEVERITY TYPE	2017	2018	2019	2020	2021	2022	TOTAL
FATAL	--	--	--	--	1	--	1
SEVERE INJURY	1	--	--	--	--	1	2
OTHER VISIBLE INJURY	3	4	4	1	3	8	23
COMPLAINT OF PAIN	4	1	5	5	3	7	25
PROPERTY DAMAGE ONLY	1	2	--	2	4	2	11
TOTAL	9	7	9	8	11	18	62

Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2022

FIGURE 2-20: Bicycle Collision Density (2017-2022)

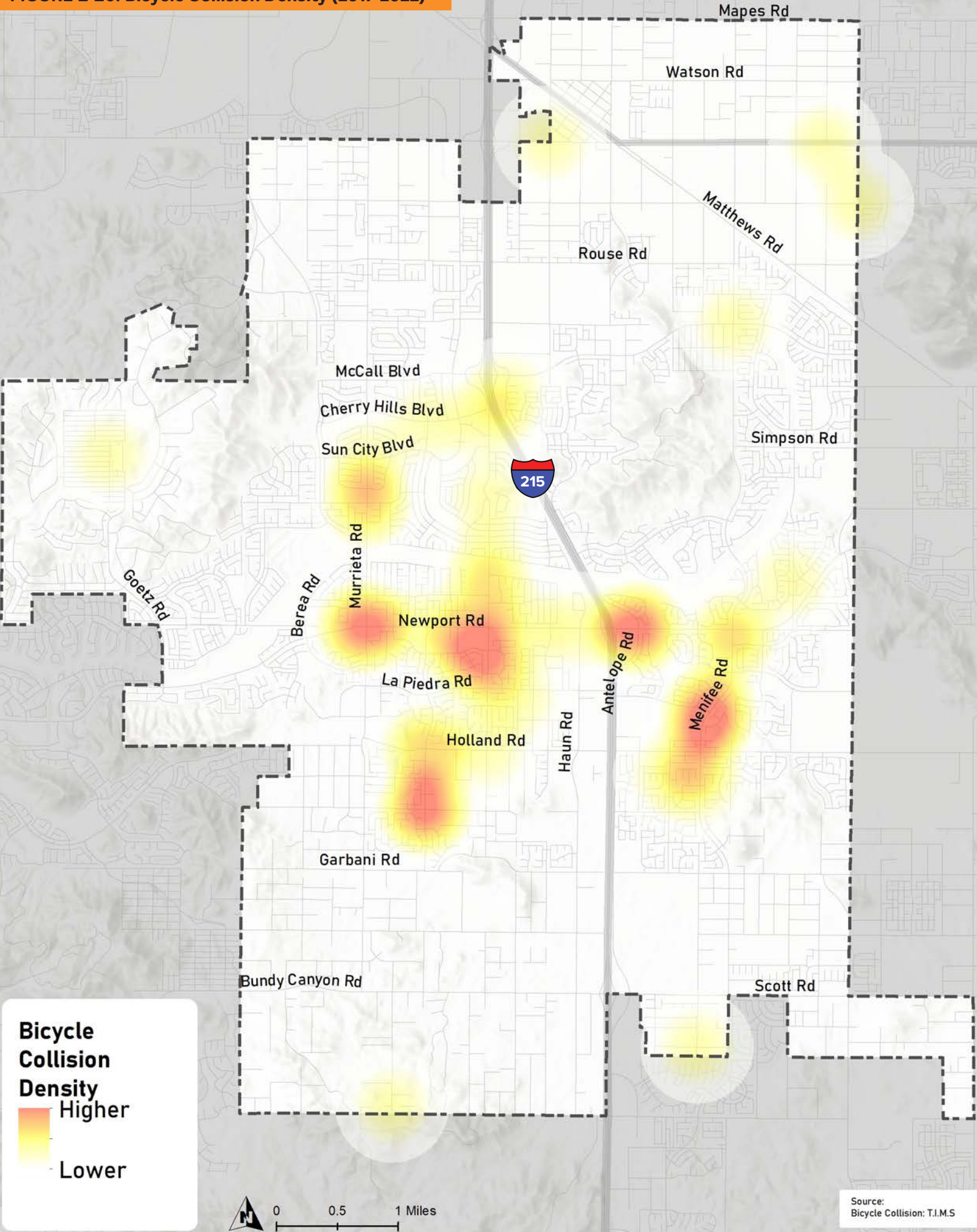
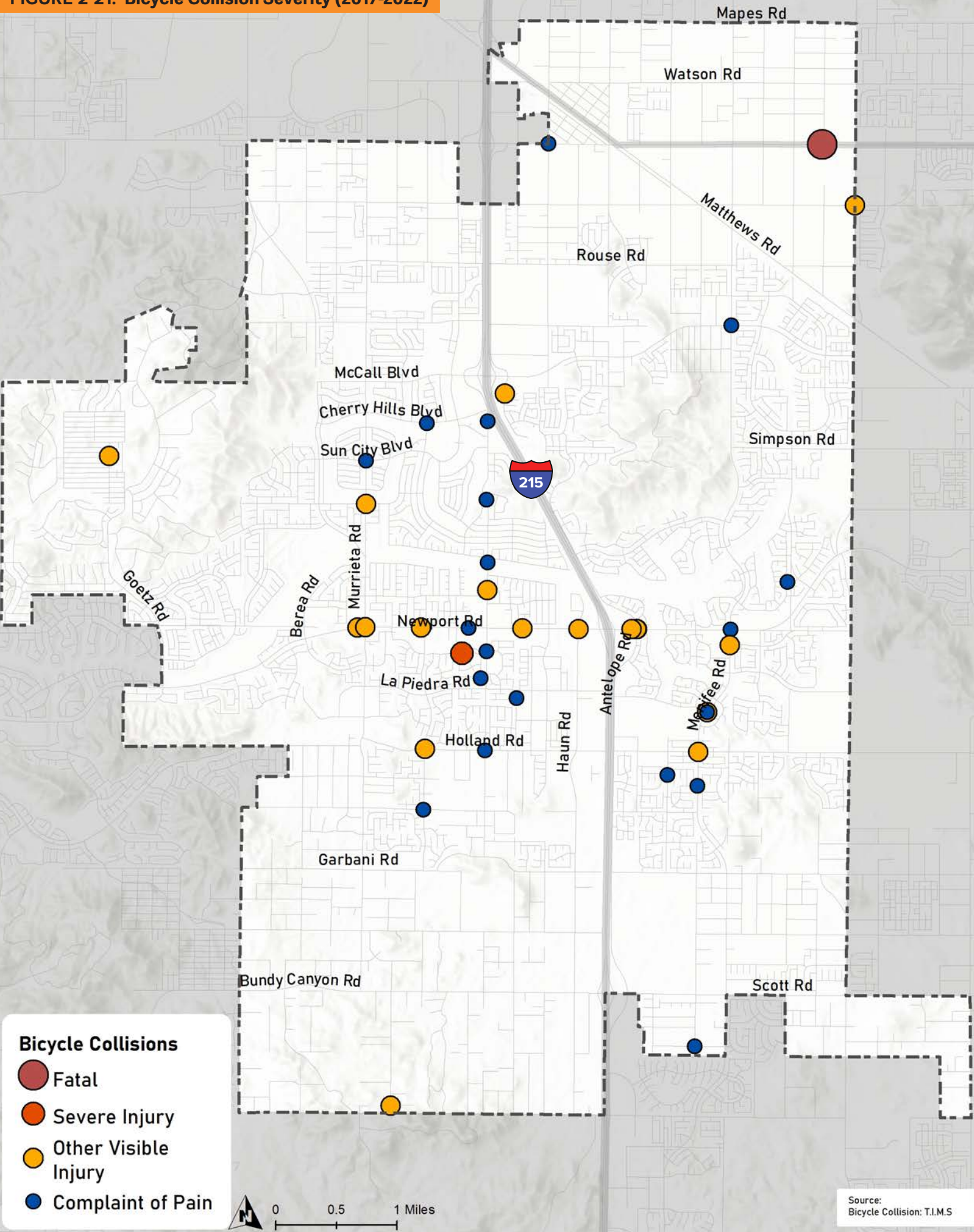


FIGURE 2-21: Bicycle Collision Severity (2017-2022)



Pedestrian-Related Collisions

Between 2017 and 2022, there were approximately 51 fatal or injury-related collisions involving pedestrians reported. Table 2-5 shows the breakdown of collision severity by year. As shown in Figure 2-22, a higher concentration of pedestrian-related collisions occurred along Newport Avenue between Evans Road and the I-215 and on SR-74 between Sherman Road and Antelope Road.

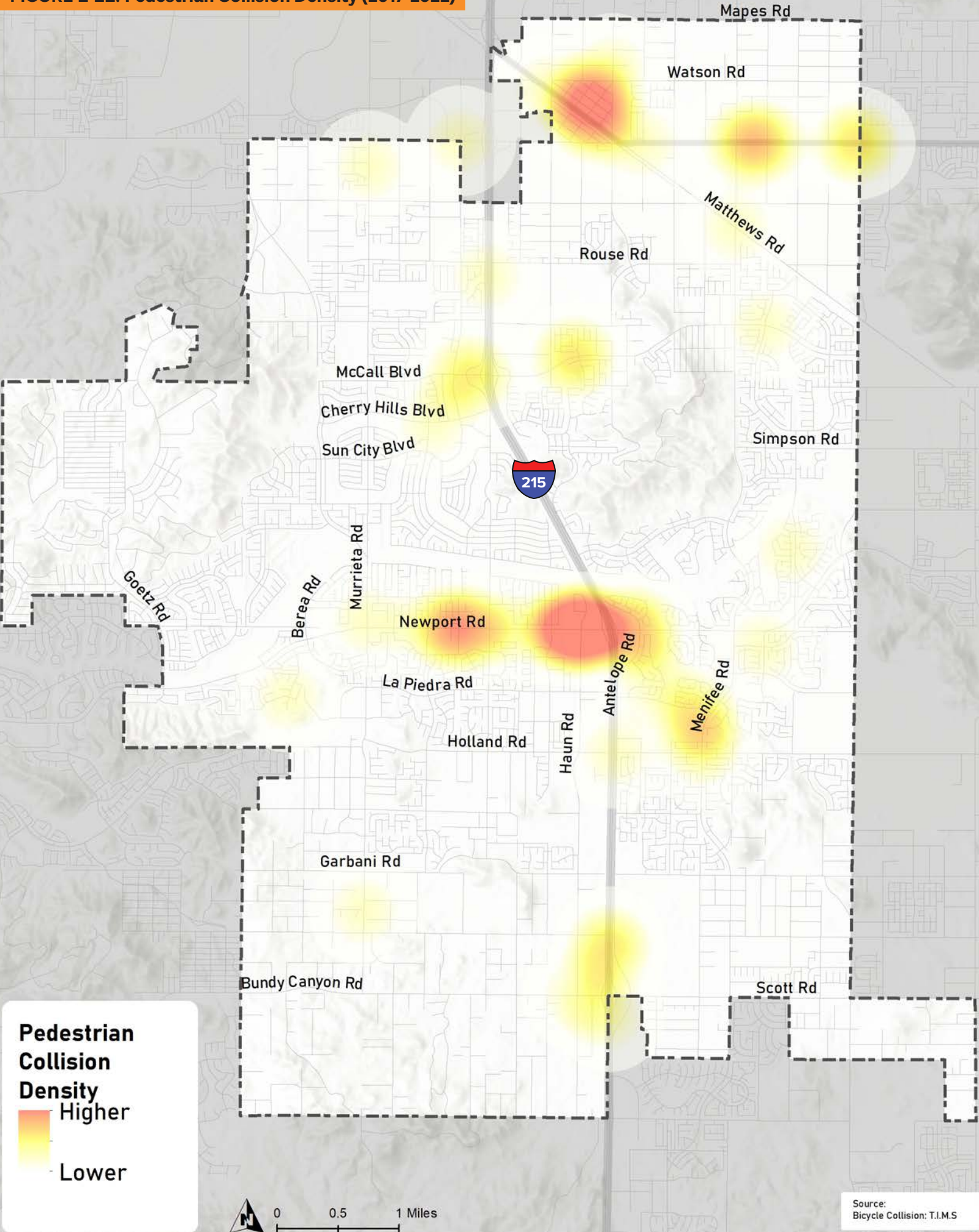
Figure 2-23 shows pedestrian-related collisions by severity. Six of the 11 fatal collisions reported occurred along SR-74. Collisions resulting in injuries occurred primarily along Newport Road, followed by SR-74 and McCall Boulevard. 89 percent of pedestrian-related collisions were due to a vehicle code violation, ranging from speeding to a DUI violation.

TABLE 2-5: Breakdown of Pedestrian-related Collision Severity by Year

SEVERITY TYPE	2017	2018	2019	2020	2021	2022	TOTAL
FATAL	1	5	2	2	1	0	11
SEVERE INJURY	3	--	2	2	1	1	8
OTHER VISIBLE INJURY	4	--	3	--	4	2	11
COMPLAINT OF PAIN	2	4	5	1	3	3	15
PROPERTY DAMAGE ONLY	1	1	--	1	1	1	4
TOTAL	11	10	12	6	10	7	56

Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2022

FIGURE 2-22: Pedestrian Collision Density (2017-2022)



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PUBLIC OUTREACH



03

3.1 OVERVIEW

Public outreach for the CSP encompassed a meaningful approach aimed to maximize public engagement, stakeholder participation, and social equity in the project planning and design process. Engagement efforts were conducted through a combination of pop-up events, design workshops, walk audits, stakeholder meetings, and virtual web-based tools to collect feedback from Menifee residents. These efforts facilitated collaboration between the community, key stakeholders within Menifee, and Menifee staff to develop community-based solutions for inclusion within the CSP.

Community Engagement Strategies

The primary community engagement strategies utilized for the CSP were:

- » Flyers and social media announcements
- » Website
- » Text-based survey
- » Online map survey
- » Walk Audits
- » Community workshops
- » Pop-ups at citywide events
- » Project Advisory Team (PAT)

These strategies informed the public about the CSP and created opportunities for community members and stakeholders to share valuable input.



Menifee Complete Streets Community Workshop

Taller Comunitario

Location | Ubicación
Heritage High School
Theater

TODAY | HOY
Tuesday, September 12
5:00 - 7:00 pm

The Menifee Complete Streets Plan will improve access, mobility, and safety for all modes of travel including walking, bicycling, public transit, and automobiles. Help identify key issues, challenges, and barriers and create a vision for the changes you would like to see. With your help, we can make Menifee more enjoyable for all road users.

El Plan de Calles Completas de Menifee mejorará el acceso, la movilidad y la seguridad para todos los modos de viaje, incluidos caminar, andar en bicicleta, transporte público y automóviles. Ayude a identificar problemas, desafíos y barreras clave y cree una visión de los cambios que le gustaría ver. Con su ayuda, podemos hacer que Menifee sea más agradable para todos los usuarios de la carretera.

Menifee Complete Streets Plan
Calles completas de Menifee Plan

Help Us Make Streets
Safer in Menifee!

The City of Menifee is creating a Complete Streets Plan (CSP) to improve access, mobility, and safety for all modes of travel including walking, bicycling, public transit, and automobiles.

A complete street is safe and accessible for all modes of transportation including pedestrians, bicyclists, transit riders, and automobiles.

Come visit our booth at the following City events to learn more about the project and give feedback!

JUN 24	Independence Day Celebration 5:00-8:00pm Menifee Plaza 3807 Menifee Road
OCT 21	Fall Festival all day 3807 La Piedra Road
DEC 02	Tree Lighting & Holiday Bazaar all day 3807 La Piedra Road

TELL US WHAT YOU THINK!
We want to hear from you.
Take our online survey today.
www.menifeecityofmenifee.us/survey

BENEFITS OF A COMPLETE STREET

- Equitable Access:** A complete street improves access to destinations of ages and abilities and reduces transportation barriers.
- Environmental Benefits:** Complete streets promote the transition for both to transition from single vehicle occupancy to non-motorized travel, reducing greenhouse gas emissions.
- Health Benefits:** Active transportation is an excellent way to integrate exercise into daily activity, helping reduce obesity and related chronic diseases, such as diabetes and heart disease.
- Economic Benefits:** Community businesses benefit from increased foot traffic and property near complete streets has higher market value.
- Social Benefits:** Residents are more likely to engage with their neighbors when they are out and about, fostering stronger, more vibrant neighborhoods, creating a stronger sense of investment in their community.
- Safety and Security Benefits:** Complete streets serve as a crime deterrent as well-lit areas increase "eyes on the street" and improved lighting increases nighttime visibility and comfort.

Help Us Make Walking and Biking
Better in Menifee!

JOIN US for a series of events to create a community-driven Active Transportation Plan for complete, safe and comfortable walking and bicycling environments throughout Menifee!

WHAT IS AN ATP?
The City of Menifee is undertaking an Active Transportation Plan (ATP) to improve access, mobility, and safety for non-motorized modes of travel, including walking, bicycling, and riding transit.

- WE WANT YOUR INPUT!**
- Join us before the workshop to assess safety conditions on the street.
 - Tell the planners and designers what you want to see happen in Menifee.
 - Learn about fun ways to improve the walking and bicycling environment.

5pm - 6pm: Walk Audit at Wheatfield Park (on the corner of La Piedra Rd & Menifee Rd)

7:00am - 8:00am: Walk Audit at the corner of La Piedra Rd and Menifee Rd

6pm - 8pm: ATP Workshop at Calle Kirkpatrick Elementary School multi-purpose room (28800 River Dr)
"Families & children are welcome!"

9am - 10am: Walk Audit at Harvest Valley Elementary School (29955 Watson Rd)

4pm - 6pm: Open House at City Hall Council Chambers (29844 Haun Rd)
"Families & children are welcome!"

BENEFITS OF Active Transportation

- Reduced Emissions:** Increased bicycling and walking reduce fossil fuel emissions. About 9 to 25% of users substitute bike share for cars.
- Supplements the Transit System:** Alternative modes of transportation can effectively link people to and from transit stops to their origins and destinations.
- Improved Health:** In addition to the universal public health benefit, such as improved air quality, bicycling and walking has the potential to positively impact personal health.
- Social Equity:** Alternative modes of transportation have the potential to provide access for disadvantaged populations that are disproportionately impacted by rising transportation costs.
- Enhanced Safety:** Improved facilities enable safe, comfortable and convenient access for users of all ages and abilities.
- Economic Benefits:** More bicycling and walking has also been tied to increases in commercial and residential property values and retail sales.

VISIT US ONLINE!
<http://menifee.us/ATP>
Check out our survey map and take our online survey today!
Contact Carlos Gavett at cgavett@cityofmenifee.us for more information!



3.2 PROJECT BRANDING AND PROMOTION

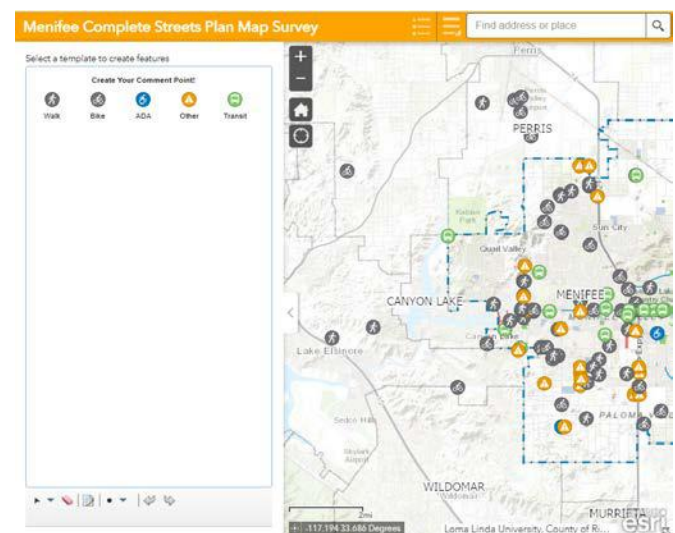
Project branding and online information helps to provide context for the community and helps distinguish one project from another. Consistent branding was used across all flyers, online materials, and documents to help residents become familiar with the project and stay up to date on project milestones.

Project Website

The project webpage introduced the topic of Complete Streets and provided a list of opportunities for community members to engage online or in-person. The webpage included upcoming event dates, survey links, event flyers, an interactive GIS survey map, and an email contact to submit any comments and questions.

Promotional Materials

Promotional materials help both catch readers attention and display key information in an attractive and easy-to-understand way. To ensure that information had a broad reach in Menifee, fact sheets and flyers were distributed in schools, senior centers, and posted on Menifee's social media channels. All promotional materials were made available in both English and Spanish.



3.3 THREE-DAY DESIGN CHARRETTE

A three-day design charrette was the centerpiece of the community outreach. A charrette allows community members to participate in the planning process through a series of collaborative events and activities to workshop preliminary design outcomes, such as presentations, developing sketches, working in breakout groups, and walk audits where participants survey a corridor on foot and provide observational feedback. The purpose of the charrette was to identify existing community concerns, determine priority projects and their challenges, and to propose design solutions at those locations.

Day One Walk Audit - September 12, 2023

The first activity was a walk audit along Haun Road and Newport Road from 10:00am to 11:00am with a turnout of 12 people, mostly members of the PAT and project team. Umbrellas and waters were passed out to project attendees from the heat. The group met at City Hall and walked along Haun Road and crossed the west leg of Newport Road. The group stopped in the shade to debrief observations and engaged in a friendly and informative discussion with a police officer who shared common safety concerns of speeding cars and drivers not yielding to pedestrians. Participants shared that crossing times were too short, curb heights were too tall near crosswalks, and noisy road conditions made it difficult for conversation.



Day One Public Workshop #1 - September 12, 2023

The first public workshop was held at Heritage High School from 5:00pm to 7:00pm. Community members, students, and the school's principal attended for a total of 10 participants. Kid-friendly activities were provided and included coloring, painting, and a miniature "safety city" exhibit that allowed kids to practice using pedestrian amenities, such as a crosswalk. The workshop began with a brief presentation about the project's background and then broke everyone into groups per their areas of interest in Menifee. In the breakout groups, participants highlighted their concerns on table maps and proposed preliminary solutions such as sidewalks, street lighting, and bicycle lanes. A collective concern was regarding safe, equitable access for students to Liberty High School, which is outside of City limits yet many of its students live in Menifee. Another key concern at Heritage High School was the unsafe pedestrian crossing of SR-74 along the northern side of the road. One parent reported that "parents will drop off students in the middle of SR-74 at a red light, for their students to run through halted traffic." Parents requested safer pedestrian crossings all around the school and a formalized pick up and drop off location.

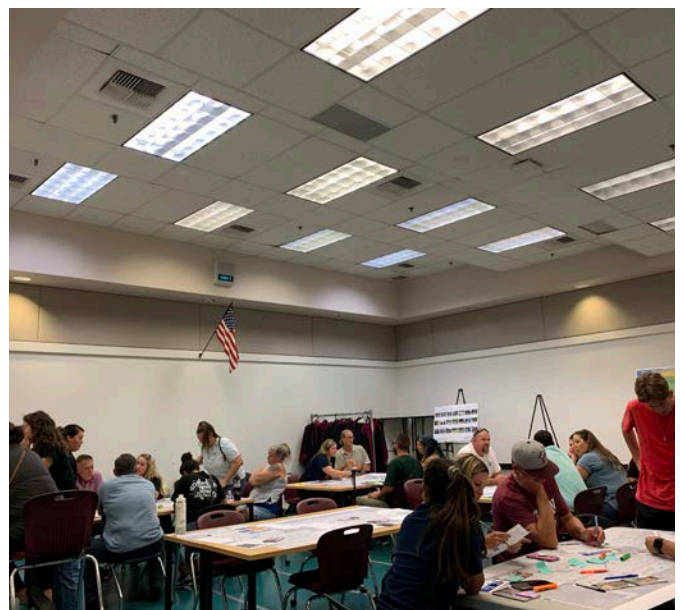
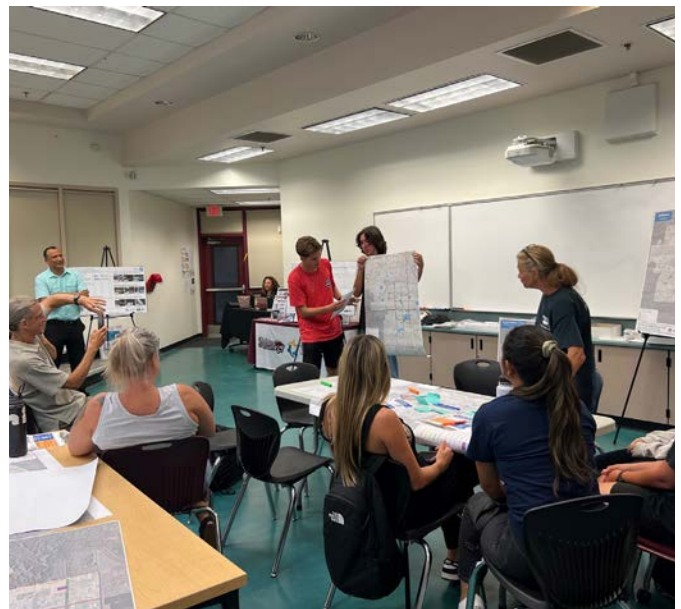


Day Two Public Workshop #2 - September 13, 2023

The second workshop of the charrette was held at Paloma Valley High School from 5:00pm to 7:00pm and had a turnout of over 30 members, including the school's cross country and track team. A children's corner of relevant games and activities was made available for anyone with young children to color and play. The workshop was held in a similar fashion to the previous night with a brief presentation and breakout groups per each individual's interest areas. Feedback from the attendees included the notable sidewalk gaps and minimal street lighting throughout Menifee. The sport's team contributed that they don't feel safe running around the school's boundaries because drivers do not yield, run stop signs, and stop in the crosswalks, and there needs to be more street lighting since the group runs in the dark during the winter months.

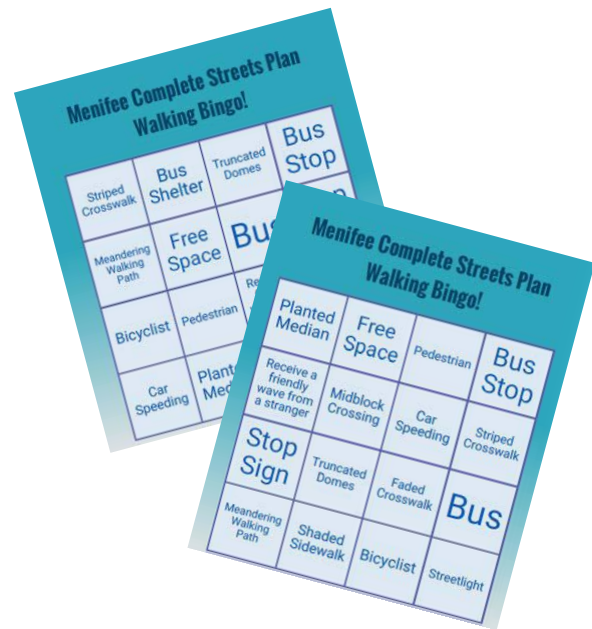
Day Three Walking Bingo - September 14, 2023

A walking field trip was held from 8:00am to 9:00am with a total of eight people from the Sun City Civic Association. The group met out front, were given safety vests and clipboards, and an interactive "walking bingo" activity to engage participants along the route. The walking bingo game had participants learning about and searching for high-visibility crosswalks, mid-block crossings, crossing times, and a bus stop. The group walked north along Sun City Boulevard and east on Cherry Hills Boulevard to the bus stop where the group turned around and crossed at the midblock crossing using the rectangular rapid flashing beacon to alert drivers to stop as everyone crossed safely. Following the walk, the group had a roundtable discussion in a conference room at the Sun City Civic Association about pedestrian safety in the neighborhood. The group debriefed about what infrastructure was seen, driver behavior observed, and the level of comfort as a pedestrian. Shared concerns were short crossing times, short timing of the rectangular rapid flashing beacon, and a collection of sand on the curb ramp that made the walkway slippery.



Day Three Public Workshop #3 - September 14, 2023

An open house was held at the Kay Cenicerros Senior Center from 11:00am to 1:00pm where a brief presentation was given about the project during lunch, followed by an open house, with over 40 attendees. Set up around the room were mounted boards on easels of the existing conditions analysis maps, input boards for participants to vote on their favorite treatments that they would like to see implemented in Menifee, a large table map to mark up with concerns and ideas, and a table of giveaway items were set up to incentivize participation and promote discussion with attendees. The project team handed out surveys for people to fill out and collect input. Participants expressed interest in establishing golf cart zones, increasing traffic enforcement for speeding cars, and flooding issues at some intersections.



3.4 POP-UP EVENTS

The project team attended two citywide events - the Independence Day Celebration and Clean Air Day - to capture input from residents who may not have attended the three-day design charrette or participated online via the comment map.

Independence Day Celebration - June 24, 2023

The first pop-up event took place on June 24, 2023 at the Independence Day Celebration held at Wheatfield Park. Menifee hosted a booth specifically to introduce the community to the CSP, its intended purpose, and how attendee input would help to guide the development of the CSP. The project team passed out surveys and fact sheets and provided a table map of Menifee for participants to mark up their concerns. At this event, Menifee Bicycles, a local family-owned bicycle shop, donated a BMX bicycle as an opportunity drawing prize, which attracted many people to the booth and resulted in 69 completed surveys.



Clean Air Day Expo - October 7, 2023

The second pop-up event was held on October 7, 2023 at the Clean Air Day Expo at Mt. San Jacinto College. The main activity at this event was to seek input from community members about prioritization. From previous in-person events, digital feedback, and data analysis, the top 20 priority corridors were identified. The Clean Air Day activity asked participants to vote on their top five priority projects from the list of top 20 priority projects, developed from the 2020 ATP and vetted at the three-day charrette. This event asked attendees to confirm the top 20 priority projects that should receive a conceptual-level design and vote on which top five corridors from that list should be taken to conceptual design drawings with 3D renderings. For this occasion, Menifee partnered with the Southern Association of Governments (SCAG) Go Human campaign and installed quick-build demonstration projects that simulated buffered bicycle lanes, curb extensions, parklets, protective medians, and high visibility crosswalks.



3.5 ADVISORY COMMITTEE

An Advisory Committee is essential to ensure the success and strategic alignment. The Team designated individuals to form a Project Advisory Team (PAT), based on their expertise, experience, and commitment to the project's purpose, which was created to convene stakeholder representatives of the community to provide insight to the challenges and opportunities in Menifee from the eyes of community leaders and technical advisors. PAT members assisted in identifying areas of need, developing goals and a vision statement, and collaborating on high level recommendations for priority projects. The PAT was held in-person with a hybrid option and met four times during the course of the project.

The PAT was an essential resource to the planning of outreach events and locally sourced knowledge of Menifee. Members represented the school district, senior center, Caltrans, and bicycle advocacy. A full list of PAT members can be found in Appendix A.2.

PAT Meeting #1 - May 16, 2023

The first PAT meeting on May 16, 2023 introduced the projects, allowed a venue for PAT members to voice their concerns, and covered outreach expectations and suggestions.

PAT Meeting #2 - Sept 12, 2023

The second meeting was held on September 12, 2023, the first day of the three-day charrette. PAT members joined for a walk audit along Haun Road and Newport Road to provide observational feedback on the safety and comfort of the pedestrian experience and then helped develop project goals and a vision.

PAT Meeting #3 - January 16, 2024

The third PAT meeting was held on January 16, 2024 and members provided insight for the top five priority projects and preliminary recommendations for each. Feedback from PAT members provided direction on next steps at each phase in the project from establishing engagement efforts to determining project recommendations.

PAT Meeting #4 - May 22, 2024

The fourth and final PAT meeting on May 22, 2024 summarized the public outreach efforts, data analysis conducted, and priority project solutions. The presentation discussed the project's progression and provided insight into what the CSP would look like in its final format. PAT members were thanked for their invaluable contributions and dedication to supporting the City's vision statement that Menifee is a premier, safe, thriving, and inclusive City and a desirable place to live, work, play, and stay.



3.6.1 PROJECT VISION AND GOALS

Through data analysis and stakeholder engagement from the PAT, the following vision statement, goals, and objectives were established. The vision statement serves as a broad purpose for the CSP. The goals are actionable steps Menifee can take to achieve the vision.

Vision Statement

Create safe streets for all ages, abilities, and modes of travel in an equitable and innovative way.

Goals

1. Implement traffic calming elements on streets that connect to parks, schools, senior living facilities, and commercial areas.
2. Implement traffic calming infrastructure to slow down traffic and give space to vulnerable road users.
3. Encourage walkability by increasing safety and comfort for pedestrians.
4. Prioritize and combine the trails and on-street system to be in close proximity to parks, adjacent to residential populations, open spaces, vistas, creeks, mountains, and areas of social gatherings.
5. Provide a safe and well connected bicycle network between schools and key destinations.
6. Eliminate sidewalk and curb ramp gaps within a quarter mile of parks and schools.
7. Promote access to and use of public transit by prioritizing pedestrian and bicycle facilities at and near bus stops.
8. Increase roadway safety education, especially among youth.
9. Bring pedestrian areas and public transit stops to ADA compliance.



3.6 SURVEYS

Two surveys were made available to collect resident feedback. The first survey was open from April 3, 2023 through September 18, 2023 and was available online through the project's webpage on Menifee's website. A QR code for the survey was also created and posted on City-hosted event booths for ease of access. Additionally, hard copy surveys were printed and distributed throughout all community outreach efforts during the duration of the project. Surveys were available in both English and Spanish. The intention of the survey was to gather resident's concerns related to existing mobility and travel patterns, as well as future improvements they would like to see implemented in Menifee. Through the survey, respondents voted on preferred treatments and provided comments within an open-ended section of the survey provided to ensure thorough feedback was collected. The most common concerns were the lack of street lighting and continuous sidewalks throughout Menifee. Residents reported they would like to see more bicycle lanes as well. Survey questions and responses can be found in Appendix A.1.

A second survey in the form of an online comment map was posted on the CSP webpage to provide a feedback option to those who were unable to participate in person. This survey allowed for georeferenced comments, allowing participants to pinpoint where they have concerns and leave a description. Comments

ranged from missing crosswalks and ADA ramps to equitable access to destinations like schools, government/community facilities, parks, and churches. The survey was adapted from the ATP, and built upon existing comments with ongoing concerns. It is still available on the CSP webpage at this time for Menifee to continuously collect resident feedback.

The community survey was completed by a total of 180 people. A comprehensive analysis of the survey results was conducted resulting in the collection of valuable insight on how residents and commuters traverse Menifee, as well as the obstacles they may face that might prevent them from using different modes of transportation.

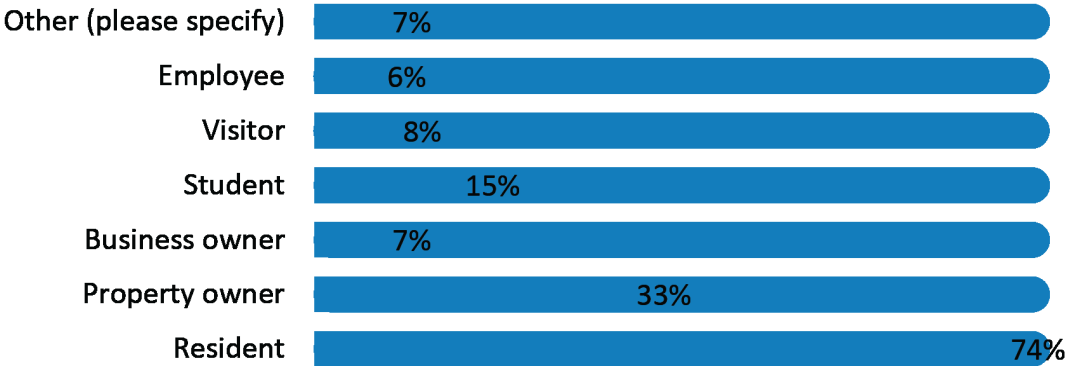
The following pages summarize the survey results. The majority of participants were residents of Menifee between the ages of 25-45 with a student residing within 71 percent of households. Overall, respondents prefer driving automobiles more than walking or bicycling when traveling to school, work, parks, and recreation facilities. Survey respondents expressed desire for continuous sidewalks and bicycle paths and lanes as some of the elements that would encourage them to walk and ride a bicycle more to their destinations. Pedestrian and bicycling improvements are most desired for travel to schools, parks, shopping centers, and community centers.



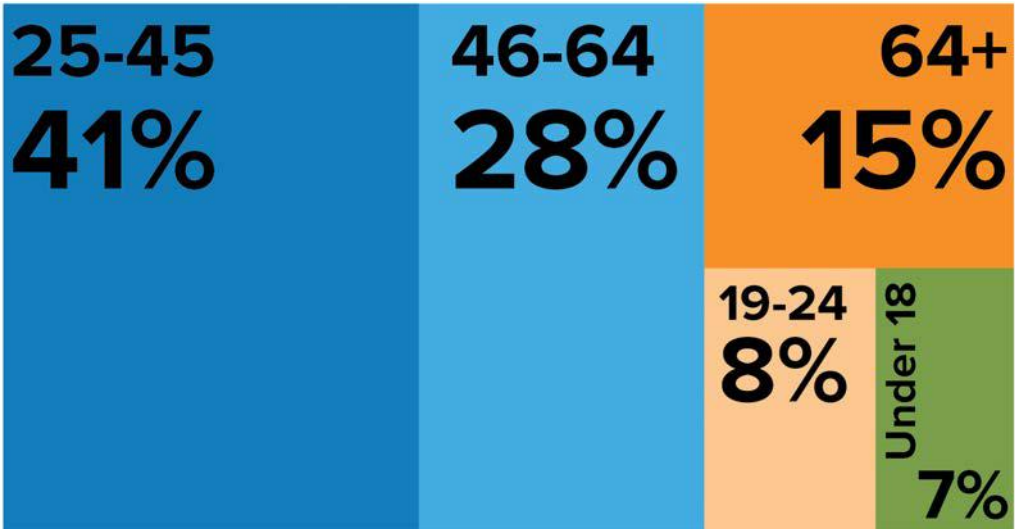
2 Surveys

180 Completed Surveys

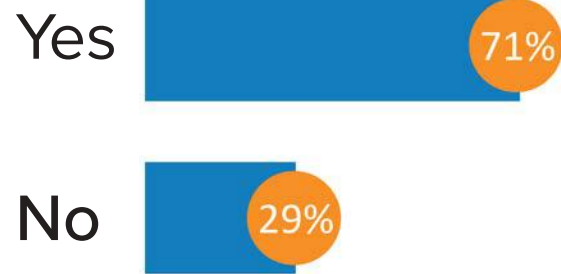
How would you best describe your relationship with Meniffee?



Age group of survey respondents:



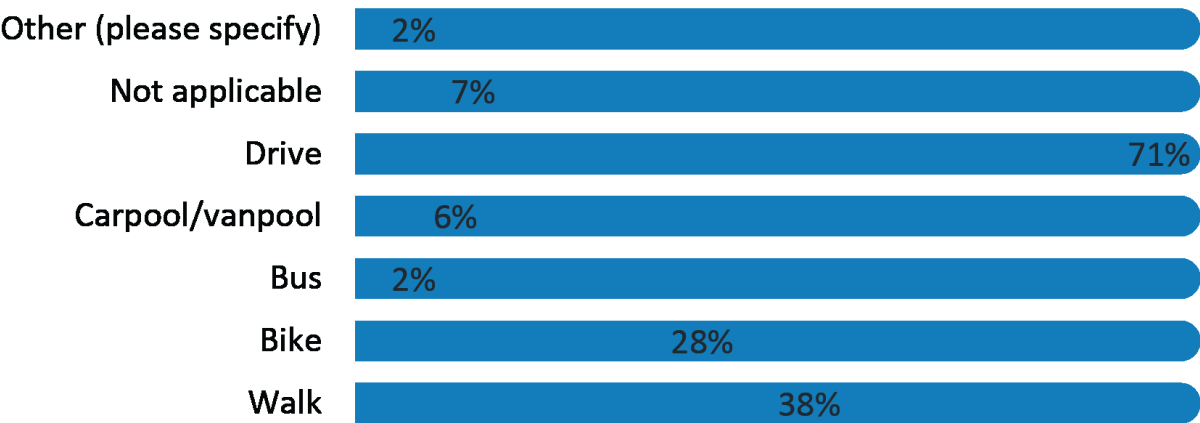
Are there students in your household?



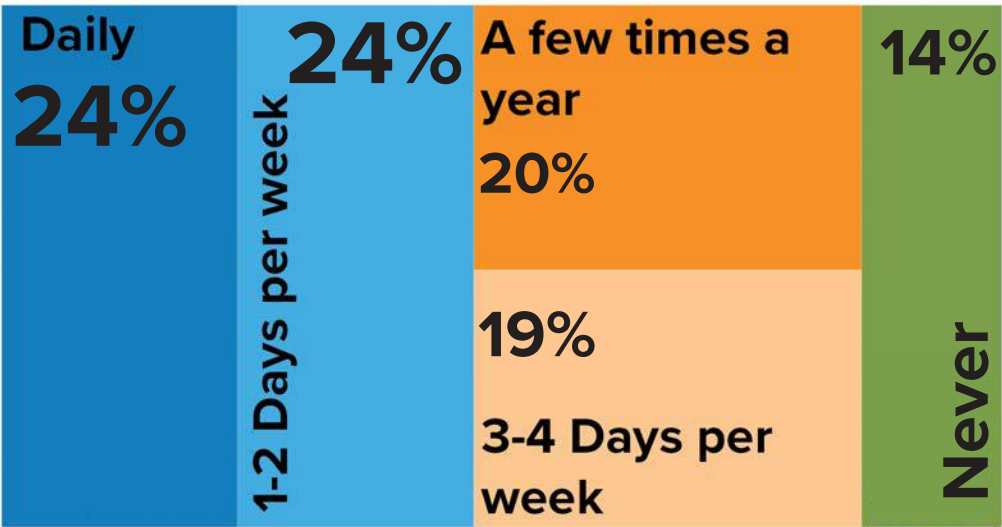
How do you get to work or school?



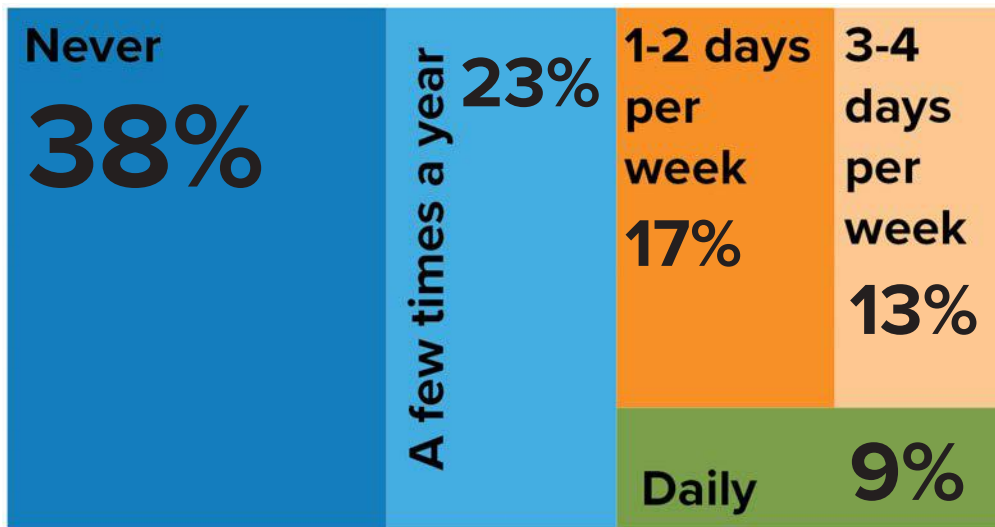
When you visit city parks or recreation facilities, how do you get there?



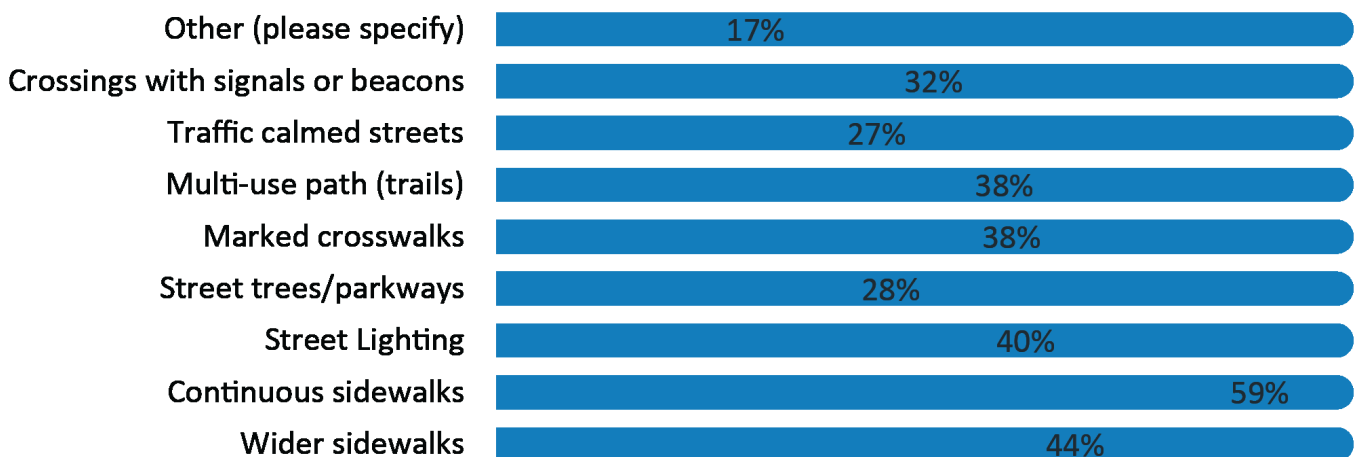
How often do you walk in Menifee?



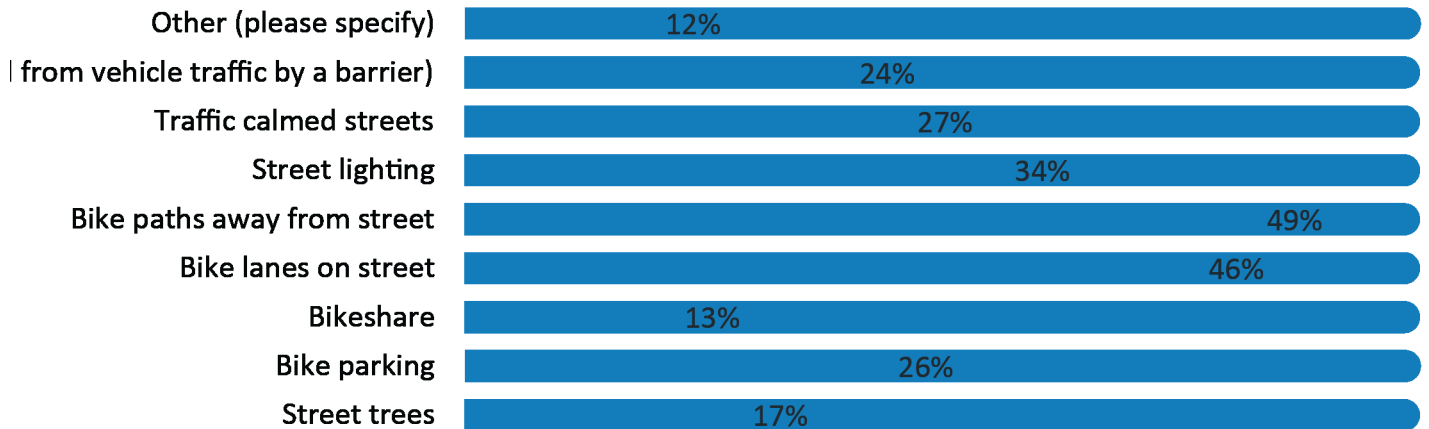
How often do you bicycle in Meniffee?



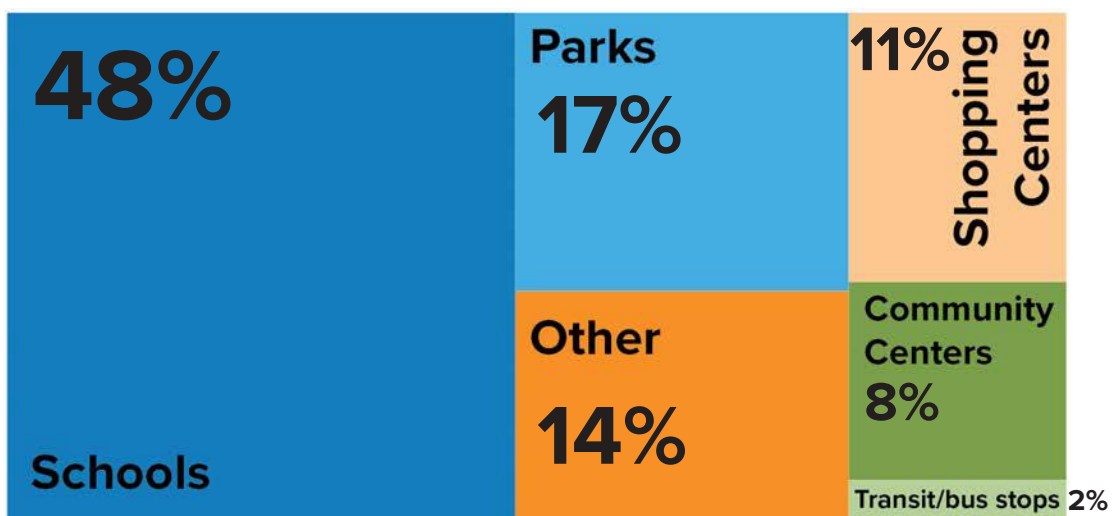
What would make it easier for you to walk more frequently in Meniffee?



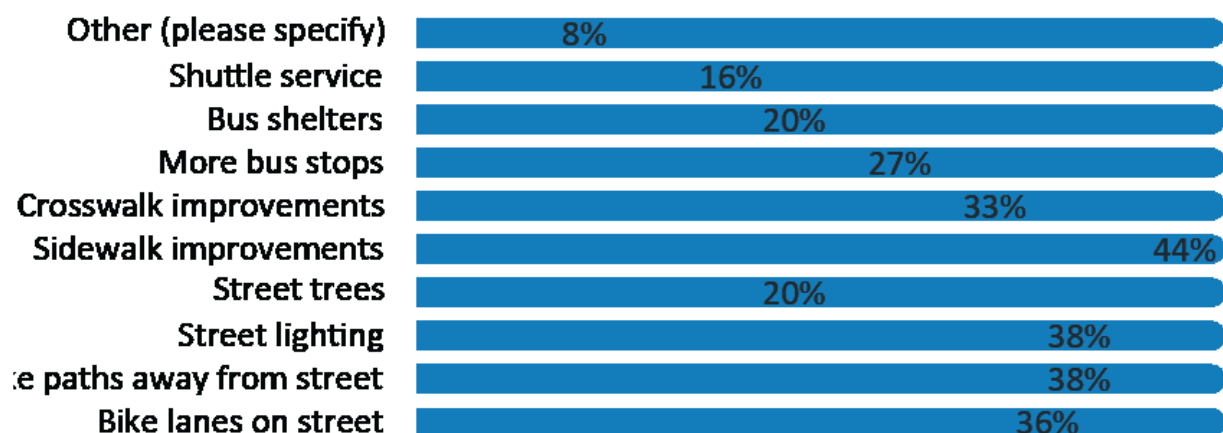
When would make it easier for you to bike more frequently in Meniffee?



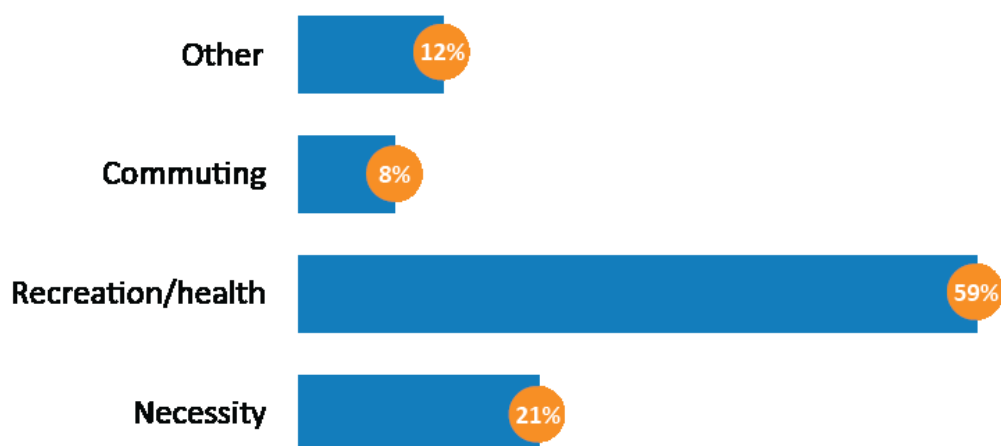
Where would you like to see better pedestrian and bicycling routes to?



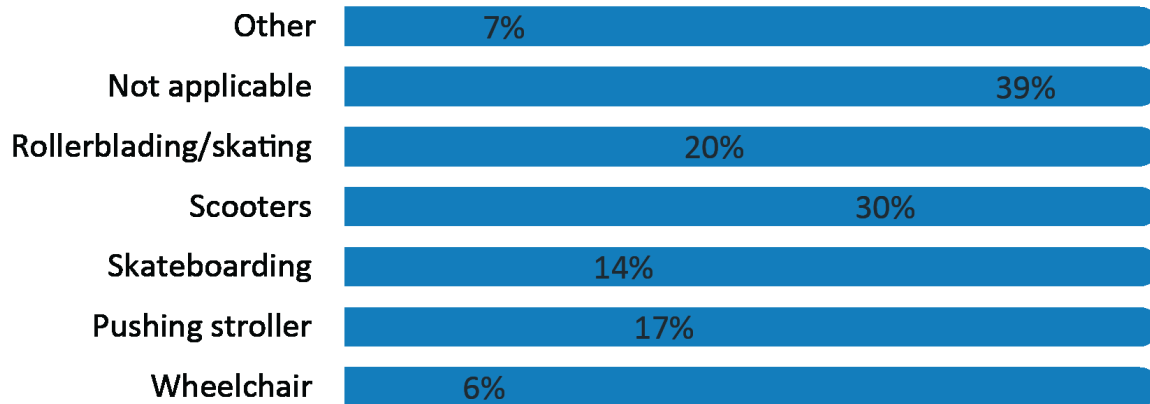
What would make it easier for you to reach transit stops in Menifee?



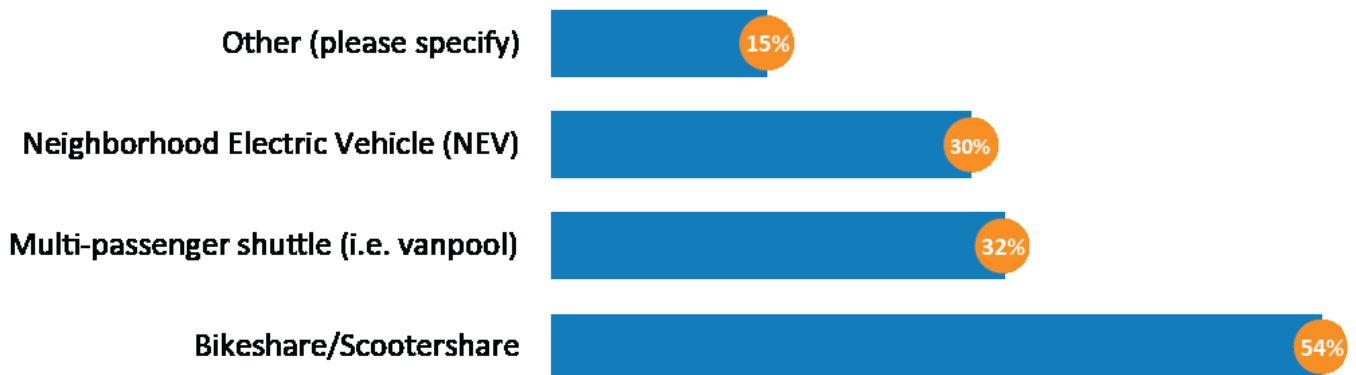
When you walk, bike, or roll, do you do it for:



What other methods of transportation/travel do you use?



What other forms of transportation would encourage you to visit City destinations more frequently?



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RECOMMENDATIONS



4.1 COMPLETE STREET TOOLKIT

This chapter includes project recommendations meant to improve the safety, comfort, and accessibility for all travel modes - including walking, bicycling, public transit, and automobiles.. The recommendations are designed to help Meniffee allocate funds as they become available and compete for grant funds as opportunities arise. The chapter begins with an overview of the different types of built infrastructure that have been designed throughout California. This “Complete Street Toolkit” includes active transportation recommendations for bicycle, pedestrian, and traffic calming treatments, public transit enhancements, placemaking suggestions, and green infrastructure recommendations.

4.1.1 BICYCLE FACILITIES

Class I: Multi-Use Paths

Class I multi-use paths (frequently referred to as “bicycle paths”) are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians. They require physical buffers to ensure safety and comfort of the user.

Class II: Bicycle Lanes

Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street (although can be on the left side) and are between the adjacent travel lane and curb, road edge, or parking lane. They are not physically separated from motor vehicle traffic. Class IIB bicycle lanes have an additional buffer striping to further separate bicyclists from motorists.

Class III: Bicycle Routes

A bicycle route is a suggested bicycle corridor marked by signs designating a preferred street between destinations. They are recommended where traffic volumes and roadway speeds are 35 mph or less.

Class IV: Separated Bikeways

Separated bikeways, sometimes called cycle tracks, are on-street bicycle facilities with a physical separation between the bikeway and vehicle travel lanes usually with flexible posts, planters, or poured con-



Class I: Multi-use Path



Class II: Bicycle Lanes



Class III: Bicycle Routes



Class IV: Separated Bikeways

crete. Often times, Class IV separated bikeways are parking-protected, where parked cars offer a buffer from traveling cars. Typologies for designing Class IV separated bikeways at bus stops can be found in A.3.

Shared Lane Markings (“Sharrows”)

The shared lane marking is commonly used where parking is allowed adjacent to the travel lane. It is now common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicyclists and parked vehicles. Many cities install sharrows over a green background to enhance visibility.

Neighborways

A neighborway, sometimes called a bicycle boulevard, is an approach to reduce traffic, slow car speed, and improve safety for those biking, walking, and rolling on quiet residential streets. They are typically located on more narrow, slow speed streets and combined with other traffic calming infrastructure like speed tables.

Green-Colored Transition Striping

Intersection or mid-block crossing markings indicate the intended path of bicyclists. Colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across motor vehicle turn lanes.

Edge Lane Roads

An edge lane road is a preferred space for bicyclists and motorists to operate on narrow streets on a shared roadway. Roads with edge lane roads accommodate low to moderate volumes of two-way motor vehicle traffic and provide a safer space for bicyclists with no widening of the paved roadway surface. Due to their reduced cross section requirements, edge lane roads have the potential to open up more roadways to accommodate comfortable bicycle travel.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to



Sharrow



Green-Colored Transition Striping



Edge Lane Roads



Bike Boxes

wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

Signage and Wayfinding

Signage and wayfinding on all streets and bicycle routes are intended to identify routes to both bicyclists and drivers, provide destination information and branding, and to inform all users of changes in roadway conditions.

4.1.2 TRAFFIC CALMING

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through motor vehicle traffic volumes. The intent of traffic calming is to alter driver behavior and to improve street safety, livability, and other public purposes. Other techniques consist of operational measures such as police enforcement and speed displays.

Roundabouts/Traffic Circles

A roundabout is a circular intersection with yield control at its entry that allows a driver to proceed at controlled speeds in a counter-clockwise direction around a central island. Roundabouts are designed to maximize motorized and non-motorized traffic through their innovative design that includes reconfigured sidewalks, bikeway bypasses, high-visibility crosswalks, pedestrian flashing beacons, and other traffic measures. Roundabouts can be implemented on most streets but may require additional right-of-way.

A traffic circle is a small-scale traffic calming measure commonly applied at uncontrolled intersections on low volume, local residential streets. They lower traffic speeds on each approach and typically avoid or reduce right-of-way conflicts because the overall footprint is smaller compared to roundabouts. Traffic circles may be installed using simple markings or raised islands but are best accompanied with drought-tolerant landscaping or other attractive vertical elements.



Signage and Wayfinding



Roundabouts



Traffic Circle

Beacons and Warning Devices

Traditional pedestrian signals with countdown timers remain the gold standard for high quality pedestrian crossings, although some cases warrant new signal technologies. Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) are special signals used to warn and control traffic at unsignalized locations to assist pedestrians in crossing a street via a marked crosswalk. PHBs include a “red phase” requiring vehicles to come to a full stop while RRFBs are yield stops. Either of these devices should be installed at locations that have pedestrian desire lines and that connect people to popular destinations such as schools, parks, and retail. Research has shown that PHBs tend to have a 90 percent motorist compliance rate versus RRFBs, which tend to have an 80 percent motorist compliance rate. Traditional pedestrian signals with countdown timers at signalized intersections tend to have a near 100 percent compliance rate. Signals and warning devices should be paired with additional pedestrian improvements where appropriate, to mitigate multiple threat crashes on multi-lane roadways.



Signals and Warning Devices



Speed Displays

Lead Pedestrian Intervals (LPIs)

LPIS give pedestrians about 3-7 seconds of a head start to enter the crosswalk at an intersection before vehicles get a green light.

Speed Displays

Speed displays measure the speed of approaching vehicles by radar and inform drivers of their speeds using an LED display. Speed displays contribute to increased traffic safety because they are particularly effective in getting drivers traveling ten or more miles per hour over the speed limit to reduce their speed.



Traffic Diverters

Traffic Diverters

A traffic diverter is a roadway design feature placed in a roadway to prohibit vehicular traffic from entering into or exiting from the street, or both.

Chicanes

Chicanes are a series of narrowings or curb extensions that alternate from one side of the street to the other forming an S-shaped path. Chicanes reduce drivers' speeds by causing them to shift their horizontal path of travel.



Chicanes

Speed Tables/Raised Crosswalks

Speed tables are flat-topped road humps, often constructed with textured surfacing on the flat section. Speed tables and raised crosswalks help to reduce vehicle speeds and enhance pedestrian safety.

Truck Aprons

Truck aprons allow large vehicles, such as: trucks, buses, and recreational vehicles, to turn without striking people walking, rolling, or bicycling, or fixed objects. They are located between the road surface and the sidewalk, or inner circle of a roundabout. The pavement is raised slightly to encourage light vehicles on the main road surface.

Reflective Border on Signal Heads

Reflective borders on signal heads improves visibility of signal heads with a backplate and is made even more conspicuous by framing it with a yellow retroreflective border. These are more visible in both daytime and nighttime conditions.

Hardened Center Lines

Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.

Neckdowns

Neckdowns narrow a street by extending the sidewalk or widening the landscape area to give the perception that speeds should be reduced.

4.1.3 PEDESTRIAN TREATMENTS

Enhanced Crosswalk Markings

Enhanced crosswalk markings are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness. Cities in Southern California often install “Continental” style or “Ladder” style markings due to their higher contrast on a roadway.



Speed Tables



Truck Aprons



Hardened Center Lines



Enhanced Crosswalks

Curb Extensions

Curb extensions extend the curb line outward into the travel way, reducing the pedestrian crossing distance. Typically occurring at intersections, they increase pedestrian visibility, reduce the distance a pedestrian must cross, and reduce vehicular delay. Curb extensions must be installed in locations where they will not interfere with bicycle lanes or separated bikeways. If both treatments are needed, additional design features such as ramps, or half-sized curb extensions should be considered.

Refuge Islands

Refuge islands provide pedestrians and bicyclists a relatively safe place within an intersection and midblock crossing to pause and observe before crossing the next lane of traffic.

MidBlock Crossings

Midblock crossings provide convenient locations for pedestrians and bicyclists to cross thoroughfares in areas with infrequent intersection crossings or where the nearest intersection creates substantial out-of-direction travel. Midblock crossings should be paired with additional traffic-control devices such as traditional Pedestrian Signals, PHBs, RRFBs, LED enhanced flashing signs, and/or refuge islands.

Senior Zones

Designated senior zones can be enhanced with street signage, increased crossing times at traffic signals, benches, bus stops with shelters, and pedestrian lighting.

Special Intersection Paving and Crosswalk Art

Special intersection paving and crosswalk art provide unique opportunities at intersections to highlight crossings or key civic or commercial locations, while breaking the visual monotony of asphalt. Intersection paving treatments and crosswalk art can integrate context-sensitive colors, textures, and scoring patterns.

Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.



Curb Extensions



Refuge Islands



Mid-Block Crossing



Crosswalk Art

Lighting

Pedestrian-scale lighting provides many practical and safety benefits, such as illuminating the path and making crossing walkers and bicyclists more visible to drivers. Lighting can also be designed to be fun, artistic, and interactive.

4.1.4 TRANSIT STOP AMENITIES

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to make use of public transit.

Real-Time Bus Information

Real-time bus information allows riders to predict their journey and manage their time more effectively. This increases the convenience of transit for riders by providing accurate, updated location of their bus.

Transit Stop Amenities

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to use public transit.

Floating Bus Island

A floating bus island is located between travel lanes and bicycle lanes where transit passengers board and alight transit vehicles. Pedestrians cross the bicycle lane when traveling to or from the platform where the bus stop is located. This eliminates conflict between bicyclists traveling in bicycle lanes and transit vehicles that must pull curbside to load and unload passengers.

4.1.5 PLACEMAKING

Parklets

Parklets are made by converting one or two parking stalls into spaces for outdoor seating, public art, or other outdoor amenities that improve the streetscape experience.

Community Art

Displaying community art is a great way to engage the Reservation. Community art projects can include wall murals, intersection murals, creative crosswalk art, sidewalk chalk art, or sculptures.



Lighting



Real-time Bus Information



Bus Shelter



Parklet

Furnishings and Public Art

Transit shelters, bicycle racks, seating, and public art provide important amenities for functionality, design, and vitality of the urban environment. They announce that the street is a safe and comfortable place to be and provide visual detail and interest.

Wayfinding Signage

Wayfinding signage is a fundamental element of a comprehensive bicycling, walking, and trail network. Effective wayfinding systems communicate designated corridors, destinations, and other points of interest throughout a community. Wayfinding signage should be designed with local design aesthetics in mind.

Monument Sign

Monument signs can serve as powerful tools that welcome people to visit, engage, and enjoy a space or area in a unique way. These signs often reflect the character or personality of the culture and are usually located near popular points of interest or at intermediary gathering spaces along a corridor.

4.1.6 GREEN INFRASTRUCTURE

Street Trees

Street trees have numerous environmental and public health benefits. Menifee's Tree Equity score falls under high priority which can be addressed by increasing tree canopy to enhance comfort, reduce extreme heat, and improve air quality.²³

Stormwater Capturing

Stormwater capturing is the collection of abundant or precipitated water in an urban area that is transferred over to the nearest reservoir. Once it is collected by stormwater capture technology it is reused for water supply resource.

Curb Cuts for Stormwater

A curb cut is cut into a curb allowing for easier water access for collection and percolation of stormwater.



Public Art



Wayfinding



Stormwater Capturing



Curb Cut for Stormwater

²³ American Forests. (2024). [Tree Equity Score](#).

4.2 PRIORITY PROJECTS

Developing the project prioritization and ranking was an interactive and iterative process. The CSP builds upon the ATP by incorporating its priority projects and vetting them through updated data analysis, community outreach, and Menifee staff input.

The ATP prioritization method was based on collision analysis, community input, CalEnviroScreen 4.0, Menifee's Capital Improvement Program, field observations, and a propensity model. The propensity model combined attractors, such as demographic data, generators, such as population/employment density, and barriers, like high collision corridors. This comprehensive model was used for the CSP as well and was reviewed and confirmed by the community, PAT, and Menifee staff. The data analysis findings were shared with the community through a three-day charrette, pop-up events, and PAT meetings. During each outreach event the public voted on their top five projects. All community feedback was heavily weighted in the project prioritization.

The final selection was made in coordination with Menifee staff to finalize the priority projects. Table 4-3 and Figure 4-1 show the top 20 priority projects in Menifee as per the prioritization process. Thirty percent design drawings and three-dimensional rendering are provided for the top five priority projects and show 12-foot vehicle lanes when adjacent to a raised curb and 11-foot vehicle lanes when no curb exists.

The following highlights the minimum width requirements for bicycle facilities and should be used as a reference for final design.



Class I Multi-use Paths

The minimum paved width for a two-way bike path shall be eight feet, 10-foot preferred. A minimum two-foot wide shoulder shall be provided adjacent to the traveled way of the bike path. A shoulder width of three feet should be provided where feasible. ²⁴

Class II Bicycle Lanes

Class II bicycle lanes should have a minimum five-foot width, though six-to-seven feet is preferred on streets greater than 40 miles per hour. When the bicycle lanes include buffers, the minimum bicycle lane width can be reduced to four feet. A bicycle lane buffer should have a minimum width of two feet, though four feet is preferred. When bicycle lanes are adjacent to on-street parking, a two-to-four-foot door zone buffer should exist between the bicycle lane and the parking lane. ²⁴

Class IV Separated Bikeways

Class IV separated bikeways should have a minimum inside width of five feet and best-practice minimum of a two-foot buffer. When adjacent to parking, the minimum inside width may be four feet. ²⁴



TABLE 4-1: One Way Standard Bicycle Lane Widths (Class II, Class II Buffered)

BICYCLE FACILITY PLACEMENT	MINIMUM (FT)	PREFERRED (FT)
Adjacent to edge of pavement	5-7	6-7
Adjacent to curb	5-7	6-7
Between through lanes and turn lanes	5-7	6-7
Adjacent to buffers	4-7	5-7
Adjacent to parking	5-7	6-7

TABLE 4-2: One Way Standard Separated Bikeway Widths (Class IV)

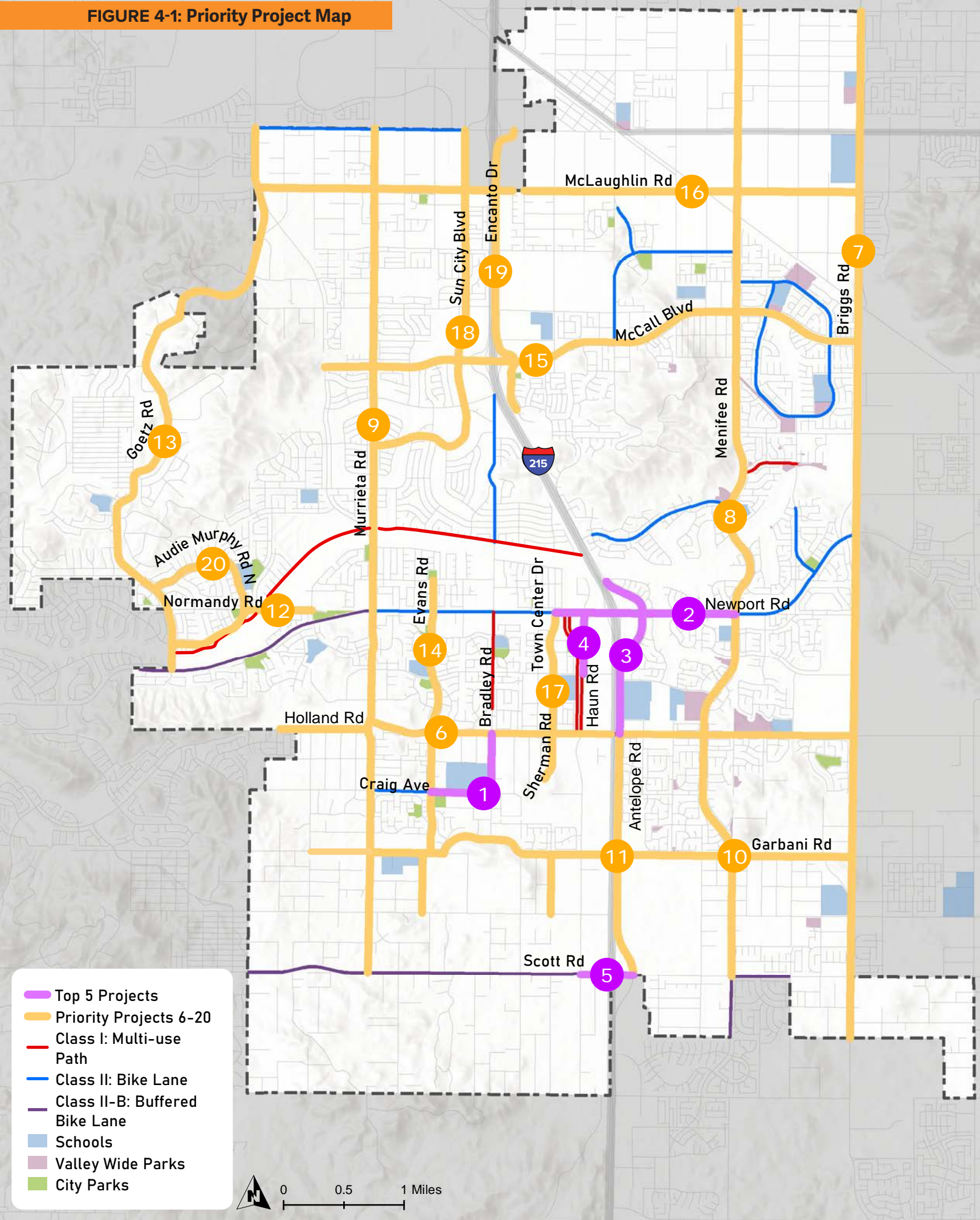
BICYCLE FACILITY PLACEMENT	MINIMUM (FT)	PREFERRED (FT)
Adjacent to edge of pavement	6-9	7-9
Adjacent to curb	5-8	6-8
Between through lanes and turn lanes	5-8	6-8
Adjacent to buffers	4-7	5-7
Adjacent to parking	4-7	5-7

²⁴ Caltrans. (2020). *Highway Design Manual (HDM) Chapter 1000 - Bicycle Transportation Design*.

TABLE 4-3: Priority Projects

	FINAL PROJECTS	START	END
1	Paloma Valley High School	Craig & Evans	Bradley & Maltese Way
2	Newport Road	Town Center Drive	Meniffee Road
3	Antelope Road	Aldergate Drive	Holland Road
4	Haun Road	Newport Road	La Piedra Road
5	Scott Road	Haun Road	Antelope Road
6	Holland Road	Hermosa	Briggs Road
7	Briggs Road	Mapes Road	Golden J. Lane
8	Meniffee Road	Mapes Road	Scott Road
9	Murrieta Road	Ethanac Road	Scott Road
10	Garbani Road	Byers Road	Briggs Road
11	Antelope Road	Holland Road	Scott Road
12	Normandy Road	Audie Murphy Road	Spirit Park
13	Goetz Road	Ethanac Road	Newport Road
14	Evans Road	Lazy Creek Road	Wickerd Road
15	McCall Boulevard	Valley Boulevard	Briggs Road
16	McLaughlin Road	Goetz Road	Briggs Road
17	Town Center Drive/Sherman Road	Newport Road	Wickerd Road
18	Barnett Road/Sun City Boulevard/Phoenix Way	Ethanac Road	Amersfoot Way
19	Encanto Drive	Ethanac Road	El Puente Street
20	Audie Murphy Road	Goetz Road	Goetz Road

FIGURE 4-1: Priority Project Map



1 Paloma Valley High School

Start: Craig Avenue and Evans Road

End: Bradley Road and Maltese Way

Cost Estimate: \$3,543,171

Existing Conditions:

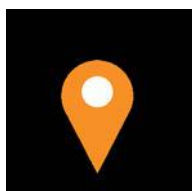
The Paloma Valley High School corridor is in southwest Menifee and runs along the east and west perimeter of Paloma Valley High School. The area around Paloma Valley High School primarily consists of rural and undeveloped land designated for future residential uses. Gale Webb Action Sports Park is also located along the corridor. Zero pedestrian and three bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements around Paloma High School include the installation of Class IIB buffered bicycle lanes along both sides of Craig Avenue from Evans Road to Bradley Road, and on only the west side of Bradley Road from Craig Avenue to Maltese Way. The Class I along the south edge of Craig Avenue is a two-directional multi-use path. Green conflict striping is proposed at all driveways and school entrances. The intersection of Craig Avenue and Evans Road has hardened centerlines using rubber wedges to encourage left-turning drivers to minimize crosswalk encroachment and slow traffic at intersections.

At a Glance:



Distance
0.8 miles



Schools
1



Parks
1



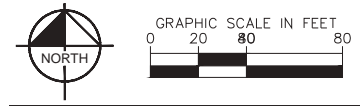
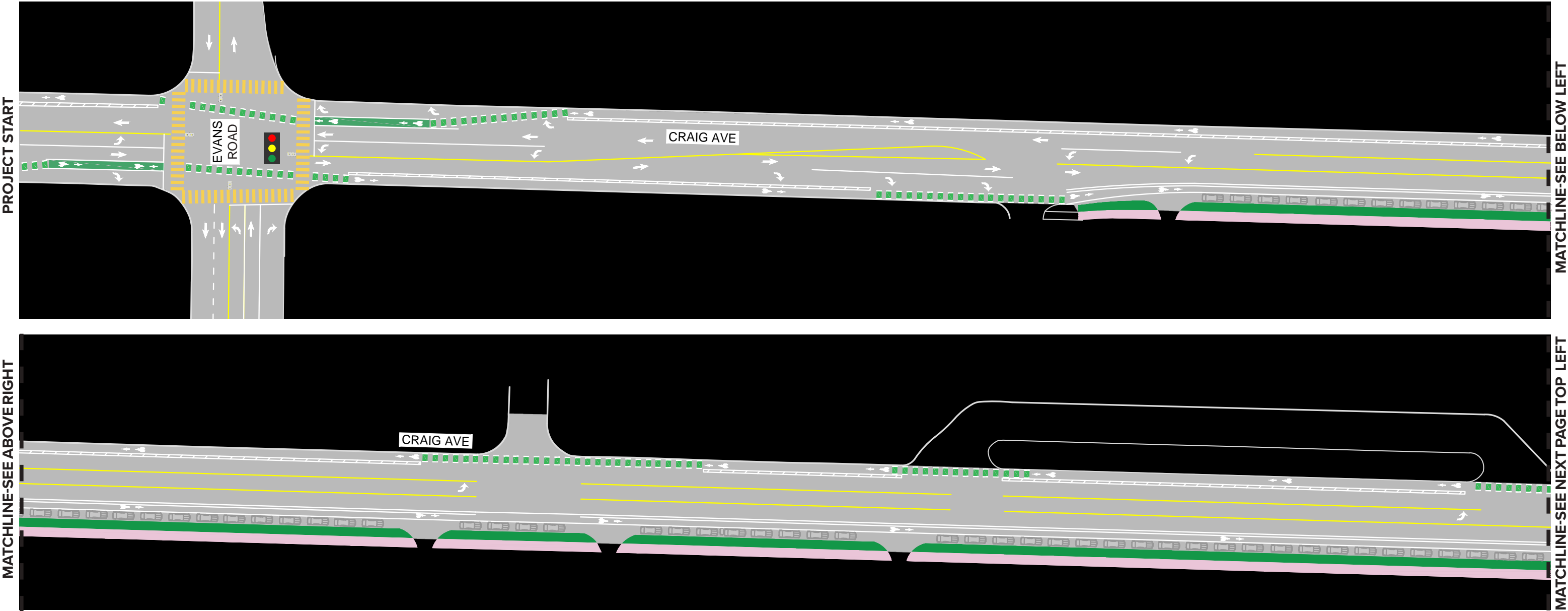
Pedestrian Collisions
0



Bicyclist Collisions
3

FIGURE 4-2: Paloma Valley High School Concept

★ Note: Craig Avenue and Bradley Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists



- LEGEND**
- Proposed Urban Greening
 - Proposed Paved Walkway
 - Buffered Bicycle Lanes

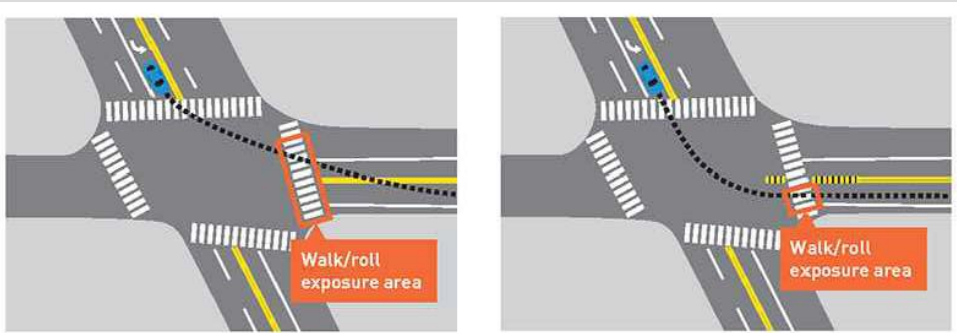

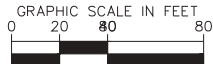


FIGURE 4-3: Paloma Valley High School Concept

LEGEND

- Proposed Urban Greening
- Proposed Paved Walkway
- Buffered Bicycle Lanes

 **NORTH**

 **GRAPHIC SCALE IN FEET**

★ Note: Craig Avenue and Bradley Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists

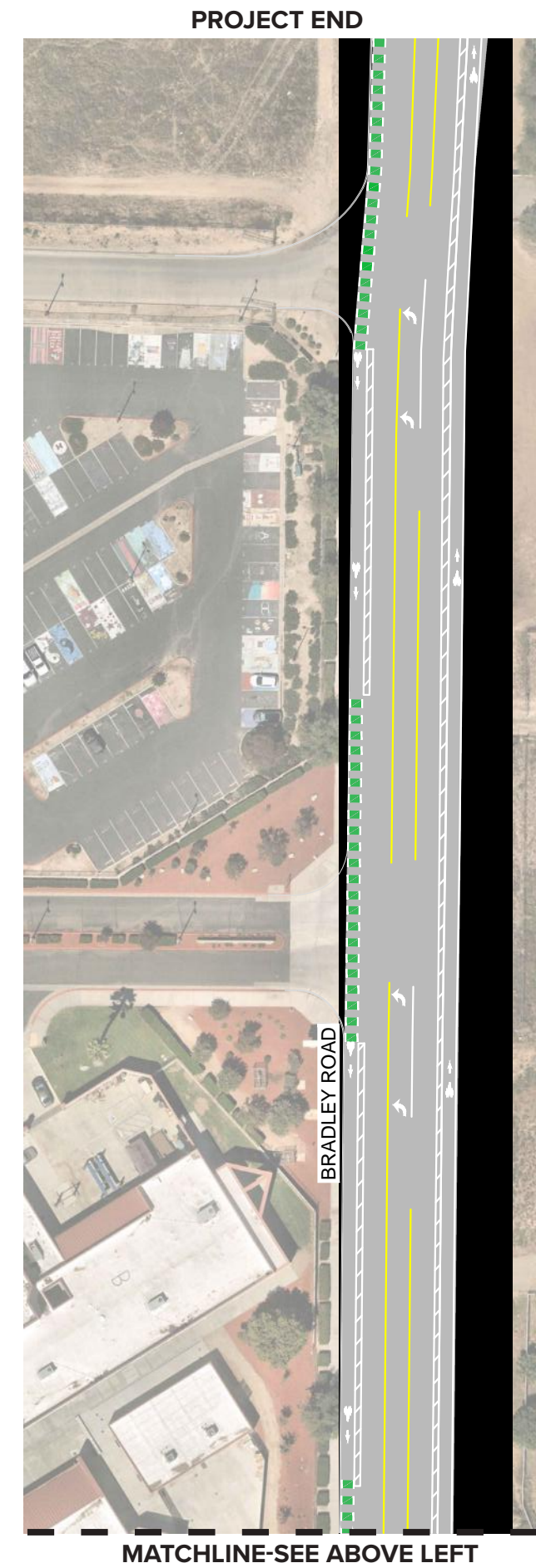
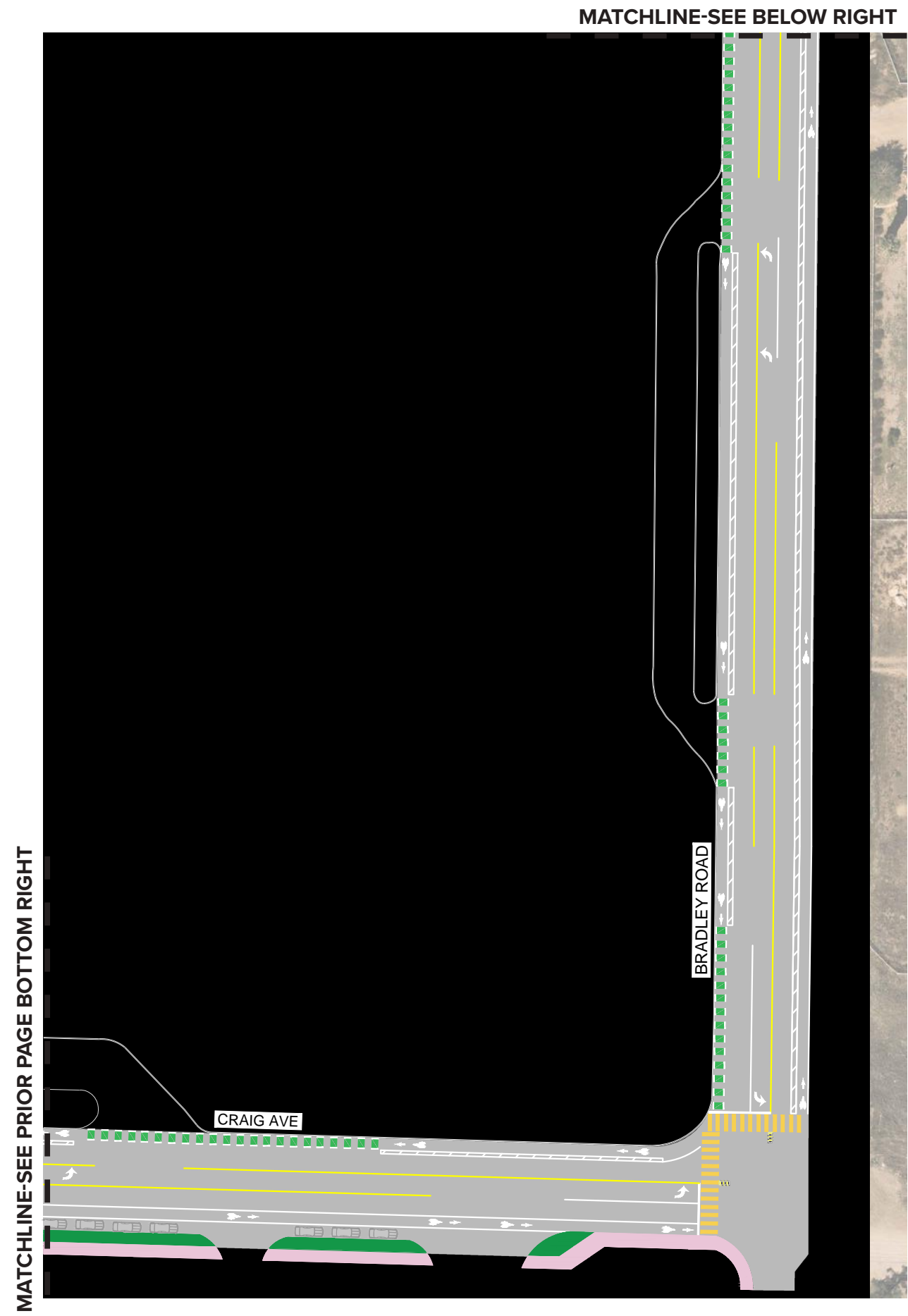
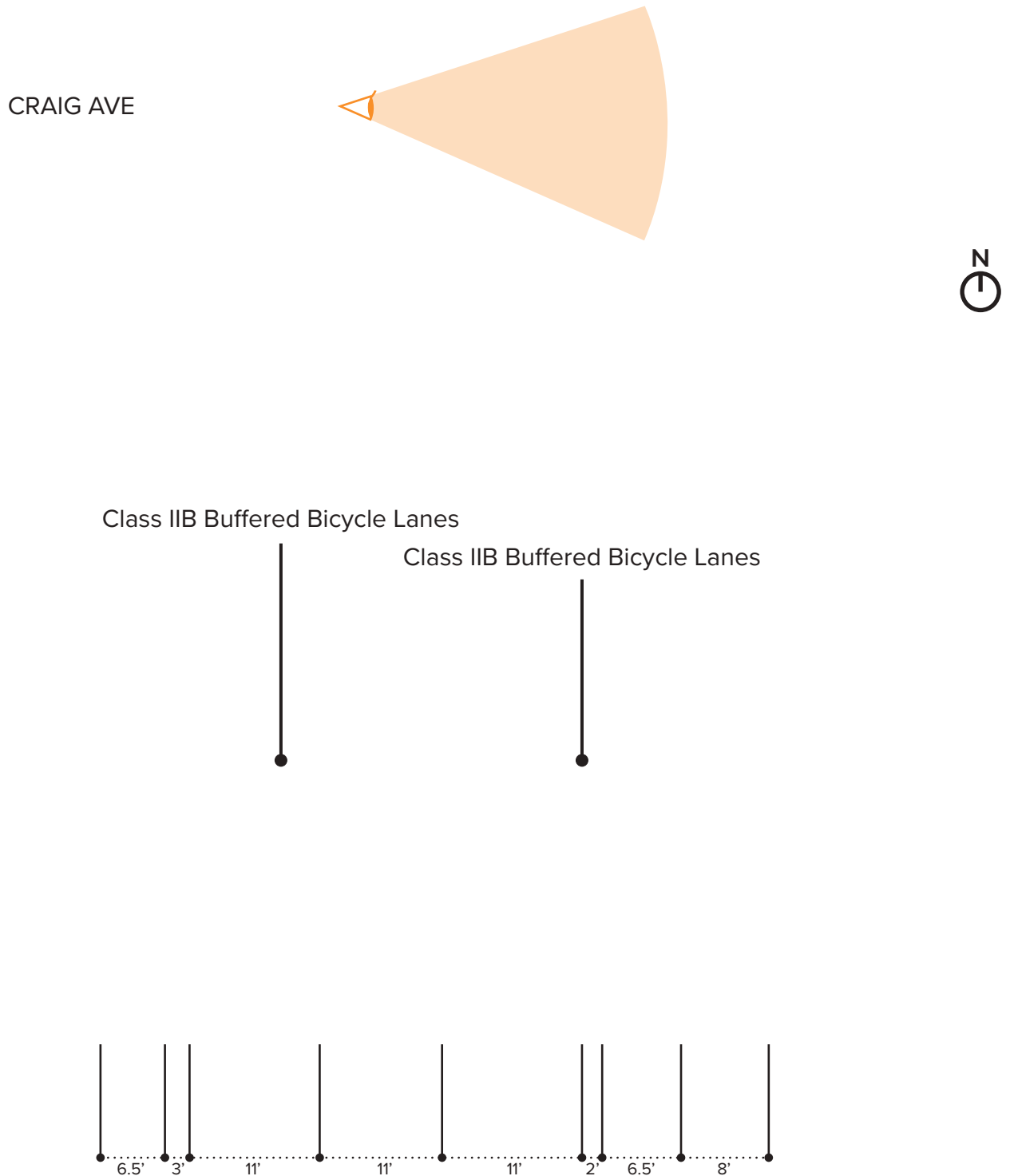


FIGURE 4-4: Paloma Valley High School Three-Dimensional Sections

Looking east towards Craig Avenue



2 Newport Road

Start: Town Center Drive

End: Meniffee Road

Cost Estimate: \$ 9,493,874

Existing Conditions:

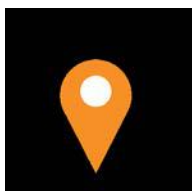
The Newport Road corridor is centrally located in Meniffee and runs west to east from Town Center Drive to Meniffee Road. The corridor grants access to I-215 and is surrounded by commercial retail and residential land uses. Callie Kirkpatrick Elementary is located nearby. Six pedestrian and four bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Newport Road include Class IIB buffered bicycle lanes the majority of the project area with green conflict striping at all intersections, drive-ways, and freeway on and off ramps. The Class IIB ends at Antelope Road where bicyclists heading east will cross Newport Road to reach a shared-use path on the north edge. This continues east to the edge of the project area where all crossings will have a shared curb ramp for bicycles and pedestrians. The freeway crossings will have RRFB's with bicycle loop detection in advance of the crossing. Sections at the north freeway crossing require an extended sidewalk and the installation of pedestrian curb ramps. Some vehicle lane widths will be narrowed to accommodate these recommendations.

At a Glance:



Distance
1.5 miles



Schools
1



Parks
0



Pedestrian Collisions
6



Bicyclist Collisions
4

FIGURE 4-5: Newport Road Concept

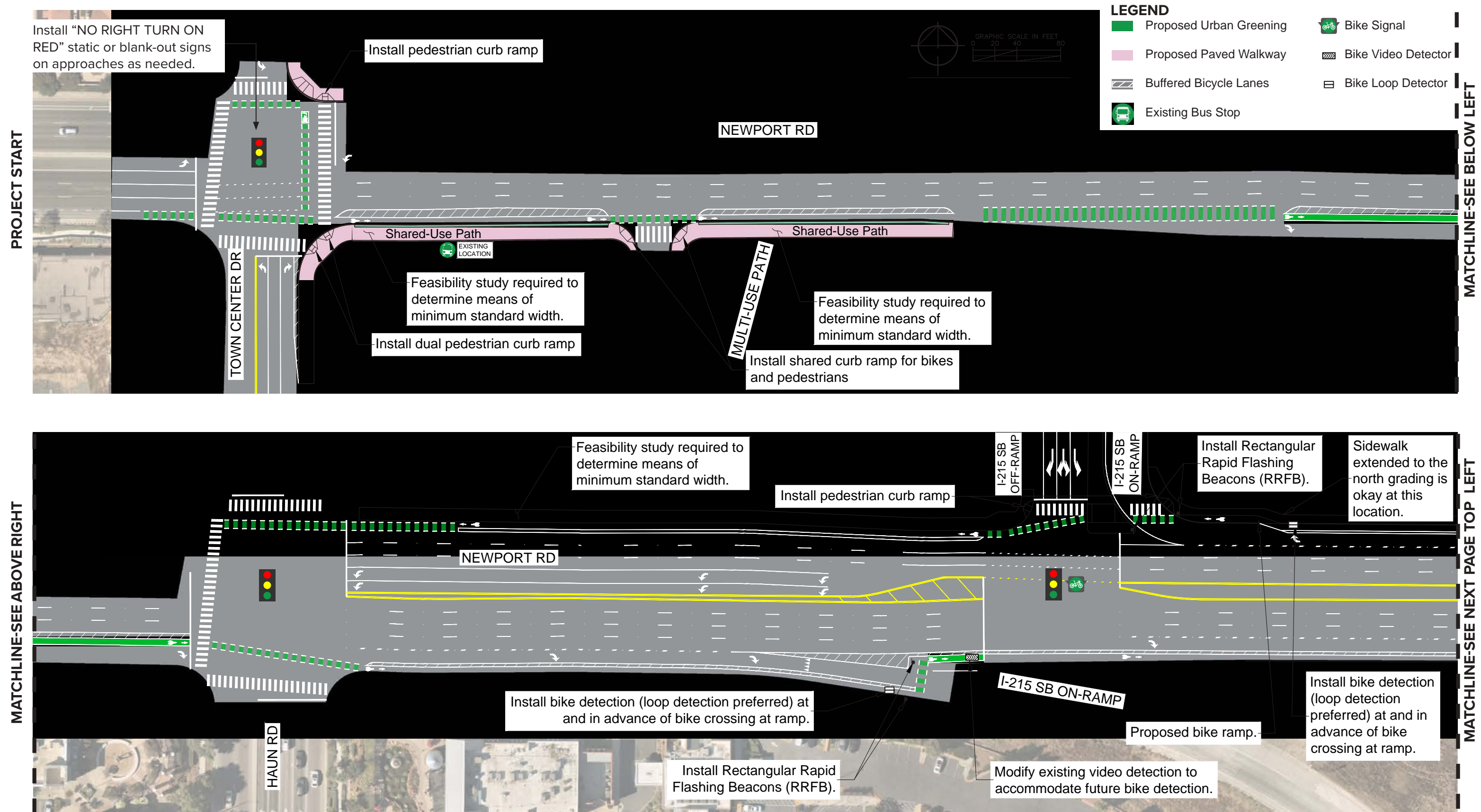


FIGURE 4-6: Newport Road Concept

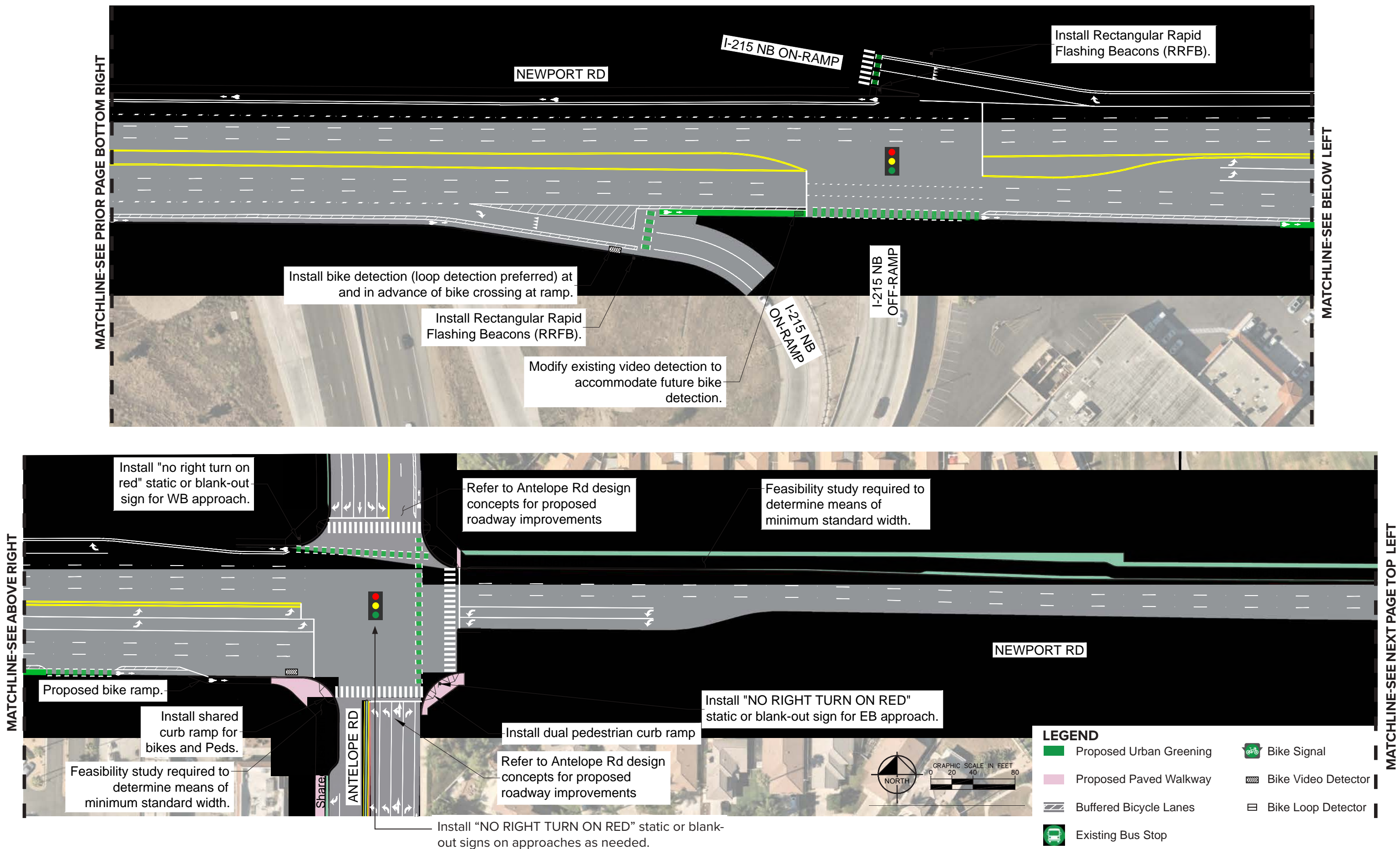


FIGURE 4-7: Newport Road Concept

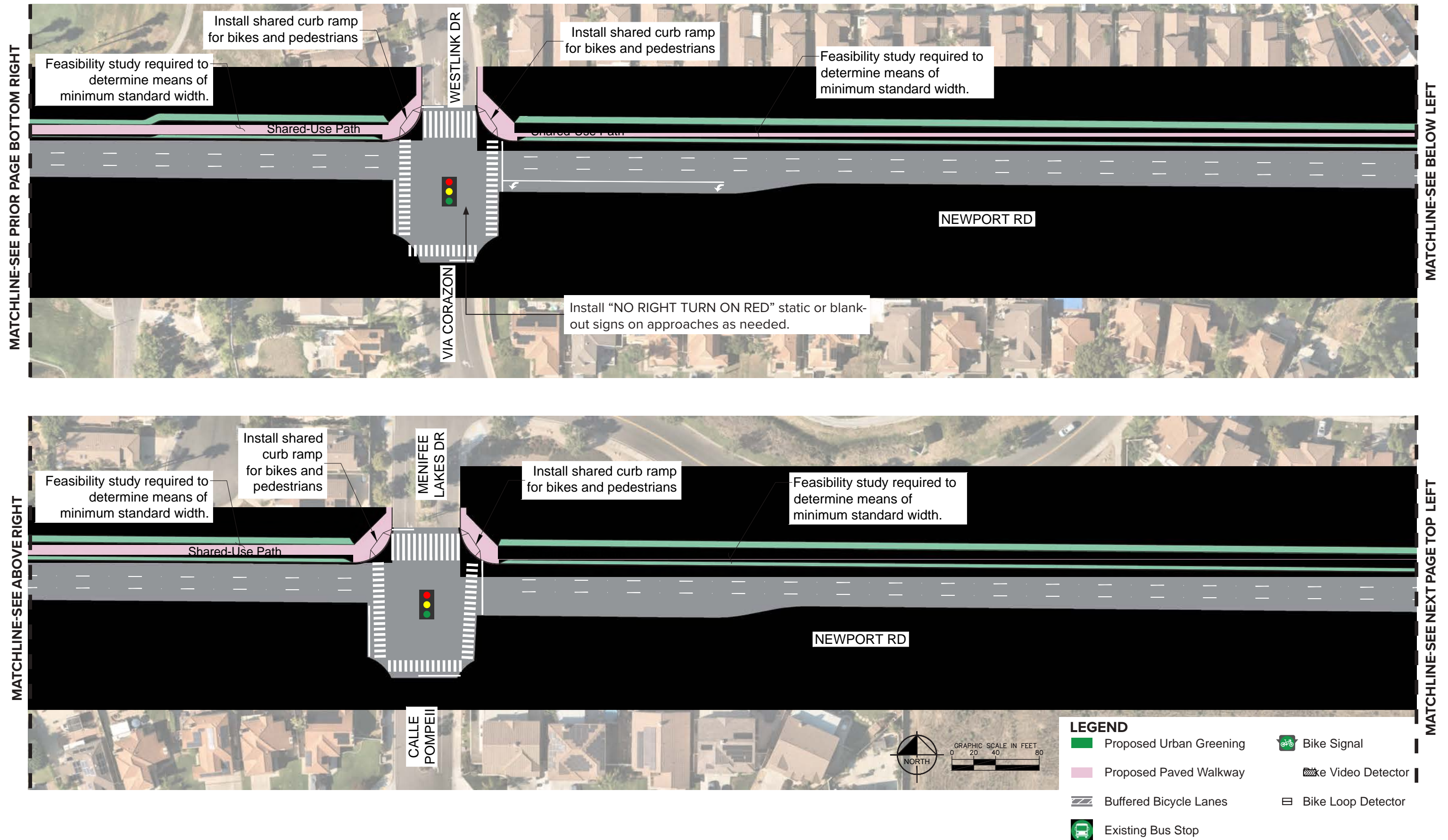
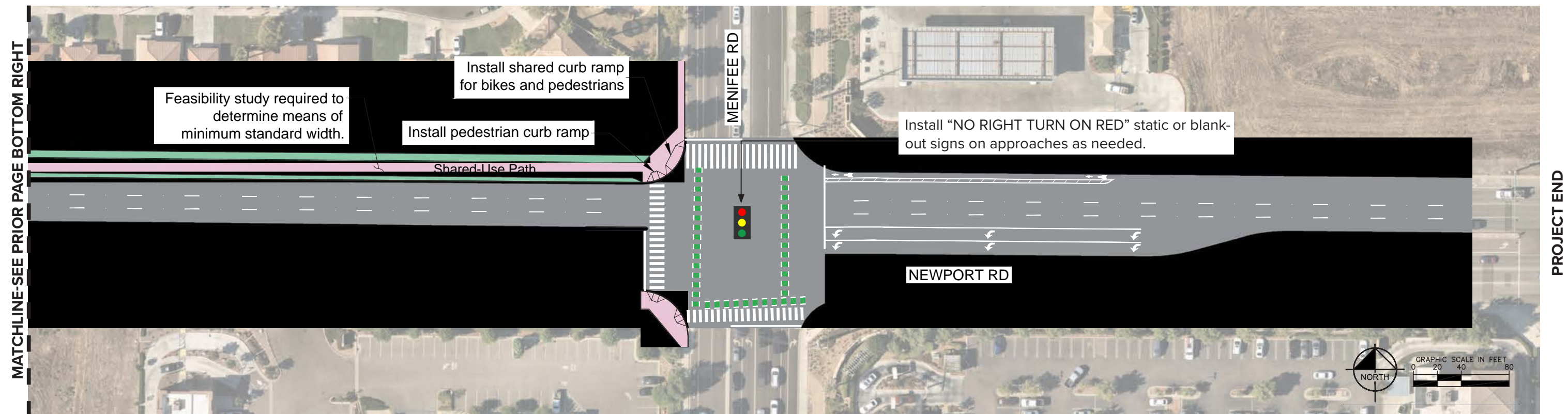


FIGURE 4-8: Newport Road Concept










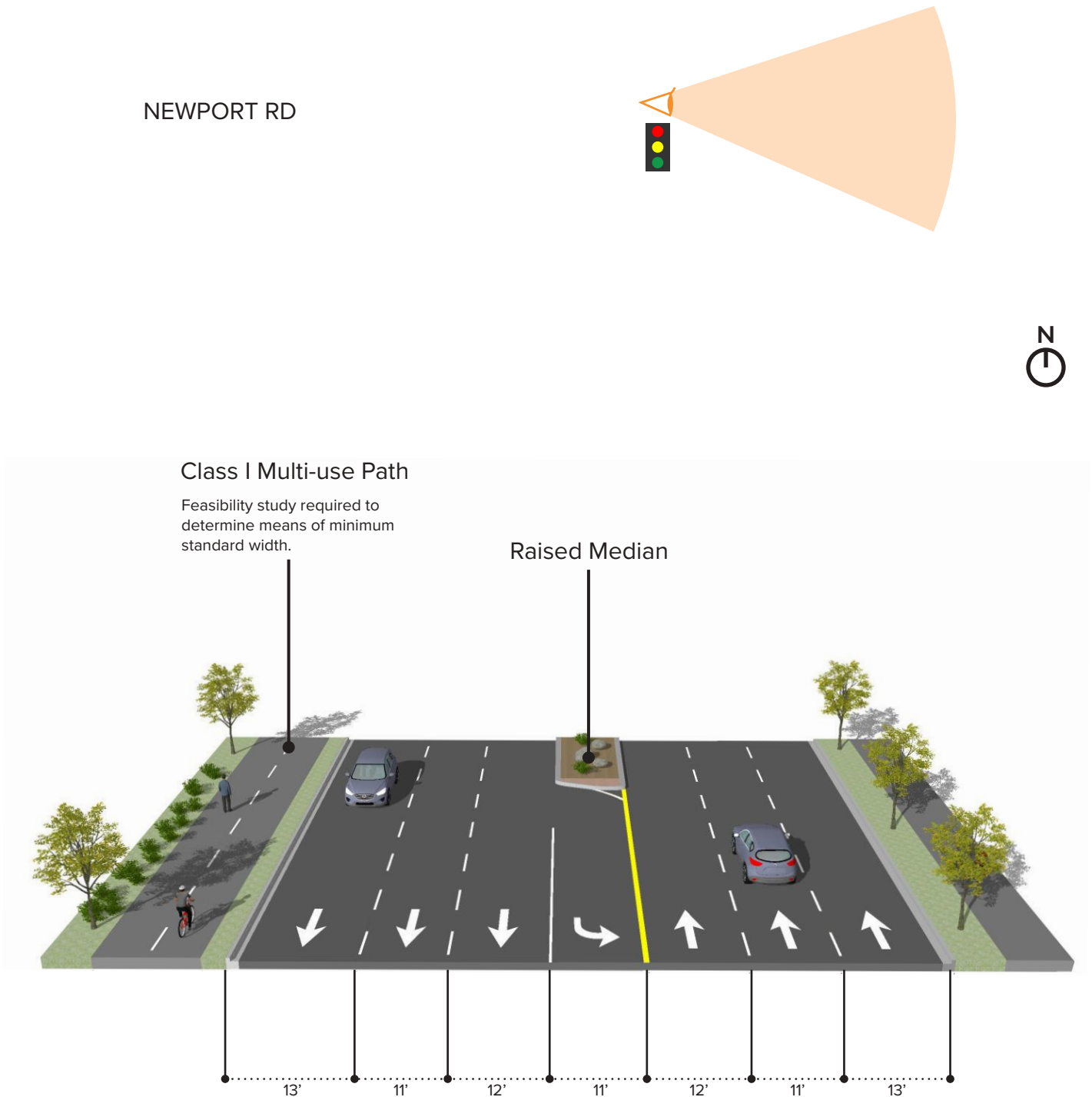
- LEGEND**
- | | |
|---|---|
|  Proposed Urban Greening |  Bike Signal |
|  Proposed Paved Walkway |  Bike Video Detector |
|  Buffered Bicycle Lanes |  Bike Loop Detector |
|  Existing Bus Stop | |

FIGURE 4-9: Newport Road Three-Dimensional Section

Looking east towards Newport Road



3 Antelope Road

Start: Town Center Drive

End: Holland Road

Cost Estimate: \$1,791,016

Existing Conditions:

The Antelope Road corridor is in north central Menifee and runs north to south from Aldergate Drive to Holland Road. Land uses along the corridor include commercial retail, recreation, and residential housing. Key attractions along the corridor include the Salt Creek Trail, Mt. San Jacinto College, Menifee Lakes Country Club, and Menifee Town Center. One pedestrian and three bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Antelope Road include the installation of Class IIB buffered bicycle lanes, painted medians, and some parking removal between Holland Road and La Piedra Road on the southeast side. All intersections will have green conflict striping and high-visibility crosswalks when signalized. Between Newport Road and Palm Villa Drive, a 10-foot shared-use path with a two foot buffer will be installed on the west side with shared curb ramps for bicycles and pedestrians. Refer to Newport Road design concept for proposed roadway improvements at Antelope Road and Newport Road.

At a Glance:



Distance
2 miles



Schools
1



Parks
0



Pedestrian Collisions
1



Bicyclist Collisions
3

FIGURE 4-10: Antelope Road Concept

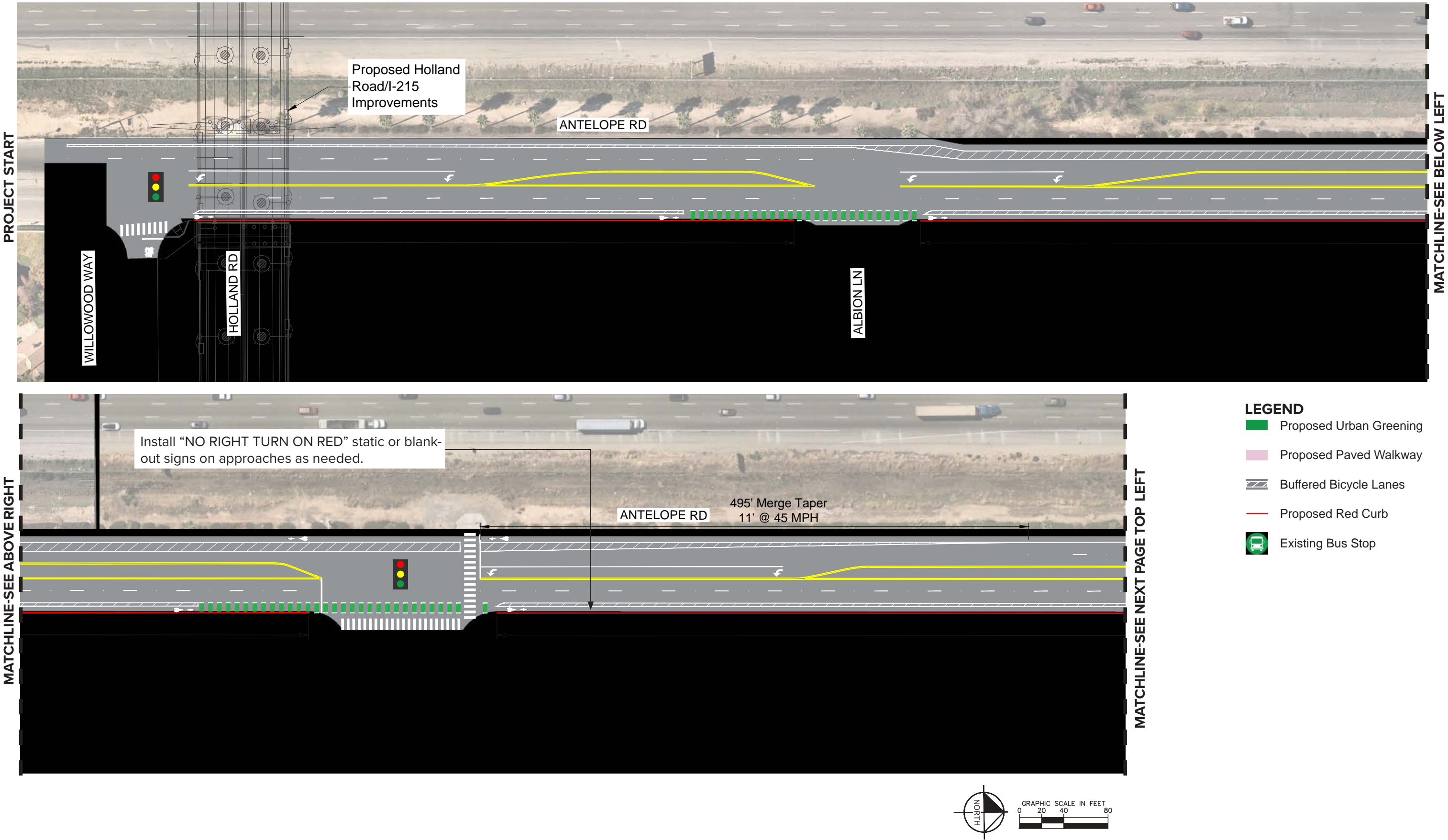


FIGURE 4-11: Antelope Road Concept

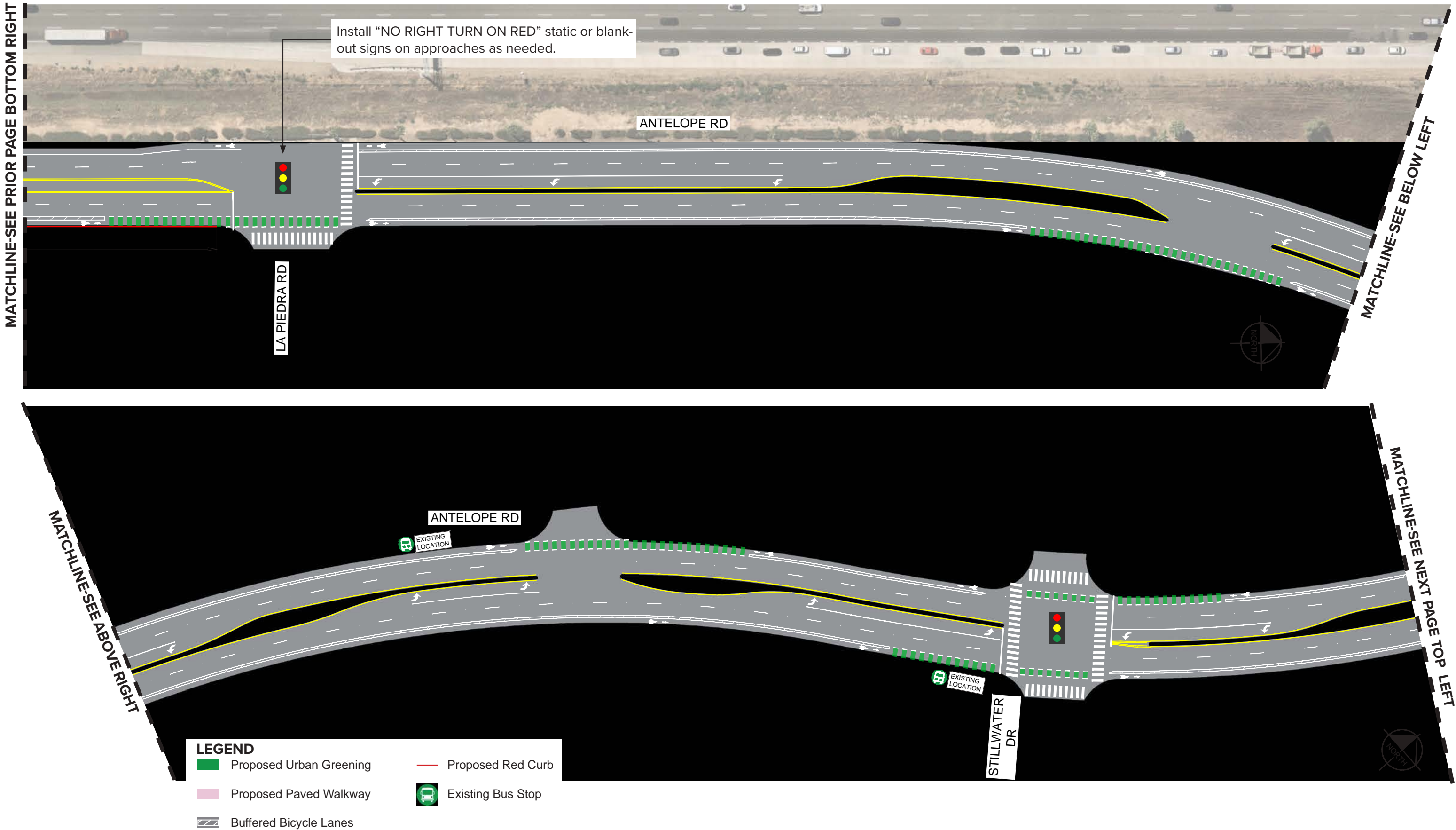


FIGURE 4-12: Antelope Road Concept

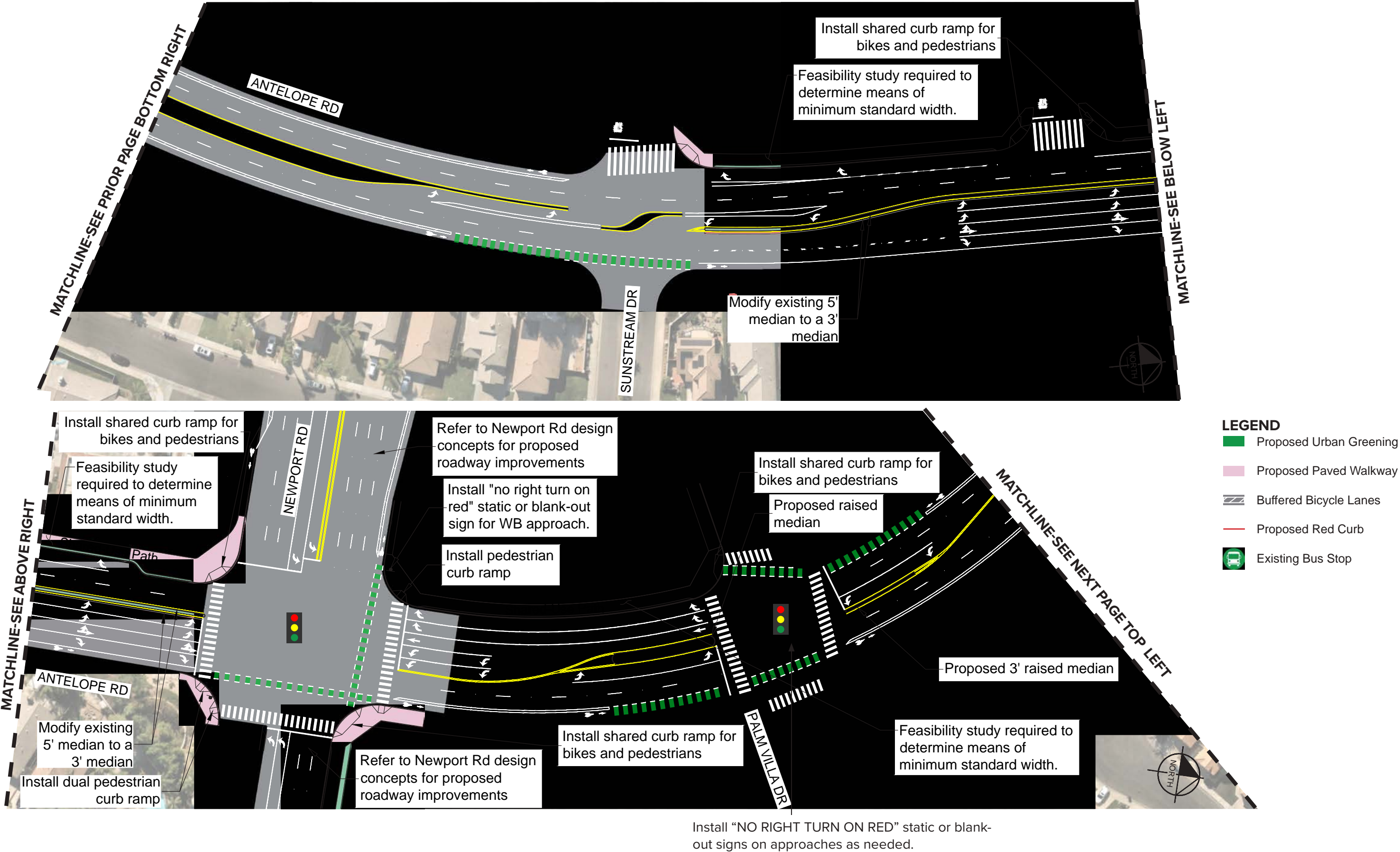


FIGURE 4-13: Antelope Road Concept

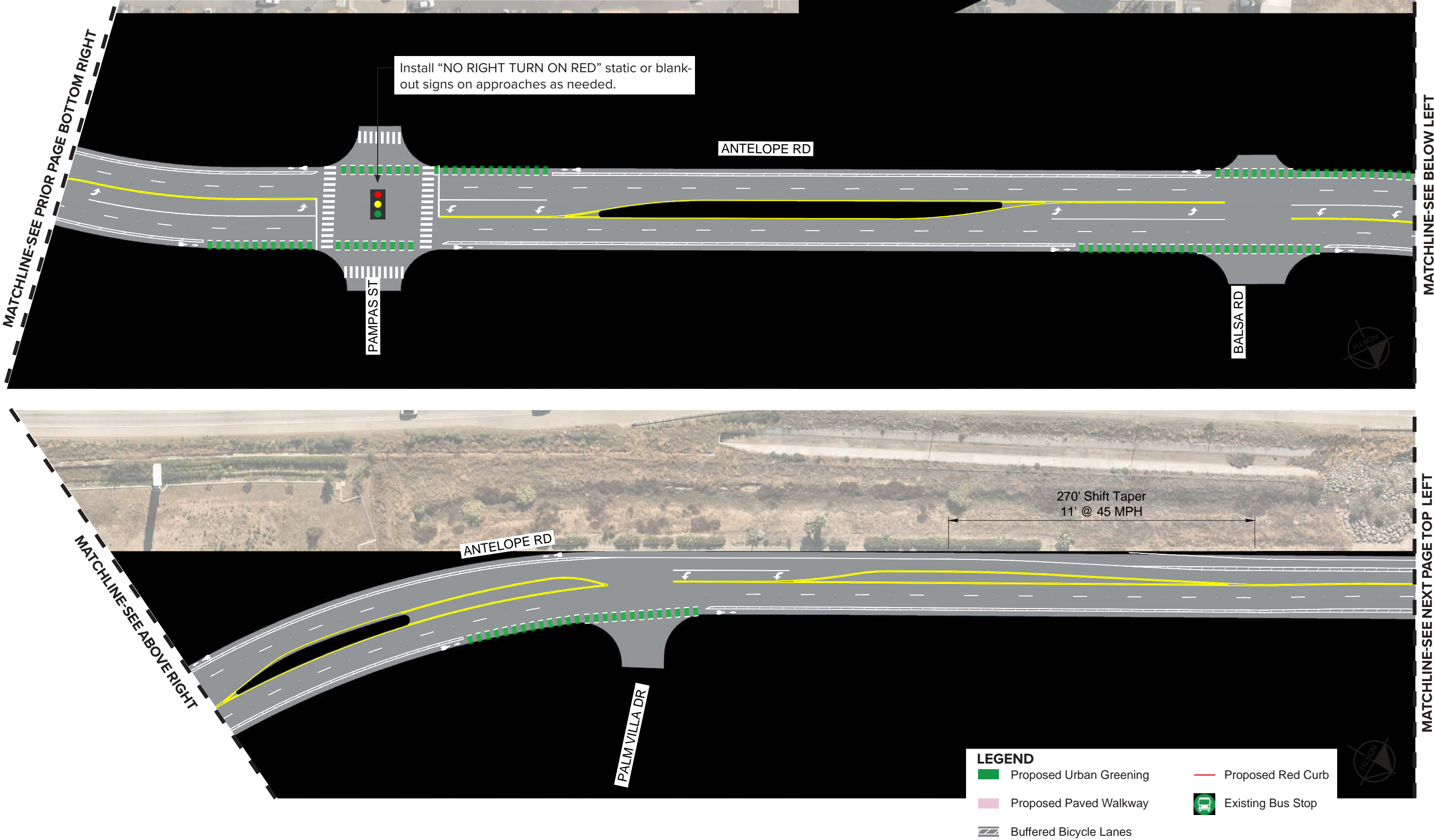


FIGURE 4-14: Antelope Road Concept

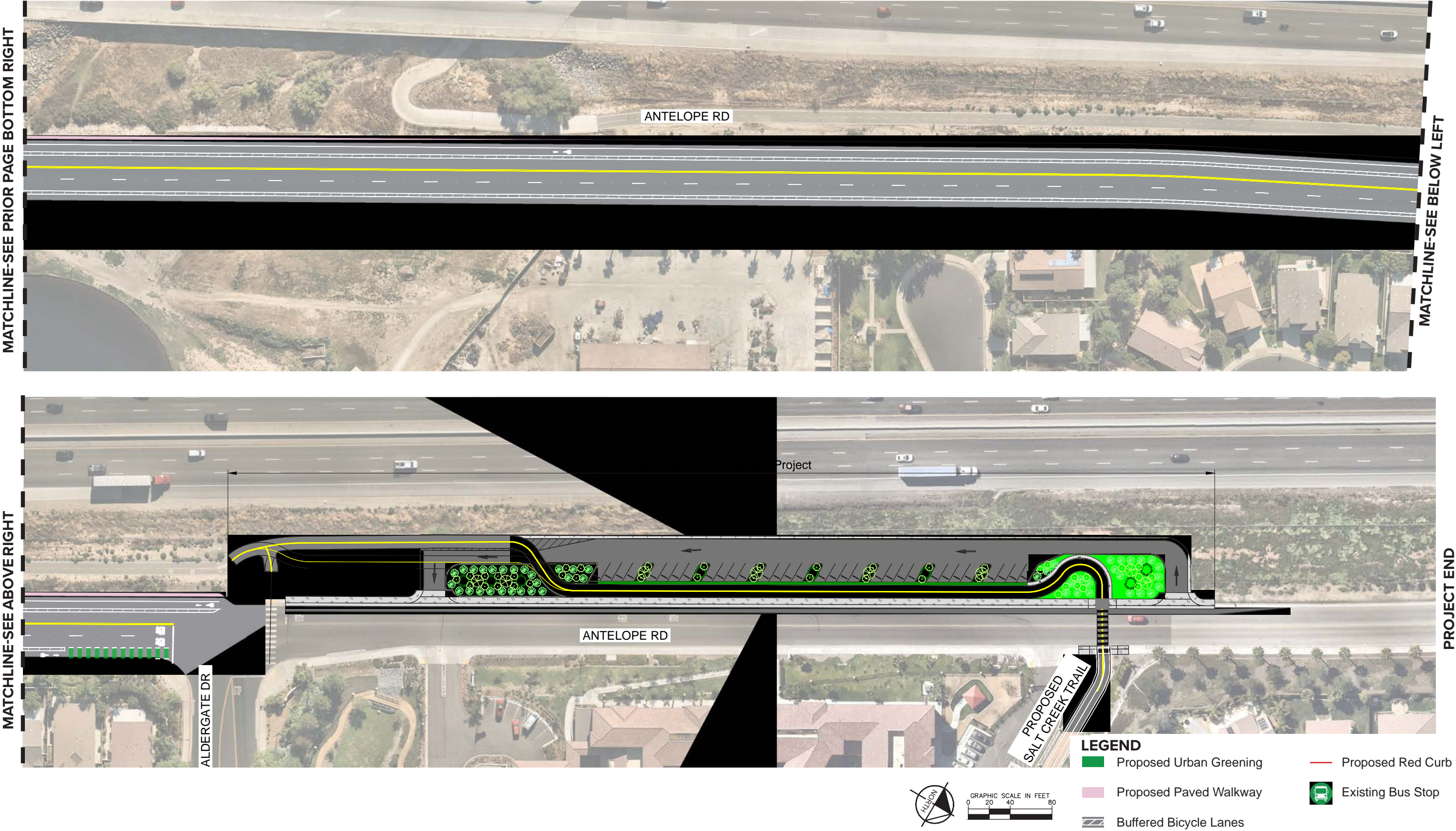
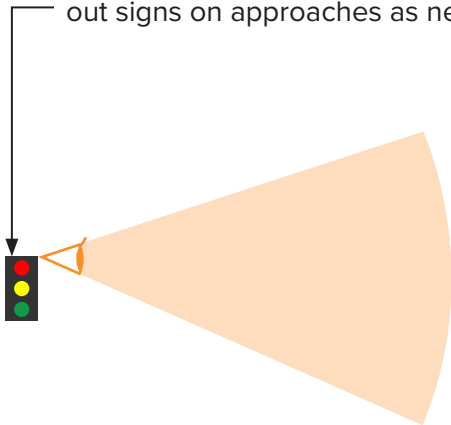


FIGURE 4-15: Antelope Road Three-Dimensional Sections

Looking Northwest towards Antelope Road

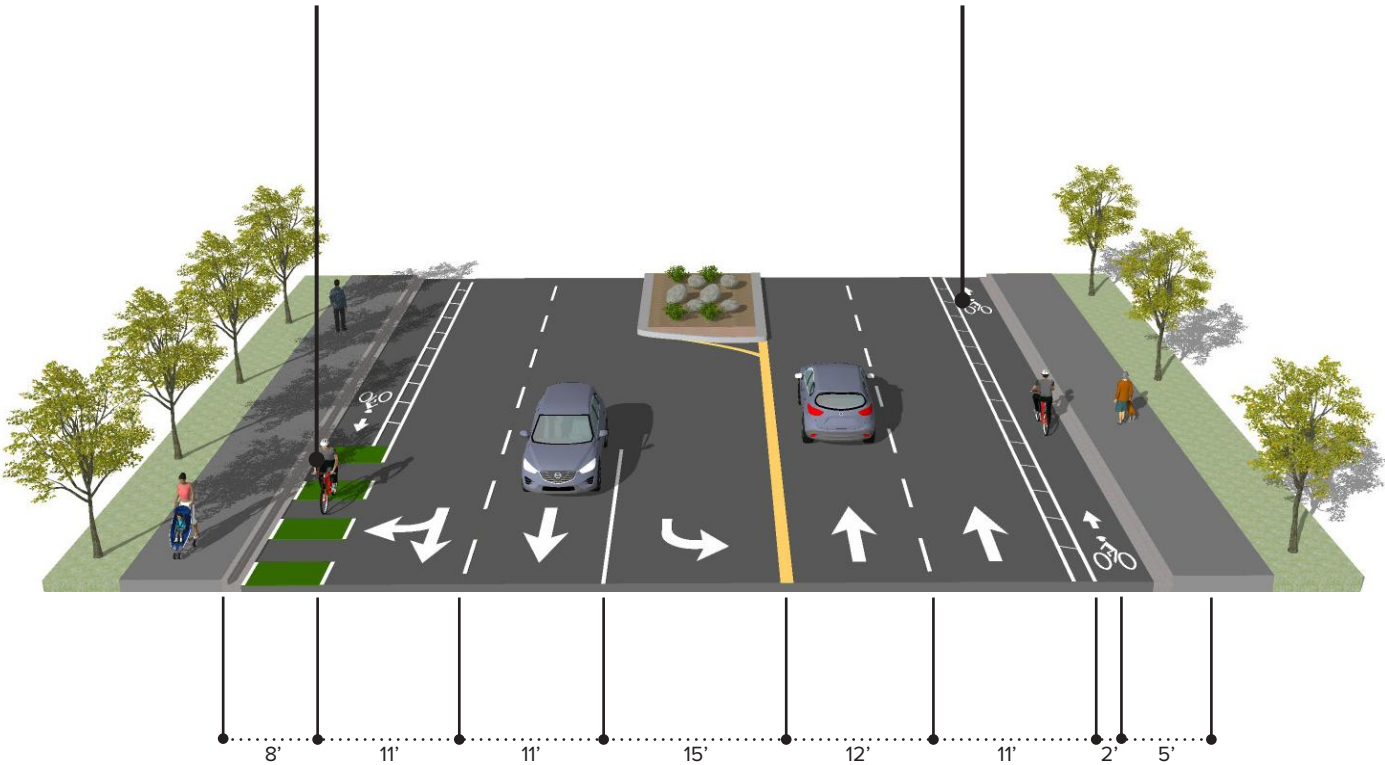
Install “NO RIGHT TURN ON RED” static or blank-out signs on approaches as needed.

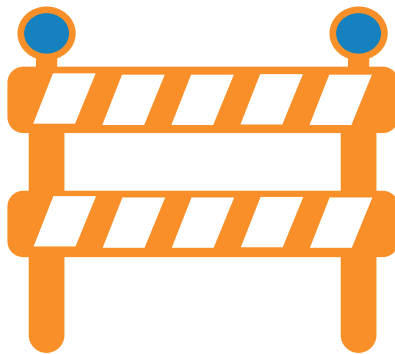


Q_N

Green Conflict Striping

Class IIB Buffered Bicycle Lane





END OF CORRIDOR

4 Haun Road

Start: Newport Road

End: La Piedra Road

Cost Estimate: \$710,322

Existing Conditions:

The Huan Road corridor is located in central Menifee and runs north to south from Newport Road to La Piedra Road. The corridor is primarily bordered by commercial retail except for a segment with a flood control channel and a Class I multi-use path. Two pedestrian and one bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Huan Road include the addition of a Class IIB buffered bicycle lane with conflict striping at all intersections, driveways, and bus turnouts. The buffered bicycle lane provides access to the Menifee Countryside Marketplace where In-N-Out Burger and BJ’s Restaurant & Brewhouse are located has a sidewalk-level bikeway on the north east corner that allows bicyclists to ramp up to sidewalk level to turn into the shopping center. The southeast corner of that intersection has a sidewalk-level bikeway connection to a Class I multi use path along the south side of Haun Road. The Class IIB runs from this intersection along the north edge to the east boundary of the project area, and on the south edge it runs west to Newport Road. Vehicle lane widths were reduced to allot space for a buffered bicycle lane and high-visibility crosswalks to be installed at all signalized intersections.

At a Glance:



Distance
0.5 miles



Schools
1



Parks
0



Pedestrian Collisions
2



Bicyclist Collisions
1

FIGURE 4-16: Haun Road Concept

★ Note: Haun Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists

LEGEND

- Proposed Urban Greening
- Proposed Paved Walkway
- Buffered Bicycle Lanes
- Proposed Red Curb
- Existing Bus Stop

Install “NO RIGHT TURN ON RED” static or blank-out signs on approaches as needed.

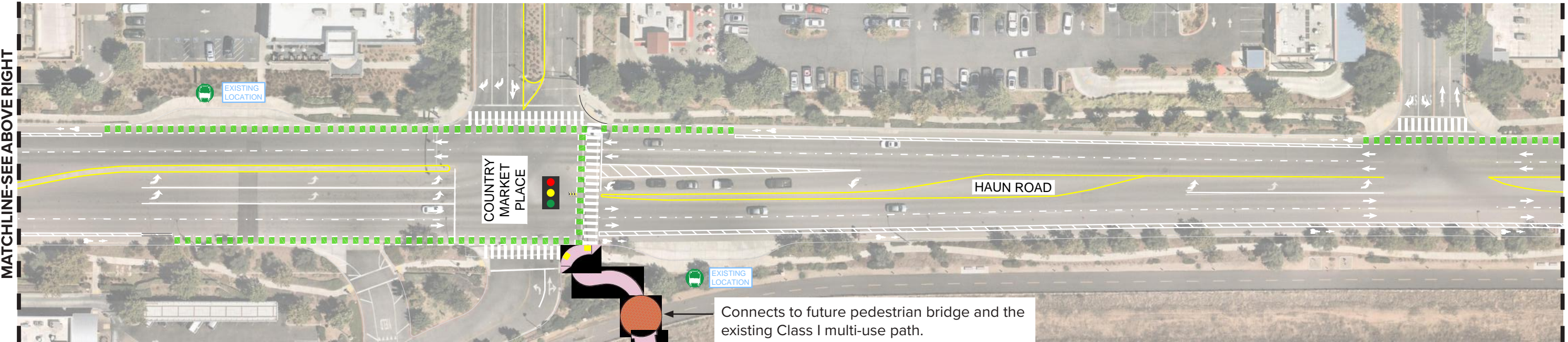
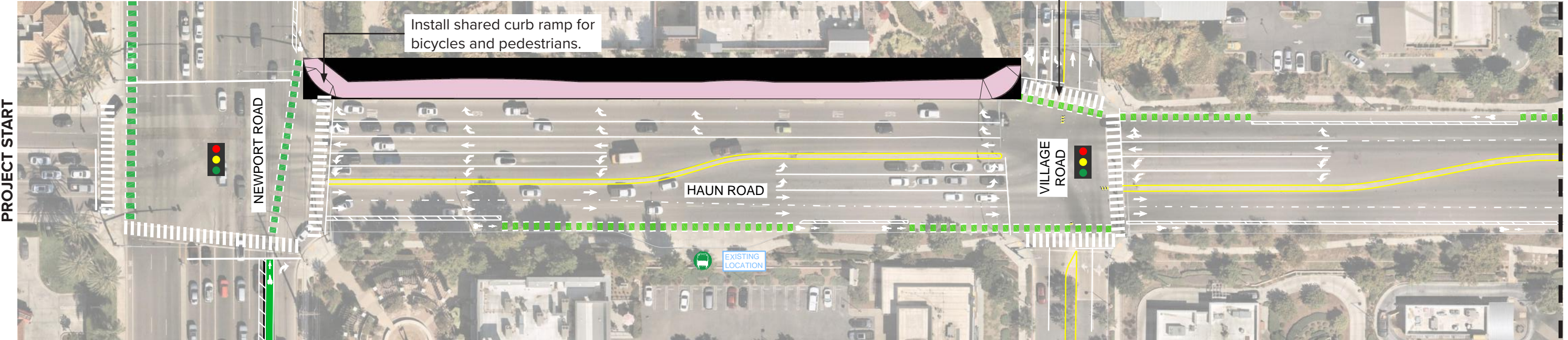
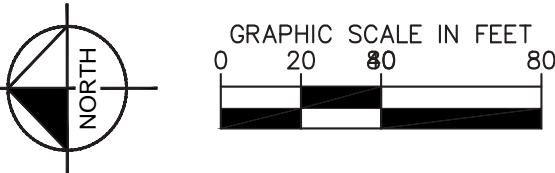


FIGURE 4-17: Haun Road Concept

★ Note: Haun Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists

Install “NO RIGHT TURN ON RED” static or blank-out signs on approaches as needed.

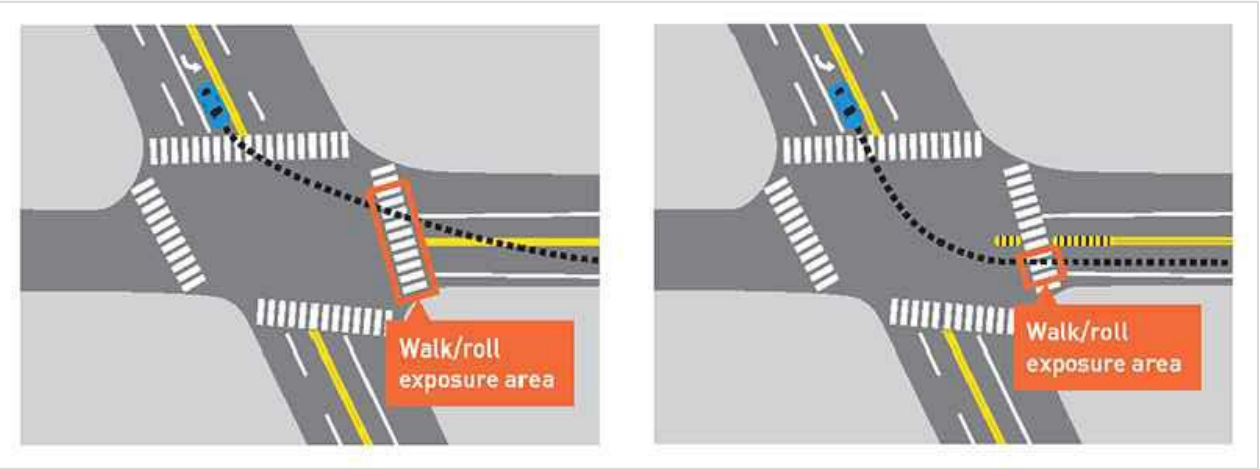
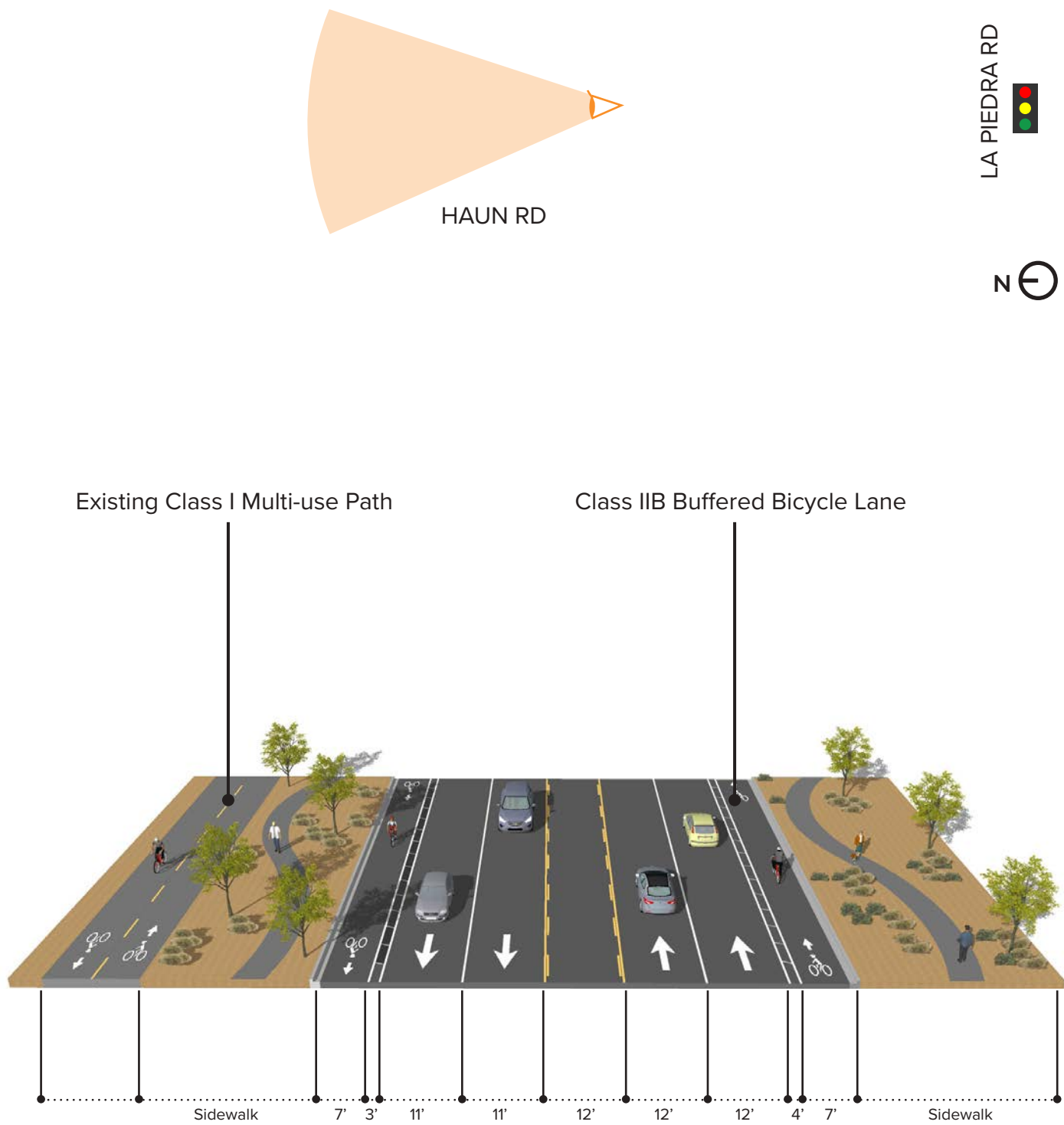


FIGURE 4-18: Haun Road Three-Dimensional Sections

Looking north towards Haun Road



RECOMMENDATIONS

5 Scott Road

Start: Haun Road

End: Antelope Road

Cost Estimate: \$983,338

Existing Conditions:

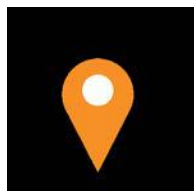
The Scott Road corridor is in southern Menifee and runs west to east from Huan Road to Antelope Road. The corridor grants access to I-215 and is bordered by vacant land to the north and commercial retail land uses to the south. There are no major attractions along the segment, however, vacant land along the corridor is designated for specific plan and economic development uses in the future. One pedestrian and zero bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Scott Road include the installation of Class IIB buffered bicycle lane. High-visibility crosswalks are proposed at each intersection. Hardened centerlines using rubber wedges are proposed at intersections to encourage left-turning drivers to minimize crosswalk encroachment and slow traffic at intersections.

At a Glance:



Distance
0.45 miles



Schools
0



Parks
0



Pedestrian Collisions
1



Bicyclist Collisions
0

★ Note: Haun Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists

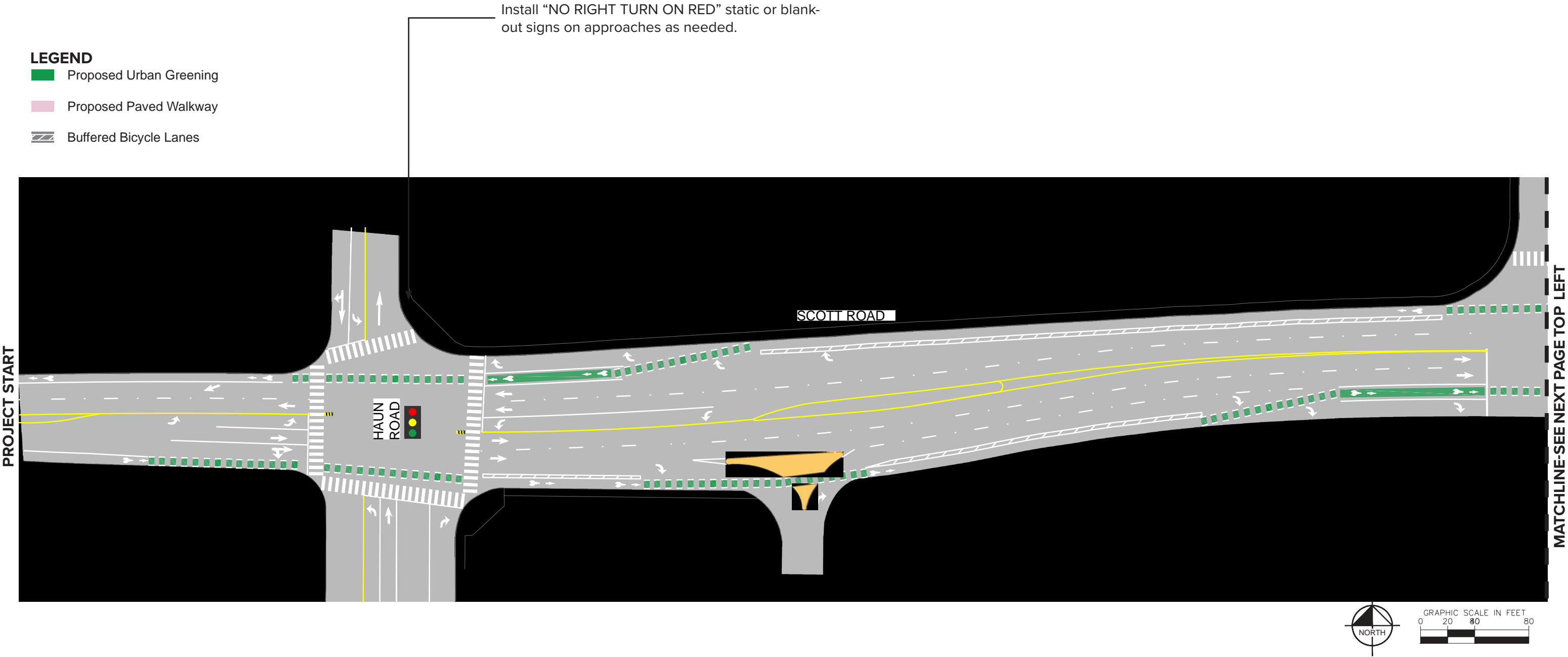


FIGURE 4-20: Scott Road Concept

★ Note: Haun Road vehicle lanes are 12-foot when adjacent to a raised curb and 11-foot when no curb exists

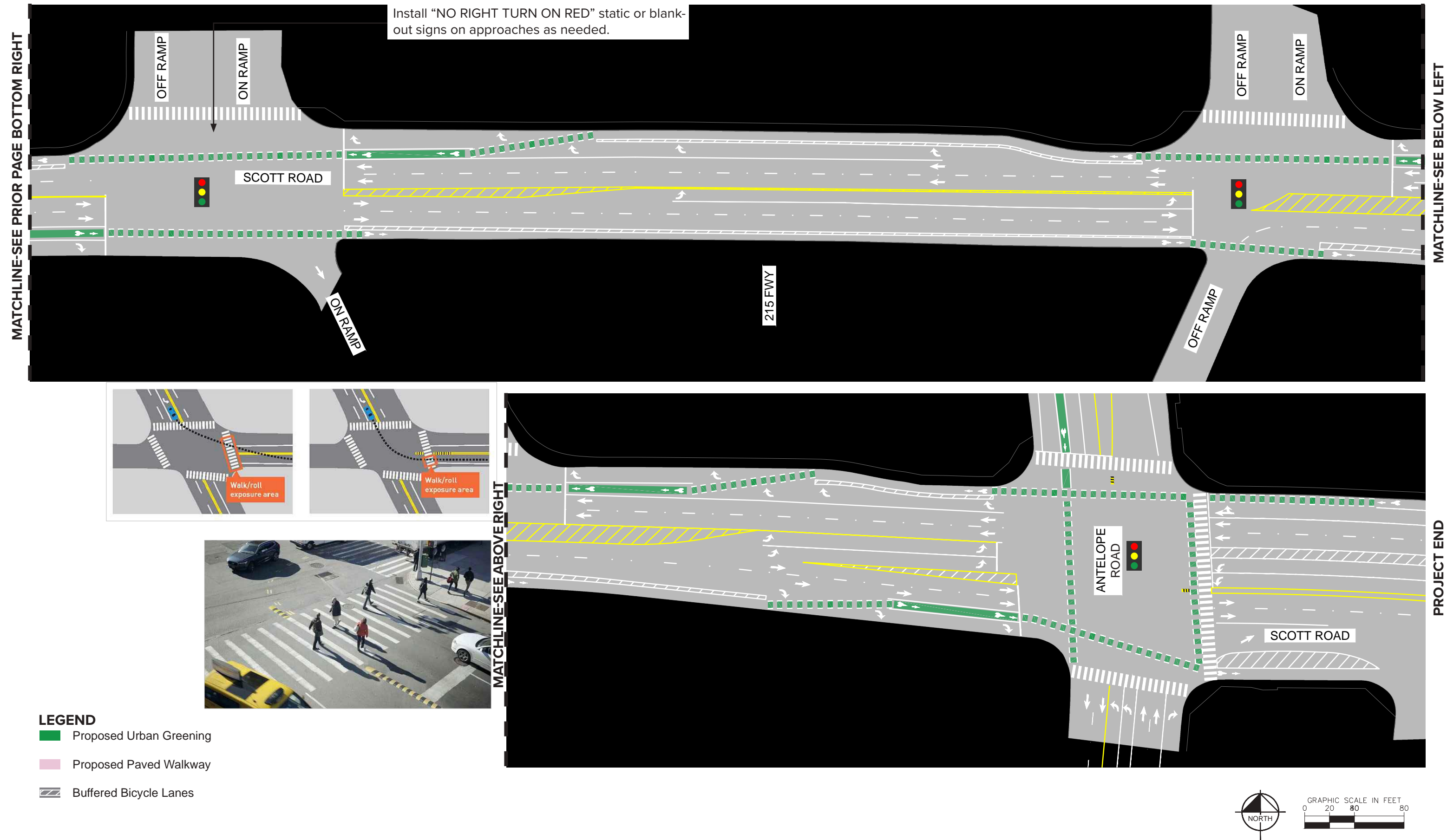
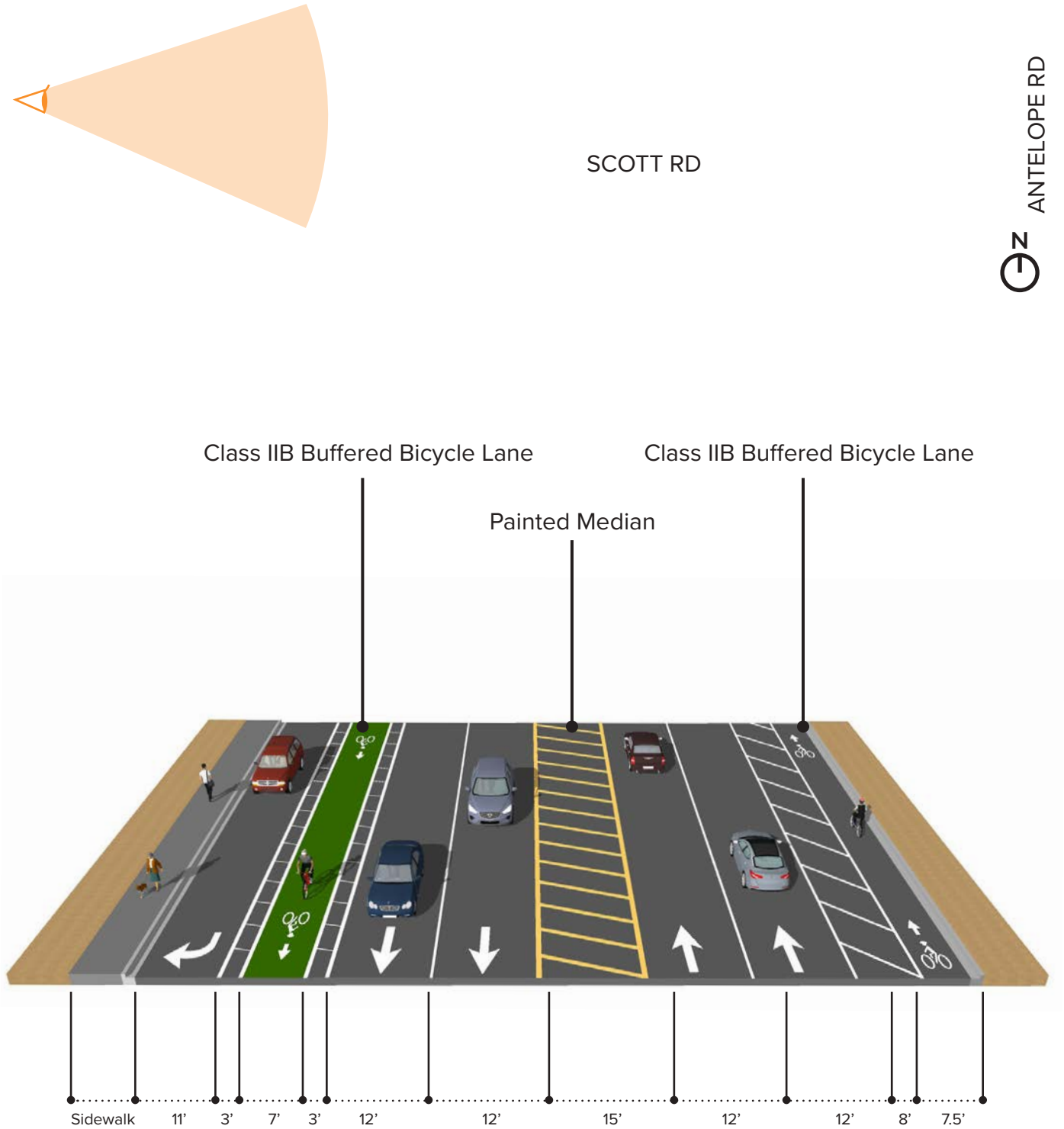


FIGURE 4-21: Scott Road Three-Dimensional Sections

Looking east towards Scott Road



4.3 ADDITIONAL PRIORITY PROJECTS (6-20)

This section highlights the remaining 15 projects that were selected through community engagement outside of the top five. While these recommendations are not as detailed as the top 5, they provide enough detail and recommendations to help the projects move forward for future development and planning efforts. Several of these projects build upon previous efforts from the ATP while others are new projects.

The following is a legend for the remaining 15 projects. These projects show Complete Street recommendations and, in some cases, transit-related improvements. To better understand the context and importance of these corridors, future developments have been included, where applicable, in the project maps.

- 6 Holland Road
- 7 Briggs Road
- 8 Menifee Road
- 9 Murrieta Road
- 10 Garbani Road
- 11 Antelope Road
- 12 Normandy Road
- 13 Goetz Road
- 14 Evans Road
- 15 McCall Boulevard
- 16 McLaughlin Road
- 17 Town Center Drive/Sherman Road
- 18 Barnett Road/Sun City Boulevard/
Phoenix Way
- 19 Encanto Drive
- 20 Audie Murphy Road

FIGURE 4-22: Priority Projects 6-20 Key

CALL-OUT BUBBLES

- Proposed Recommendations
- Planned Development
- Capital Improvement Projects

LABELS

ROADS
KEY DESTINATIONS

EXISTING BICYCLE FACILITIES

- Class I
- Class II/IIB
- Class III
- Class I Recreational Trails

PROPOSED BICYCLE FACILITIES

- Class I
- Class II
- Class III
- Class IV

OTHER

- City boundary
- CIP project
- Existing Signalized Intersection
- Special projects in need of extra review/consideration by Meniffee.

GENERAL NOTES

- » Conflict striping should be installed where Class II, IIB, or IV lanes merge across vehicle lanes or driveways.
- » Sharrows should be installed on all Class III bicycle routes.

ACRONYMS

- » Americans with Disability Act (ADA)
- » California Manual on Uniform Traffic Control Devices (CA MUTCD)
- » Pedestrian Hybrid Beacons (PHB)



» Rectangular Rapid Flashing Beacon (RRFB)



- » Specific Plan Amendment (SPA)
- » Tentative Tract Map (TTM)
- » Tract / Plot Plan (TR/PP)
- » Traffic Control Device (TCD)

6 Holland Road

Start: Hermosa Road

End: Briggs Road

Cost Estimate: \$8,935,971

Existing Conditions:

The Holland Road corridor is located in south central Menifee and runs west to east from Hermosa to Briggs Road. The corridor passes through residential land uses as well as several undeveloped or agricultural areas slated for economic or specific plan development. Currently, four new residential communities are under construction or approved for development along Holland Road, which will result in the development of over 900 new residential lots. Key attractions along Holland Road include Lago Vista Sports Park and Southshore Elementary School. Additionally, Mt. San Jacinto College and Wheatfield Park are close by. Holland Road is missing a segment between Huan Road and Antelope Road, but

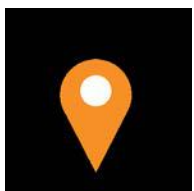
Menifee is in the process of building an overpass to bridge the gap. Three pedestrian and three bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Holland Road include Class II bicycle lanes along the segment, with buffered bicycle lanes where feasible. Class III shared bicycle routes with sharrows should be installed in segments where Class II are not possible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, bus stop amenities, high-visibility crosswalks, mid-block crossings, and traffic calming measures are recommended to improve the corridor.

At a Glance:



Distance
4.69 miles



Schools
1



Parks
1

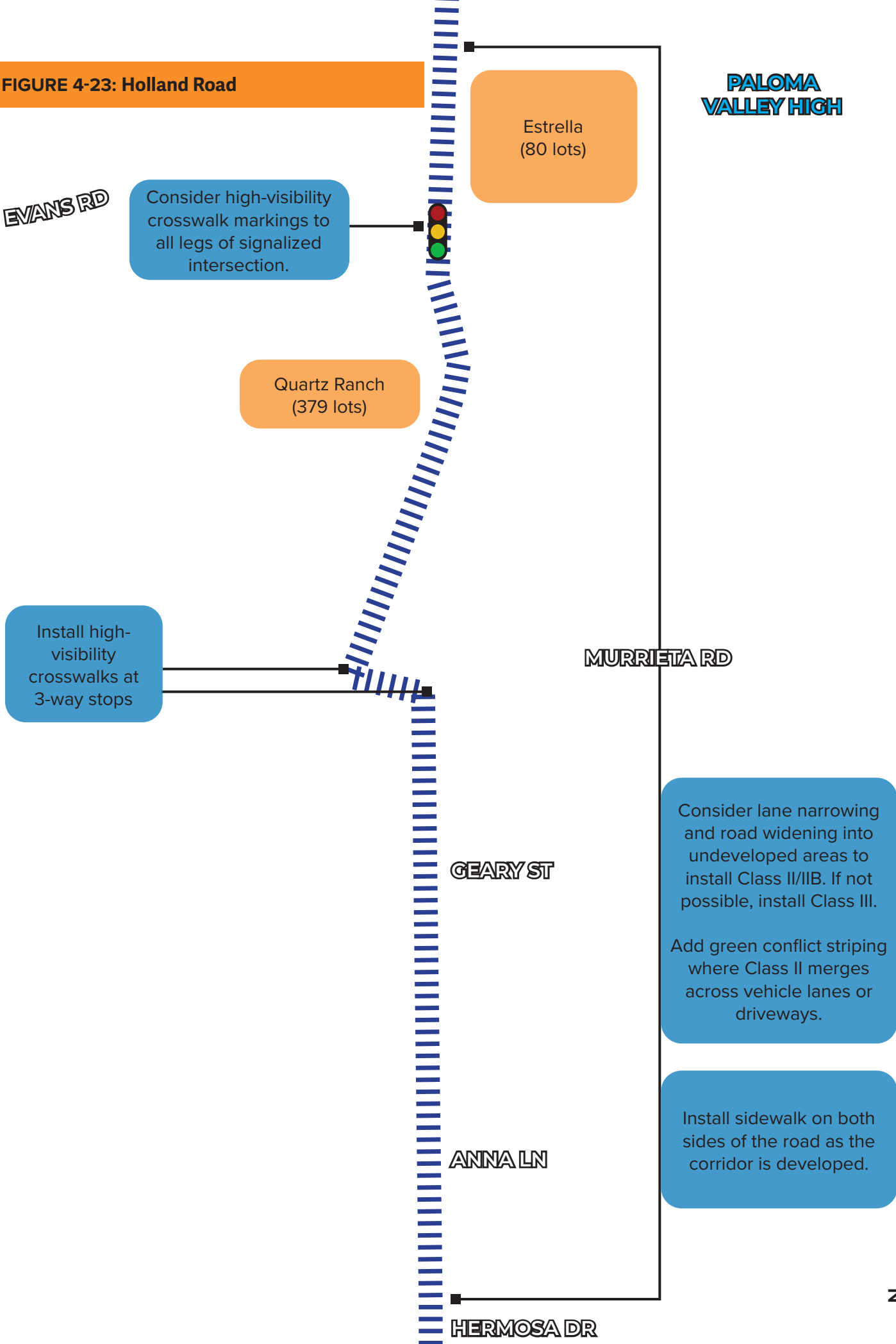


Pedestrian Collisions
3



Bicyclist Collisions
3

FIGURE 4-23: Holland Road





Overcrossing

HUAN RD

Install a high-visibility crosswalk with PHB.

Meniffee Meadows
Medical Office Campus
(102,000 SF Medical &
Office; 160 Units Senior
Living Community)

SHERMAN RD

Install sidewalk on both sides
of the road as the corridor is
developed.

Consider lane narrowing
and road widening into
undeveloped areas to
install Class II/IIB or Class
IV. If not possible, install
Class III.

Add green conflict striping
where Class II merges
across vehicle lanes or
driveways.

BRADLEY RD



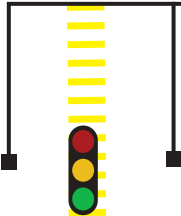
**LAGO VISTA
SPORTS PARK**

BELL MOUNTAIN RD

Add high-visibility
crosswalk to east leg of
crossing.

Add traffic calming measures
in front of park and school (i.e.,
speed feedback signs).

Add bus stop
amenities (i.e.,
shade/seating) to two
bus stops



MENIFEE RD

Consider narrowing lanes to
install Class II, Class IIB, or
Class IV.

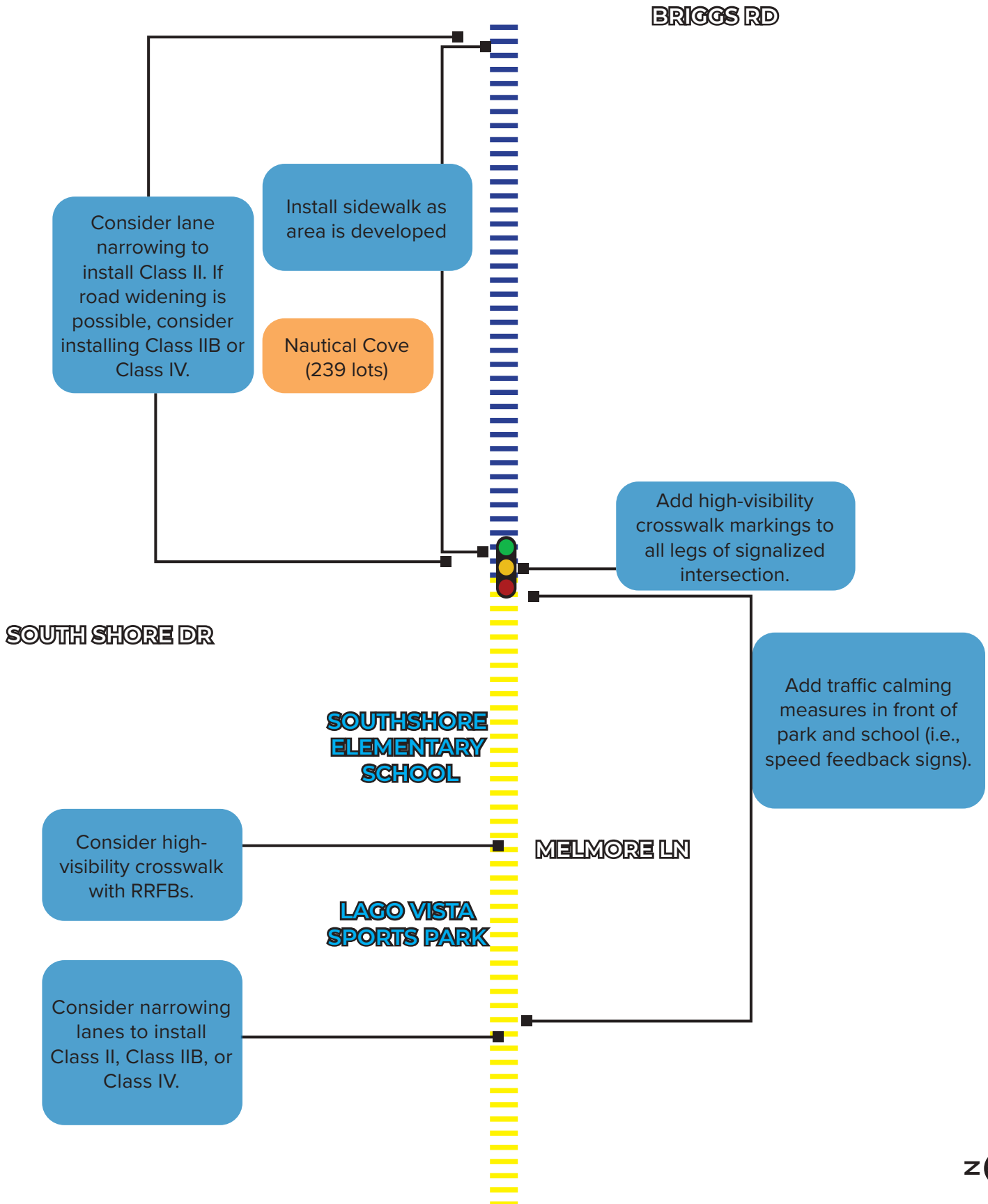
PALOMAR RD

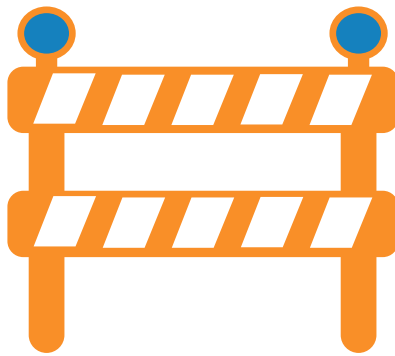


Install sidewalk



Overcrossing





END OF CORRIDOR

7 Briggs Road

Start: Mapes Road

End: Golden J. Lane

Cost Estimate: \$11,027,924

Existing Conditions:

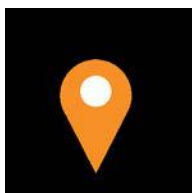
The Briggs Road corridor is in east Menifee and runs north to south from Mapes Road to Golden J. Lane. The corridor passes through recreation and residential land uses, as well as several vacant areas slated for specific plan development. Key attractions along the corridor include the Salt Creek Trail, Marion V. Ashley Park and Community Center, Centennial Park, Harvest Valley Elementary, and Heritage High School. Zero pedestrian and two bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Briggs Road include Class II bicycle lanes, with buffered bicycle lanes where feasible. Class III shared bicycle routes with sharrows should be installed in segments where Class II bicycle facilities are not possible, such as between Watson Boulevard and McLaughlin Road. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, pedestrian bridges, high-visibility crosswalks, PHBs, bus stop amenities, and an at-grade crossing are recommended to improve the corridor. Signal warrant analyses are also recommended to determine whether a traffic signal is warranted or other intersection improvements are needed.

At a Glance:



Distance
8.6 miles



Schools
2



Parks
2

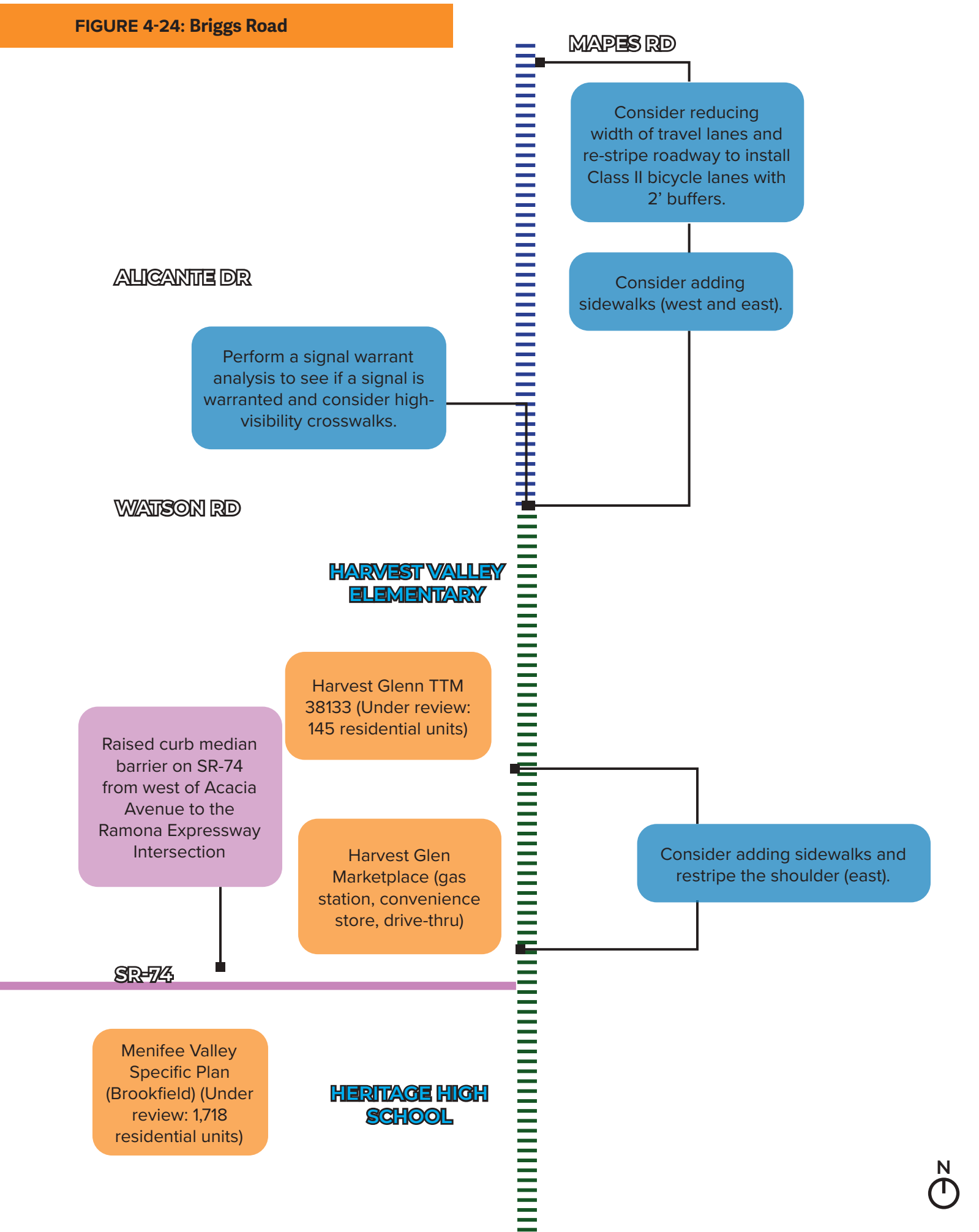


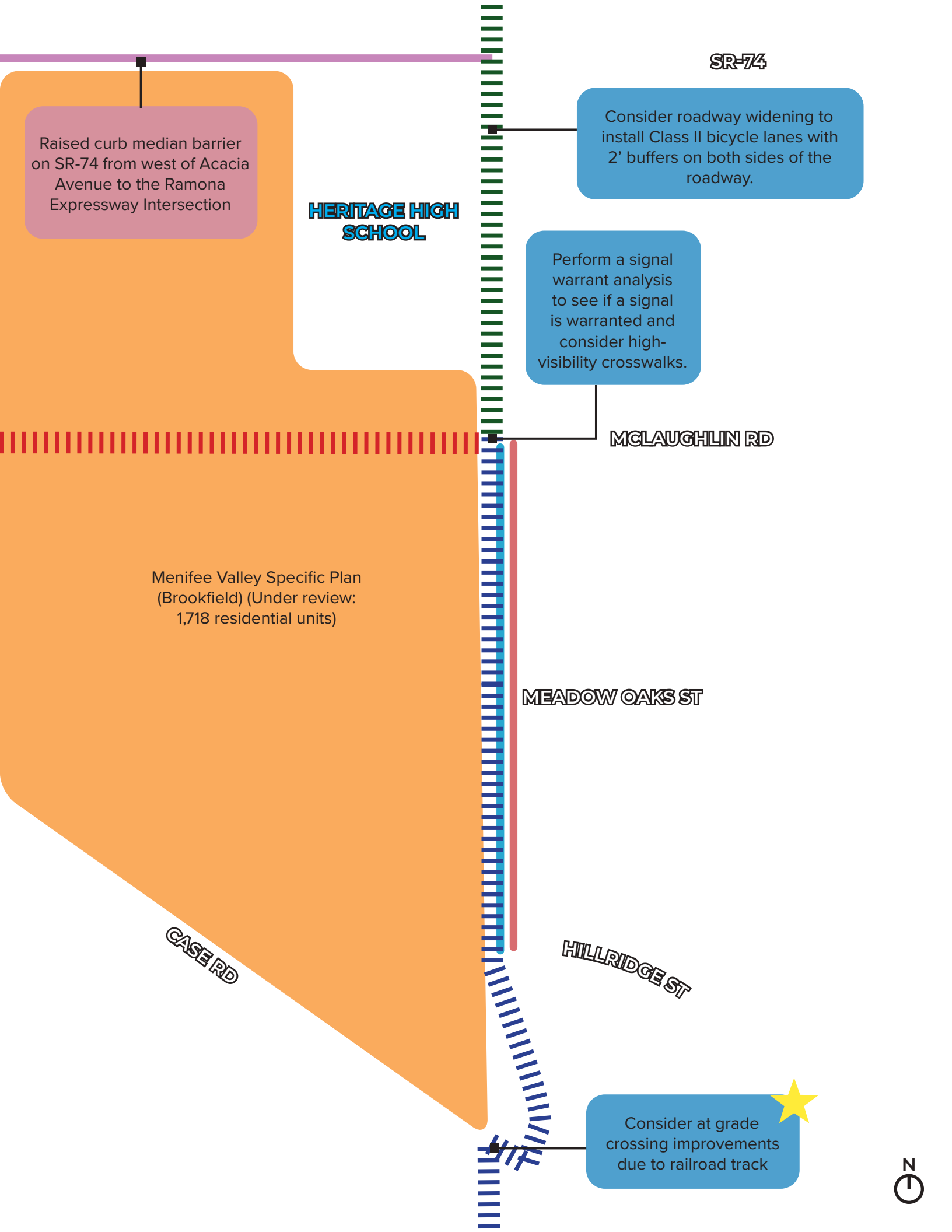
Pedestrian Collisions
0



Bicyclist Collisions
2

FIGURE 4-24: Briggs Road





SR-74

Raised curb median barrier
on SR-74 from west of Acacia
Avenue to the Ramona
Expressway Intersection

HERITAGE HIGH
SCHOOL

Consider roadway widening to
install Class II bicycle lanes with
2' buffers on both sides of the
roadway.

Perform a signal
warrant analysis
to see if a signal
is warranted and
consider high-
visibility crosswalks.

MCLAUGHLIN RD

Meniffee Valley Specific Plan
(Brookfield) (Under review:
1,718 residential units)

MEADOW OAKS ST

CASE RD

HILLRIDGE ST

Consider at grade
crossing improvements
due to railroad track



HERITAGE LAKE
SPORTS PARK

HILLRIDGE ST

Consider at grade
crossing improvements
due to railroad track.

CASE RD

Consider high-visibility crosswalks
(north and south).

MCCALL BLVD

Consider enhanced bus shelter
if this is a bus stop.

Consider adding sidewalks.

GRAND AVE

Perform a signal warrant analysis to see
if a signal is warranted and consider
high-visibility crosswalks.

DISCOVERY
PARK

Consider providing a
Class I Multi-Use Path
along the east side of
the roadway due to
high-voltage lines.

SUNRISE
PARK

SIMPSON RD

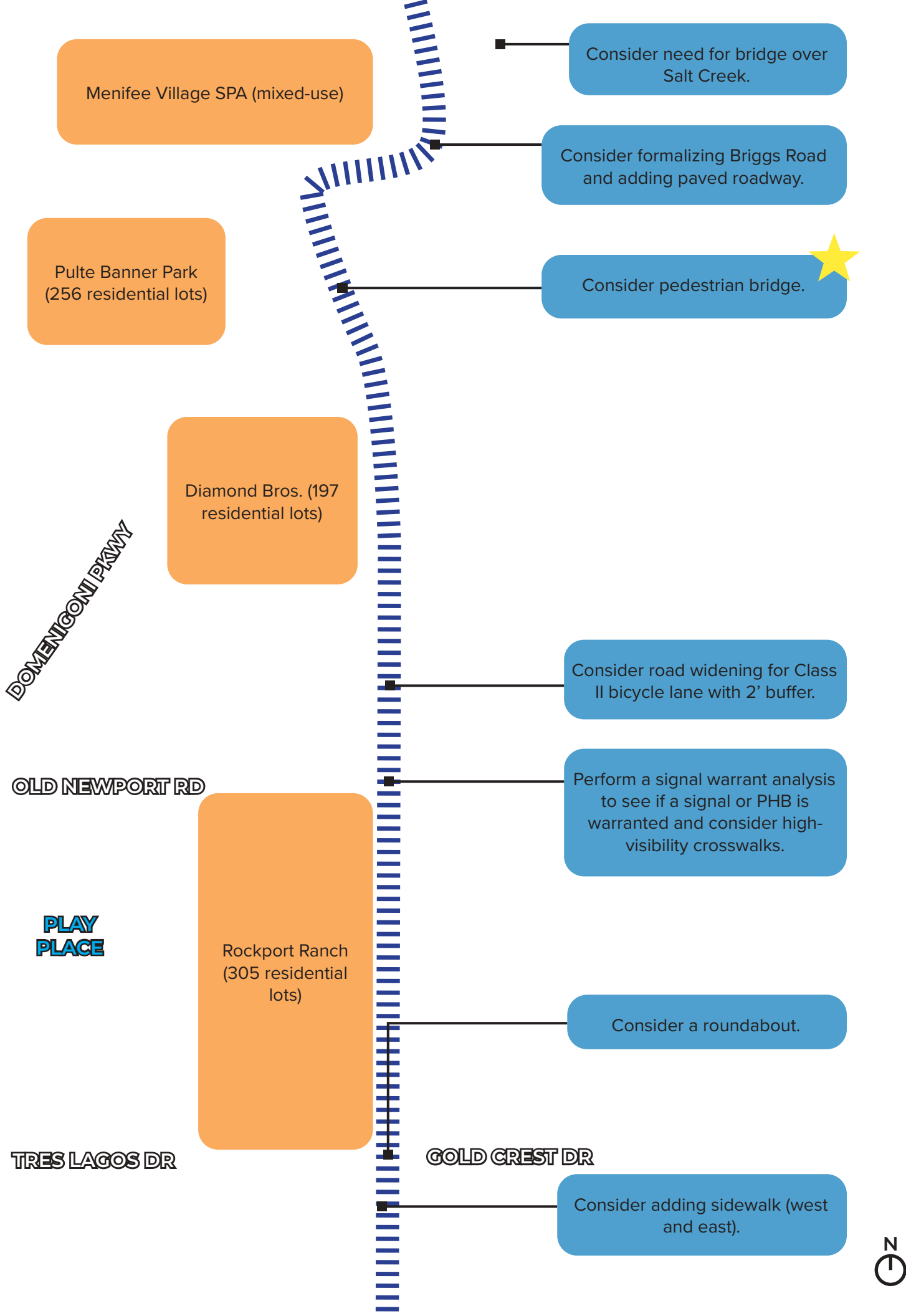
MAHOGANY
CREEK PARK

Salt Creek TTM
38625 (325 single
family homes)

Consider need for bridge
over Salt Creek.

Consider formalizing
Briggs Road and adding
paved roadway.





Nautical Cove (239 residential lots)

HOLLAND RD

Perform a signal warrant analysis to see if a signal is warranted and consider high-visibility crosswalks.

CONTENNIAL PARK

Google earth shows construction.

Consider PHB if other future uses are planned.

Consider adding sidewalk (west where Class I ends and east).

Consider roadway widening to install 6' Class II bicycle lanes with a 2' buffer.

Requires an additional 8' of widening on the west side and 8' of widening on the east side of the road.

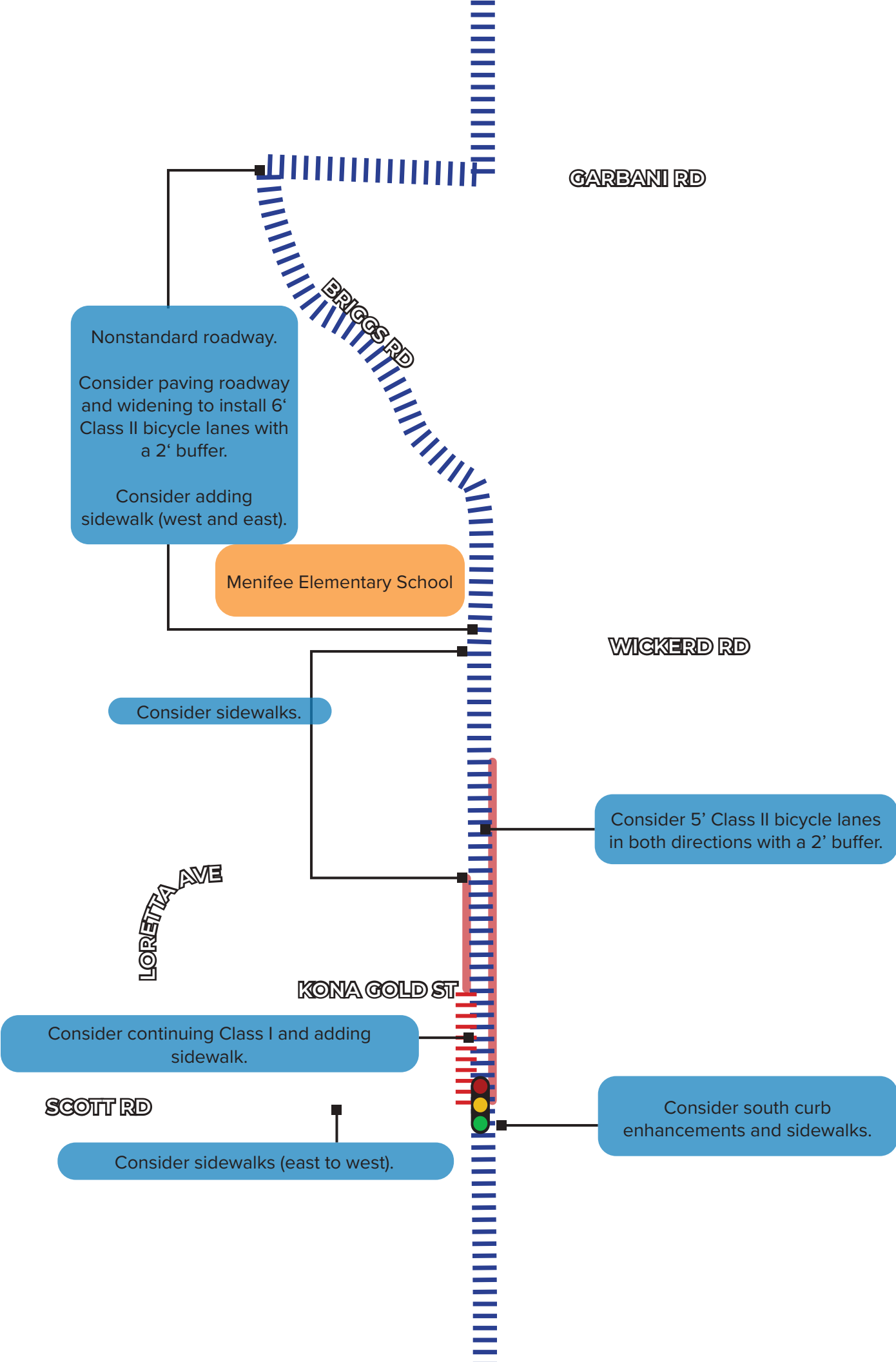
MARINO DR

MAXINE LN

GARBANI RD

Consider intersection improvement.





Consider continuing Class I and adding sidewalk.

Consider sidewalks (east to west).

SCOTT RD

Consider south curb enhancements and sidewalks.

Briggs Road Construction (2" Asphalt Concrete (AC) overlay, thermoplastic centerline lane striping, and high-visible raised pavement markers).

WOODBINE LN

CURZULLA RD

GOLDEN J. LANE



8 Meniffee Road

Start: Mapes Road

End: Scott Road

Cost Estimate: \$7,466,845

Existing Conditions:

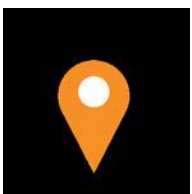
The Meniffee Road corridor is located in east Meniffee and runs north to south from Mapes Road to Scott Road. The corridor passes through commercial retail, recreation, public facilities, and residential land uses, as well as vacant areas slated for specific plan development. Several key attractions are along the corridor, including the Meniffee Library, Freedom Crest Elementary, Callie Kirkpatrick Elementary, Aldergate Park, Desert Green Park, La Paloma Park, Pepita Square Park, Sunrise Park, Rolling Hills Park, and Wheatfield Park. Two pedestrian and eight bicyclist collisions have been reported along this route.



Recommendations:

The proposed improvements along Meniffee Road include Class II bicycle lanes, with buffered bicycle lanes bikeways where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, mid-block crossings, PHBs, curb extensions, bus stop amenities, bike boxes, 2-stage left-turn boxes, and a traffic study are recommended to improve the corridor.

At a Glance:



Distance
7.8 miles



Schools
2



Parks
7

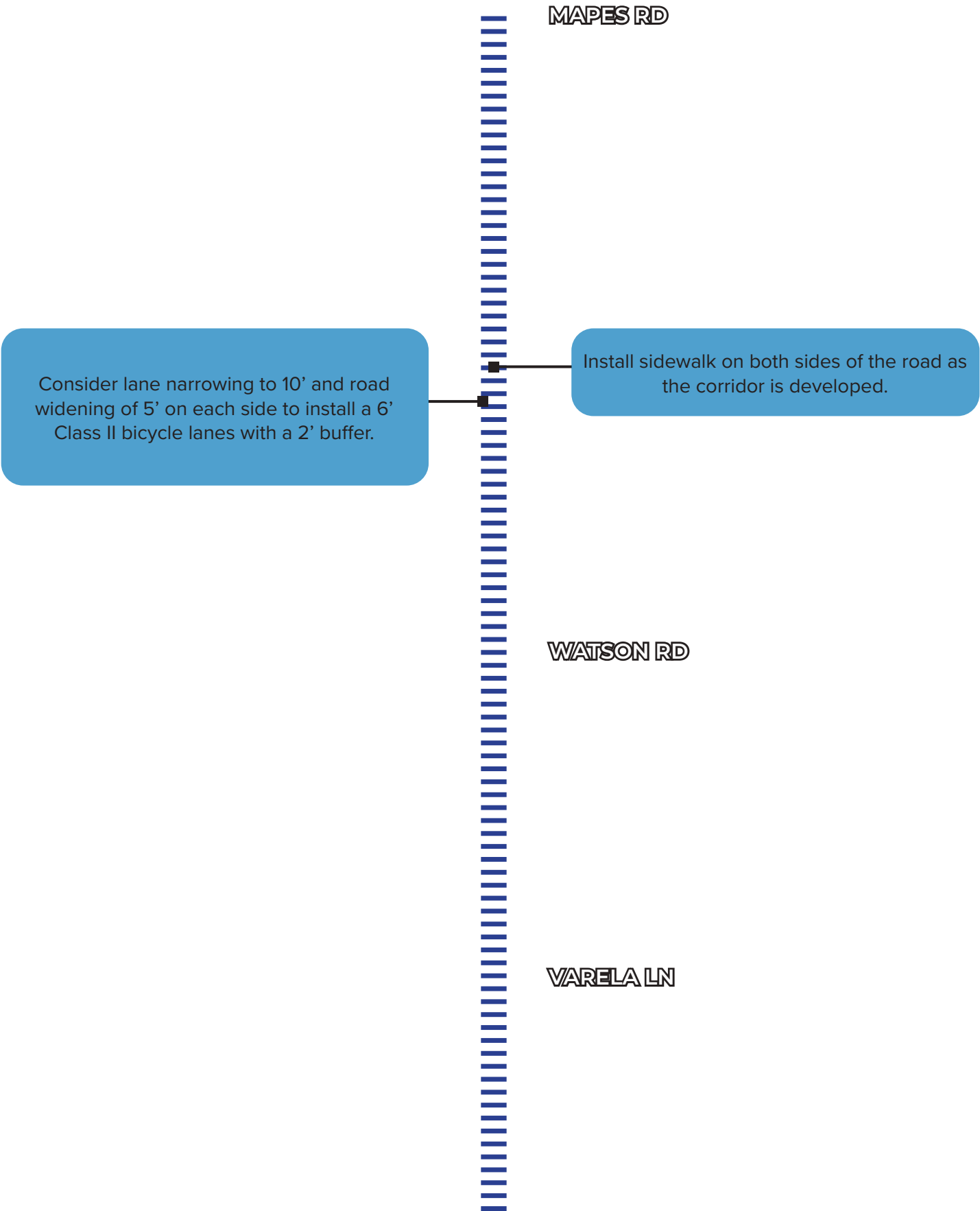


Pedestrian Collisions
2



Bicyclist Collisions
8

FIGURE 4-25: Meniffee Road



VARELA LN

Consider enhanced bus shelter.

Consider enhanced bus shelter.

PINACANTE RD

Consider high-visibility crosswalks.

Consider lane narrowing to 10' and reduce the median to 2' to install 6' Class II bicycle lanes with a 2' buffer.

Menifee Valley Specific Plan
Mixed-Use
(1,718 residential units)

MCLAUGHLIN RD

MATTHEWS RD



Implement 6' Class II bicycle lane with a 2' buffer on the west side.

MATTHEWS RD

Install sidewalk on west side of the road as the corridor is developed.

Consider bike boxes and 2-stage left-turn boxes where bicycle facilities intersect.

Consider completing high-visibility crosswalks.

Add high-visibility crosswalk to southern leg.

HERITAGE LAKE DR

**BOULDER
RIDGE
LEMENTARY**

The Village at Junipero
(240 apartments)

Implement 6' Class II bicycle lane with a 2' buffer on west side.

McCall Square
(6 commercial buildings)

Install sidewalk on west side of the road as the corridor is developed.

MCCALL BLVD

**MESA VIEW
ELEMENTARY
SCHOOL**

Consider completing high-visibility crosswalks.



GRAND AVE

New Wireless
Communication
Facility

Meniffee Coastline
(52 unit tract)

Consider PHB to connect the Class I to
Meniffee Coastline Development.

Consider completing high-visibility
crosswalks.

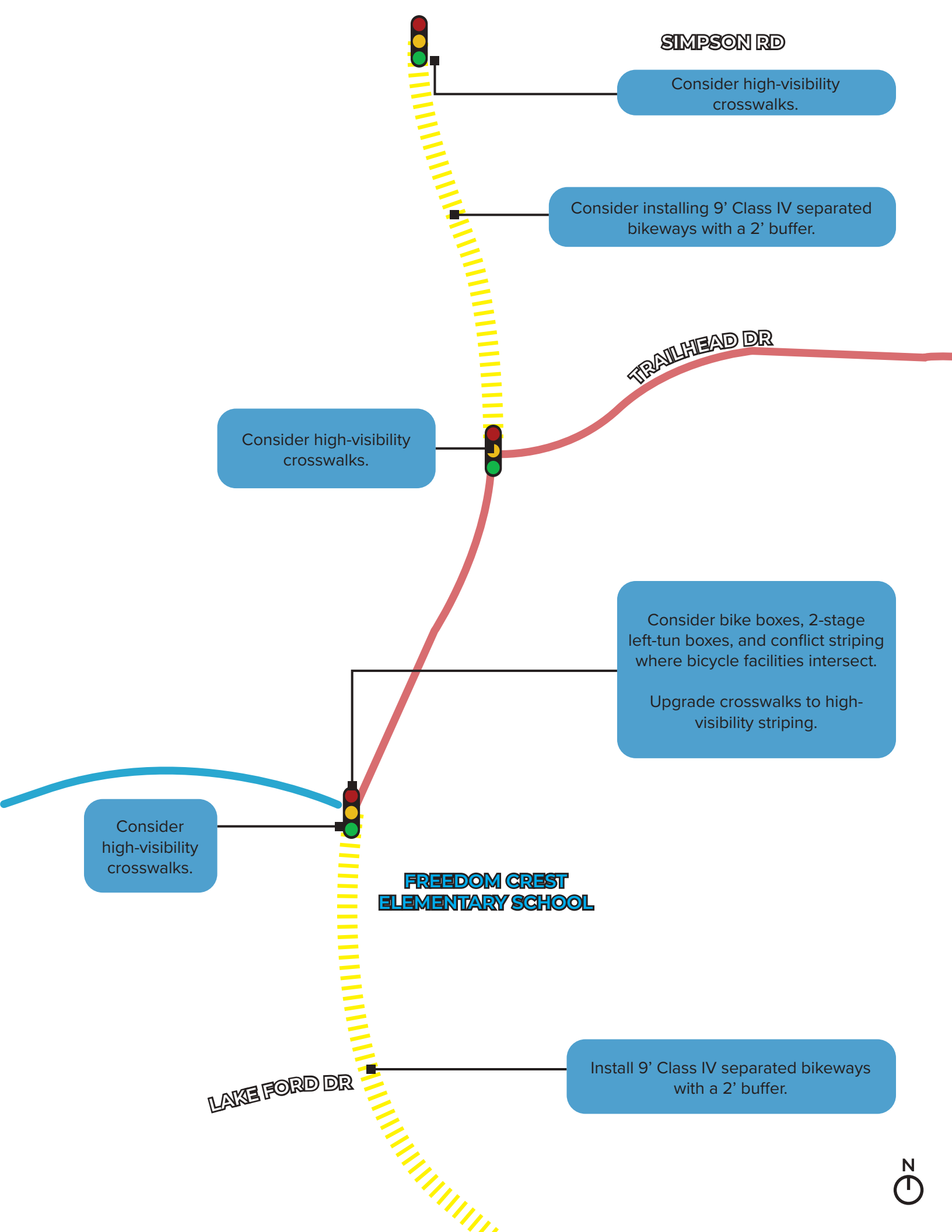
Reduce lanes to 10' to allow for two Class
II bicycle lanes with a 2' buffer each.

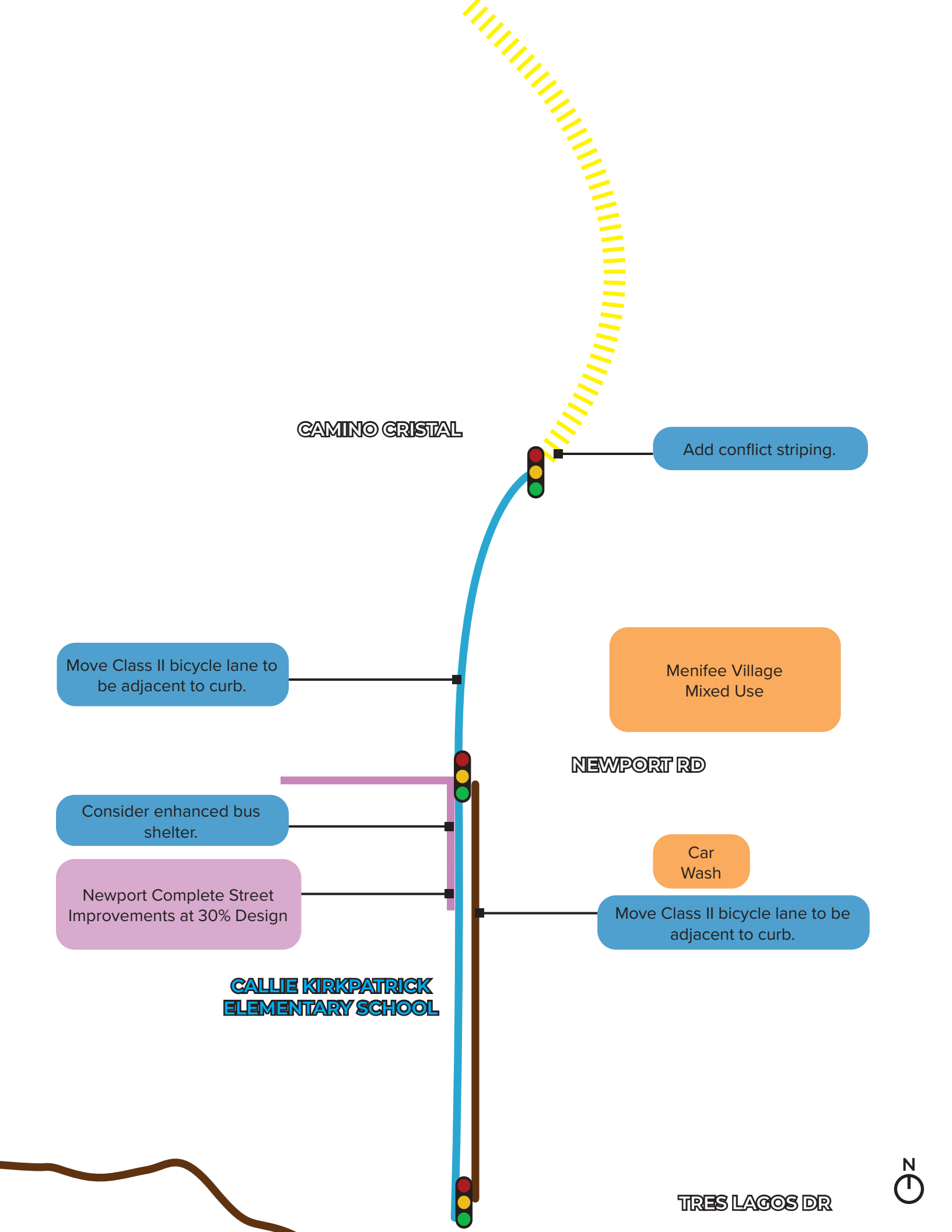
Install sidewalk on west side of the road as
the corridor is developed.

Consider completing high-visibility
crosswalks.

SIMPSON RD







Install a high-visibility crosswalk on the southern leg to complete the intersection.

**CALLIE KIRKPATRICK
ELEMENTARY SCHOOL**

Upgrade existing Class II bicycle lanes to Class IV separated bikeways. If needed, reduce center turn lane width from 12' to 10' to allow for 9' Class IV separated bikeways.

LOIRE VALLEY LN

Consider midblock bicycle and pedestrian crossing 600' south of Tres Lagos.

Bicycle and pedestrian improvements along La Piedra Road

MENIFEE LIBRARY

Implement curb extensions.

Consider completing high-visibility crosswalk

**BELL MOUNTAIN
MIDDLE SCHOOL**

**WHEATFIELD
PARK**

Consider enhanced bus shelter.

MIDSUMMER LN

Consider enhanced bus shelter.

HOLLAND RD

BELL MOUNTAIN RD



MENIFEE RD

AUTUMN
BREEKE PARK

CRAIG AVE

Consider enhanced bus shelter.

Consider enhanced bus shelter.

Consider enhanced bus shelter.

Consider completing high-visibility crosswalks.

GARBANI RD





Cantelena
296 lots

GARBANI RD



Consider completing high-visibility crosswalks.

MERJANIAN RD

WICKERD RD



Perform a traffic study to determine the appropriate Traffic Control Device (TCD).

LORETTA AVE

Consider completing high-visibility crosswalks.



36 Single-family
homes

SCOTT RD



9 Murrieta Road

Start: Ethanac Road

End: Scott Road

Cost Estimate: \$4,758,197

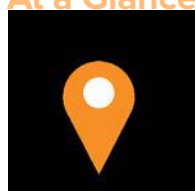
Existing Conditions:

The Murrieta Road corridor is located in west Menifee and runs north to south from Ethanac Road to Craig Avenue. The corridor passes through commercial retail, recreation, conservation, public facilities, and residential land uses, as well as vacant areas designated for specific plan and economic development uses. Key attractions along the corridor include the Salt Creek Trail, Pete Peterson Park, and several churches including the Menifee Bible Church, St. Vincent Ferrer Church, and Valley Christian Fellowship of Menifee. Three pedestrian and six bicyclist collisions have been reported along this corridor.

Recommendations:

The proposed improvements along Murrieta Road include Class II bicycle lanes, with buffered bicycle lanes, or Class I multi-use paths where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, PHBs, and bus stop amenities are recommended to improve the corridor. Signal warrant analyses are also recommended to determine whether a traffic signal is warranted or other intersection improvements are needed.

At a Glance:



Distance
5.6 miles



Schools
0



Parks
1



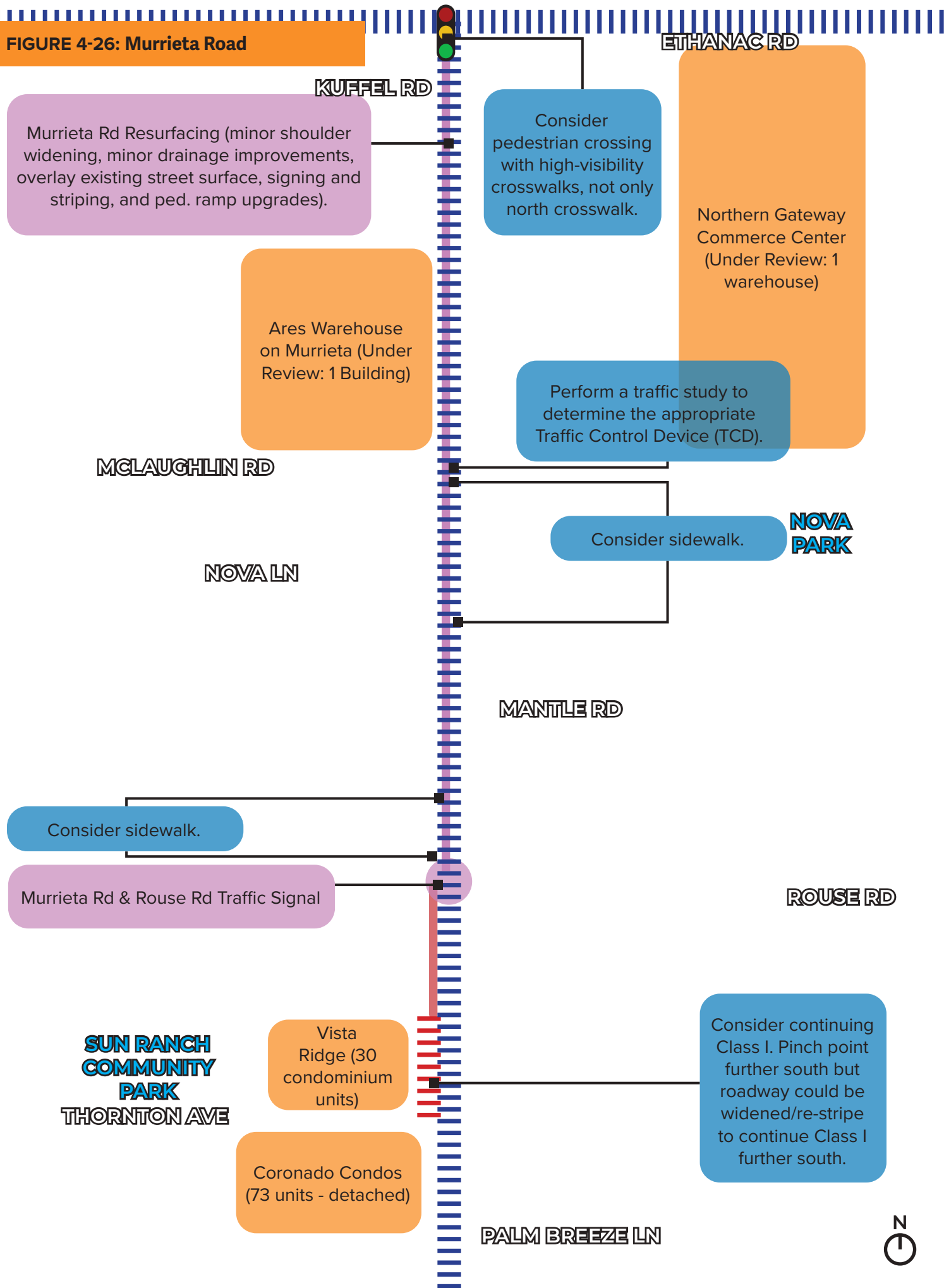
Pedestrian Collisions
3



Bicyclist Collisions
6



FIGURE 4-26: Murrieta Road



PALM BREEZE LN

CHAMBERS AVE

TR/PP Di Capri
(Under Review: 61
unit condo map)

Consider sidewalks.

BRANDYWINE DR

ST. VINCENT
FERRER
CHURCH

MCCALL BLVD

Consider enhanced bus
shelters on both east
and west bus stops.

CHERRY HILLS BLVD

Murrieta Rd resurfacing
(McCall Blvd to Salt
Creek)

SUN CITY BLVD

Murrieta Rd & Sun City
Blvd Traffic Signal

Consider enhanced
bus shelter (west).

Consider enhanced
bus shelter (east).

RIDGEMOOR RD



VALLEY BLVD

SALT CREEK TRAIL



Consider sidewalks.

PETE PETERSEN PARK

BALDY PEAK DR

Consider enhanced bus shelters on both east and west bus stops.

Consider enhanced bus shelters on both east and west bus stops.

EMWD - Deslater II Transmission Line - Murrieta Rd (Water transmission pipeline to connect with existing La Piedra Rd water main).

Boulders
(Mixed-use, 236 apartment units)

Newport Sidewalk Improvements

SPIRIT PARK

NEWPORT RD

Newport Pointe
(Commercial)

Newport and
Evans
(326 units)

Consider reducing travel lanes and re-stripe to install 6' Class II bicycle lanes with 2' buffer.

Consider high-visibility crosswalks.

PUERTO

VALLARTA WAY

Consider adding sidewalks.

LA PIEDRA RD

EVANS RANCH ELEMENTARY

Boulder View Estates (15 lot tract)

Quartz Ranch (Lennar)



LA PIEDRA RD

Boulder View
Estates (15 lot
tract)

Quartz Ranch
(Lennar)

FARMINGTON RD

HOLLAND RD

CORSON AVE

CRAIG AVE

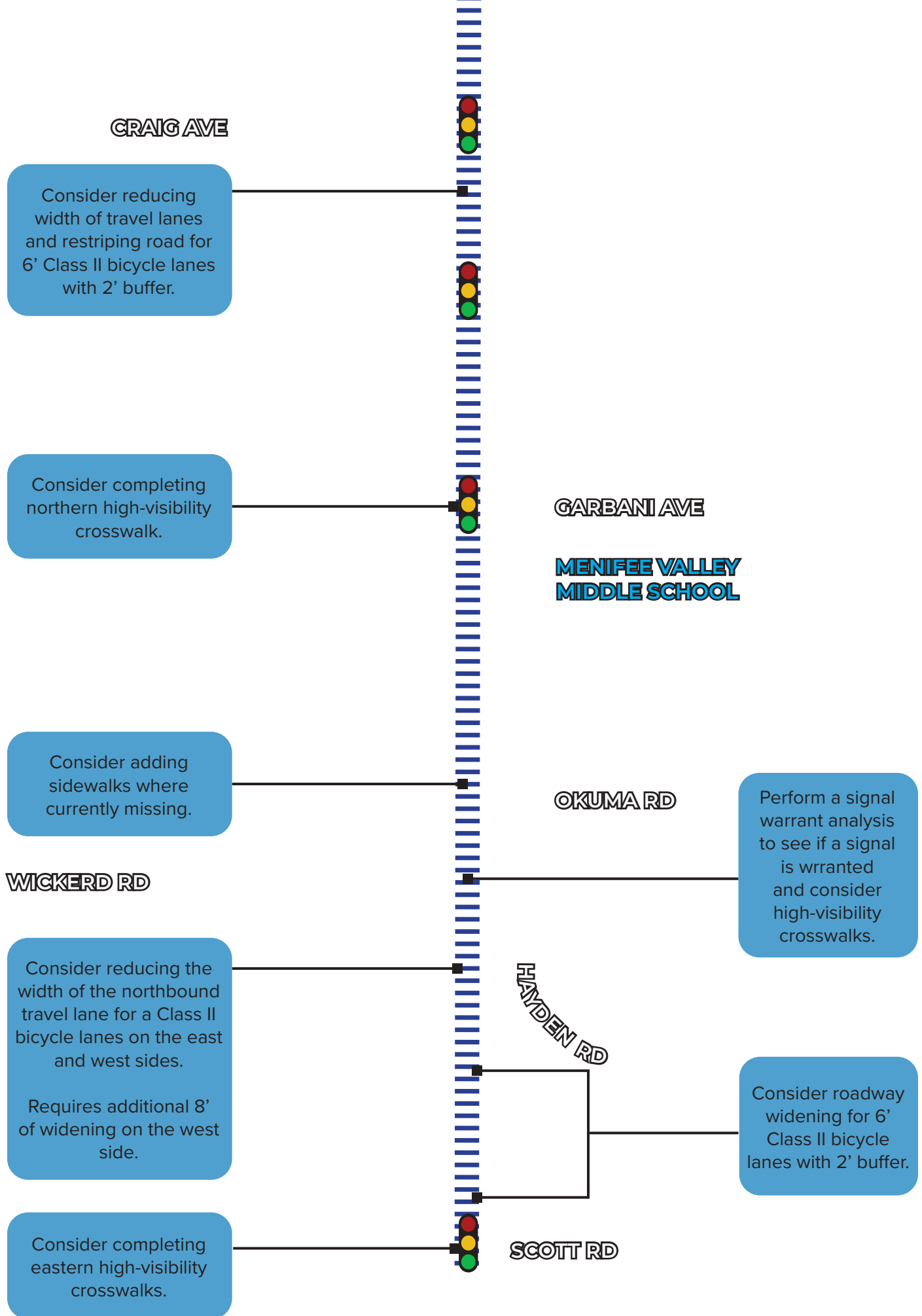


Consider PHB.

Consider reducing
width of travel
lanes and consider
roadway widening
to install 6' Class
II bicycle lanes with a
2' buffer.

Requires an
additional 6' of
widening on the west
side and 6' of
widening on the east
side of the road.

Explore addition of
sidewalks where
appropriate.



10 Garbani Road

Start: Byers Rd

End: Briggs Road

Cost Estimate: \$653,571

Existing Conditions:

The Garbani Road corridor is located in southern Menifee and runs west to east from the City limit to Briggs Road. The corridor passes recreation and residential land uses, as well as undeveloped or agricultural areas slated for economic or specific plan development. Currently, five new residential communities are approved or under review for development along Garbani Road, which will bring over 1,000 new residential lots to the corridor. Some of the rural and undeveloped sections of Garbani Road contain unpaved, dirt or gravel roads. Garbani Road is also missing a segment between Huan Road and Antelope Road, but Menifee is in the process of building an overpass to bridge the gap. Non-contiguous segments of a Class I multi-use path exist on the north side of Garbani Road between Evans Road and Menifee Road.

Key attractions along the corridor include Menifee Elementary School, Menifee Valley Middle School, Boys and Girls Club of Menifee Valley, Menifee History Museum, and Menifee South Tot Lot. Additionally, while not within City limits, Liberty High School is roughly 1.5 miles east of the edge of the corridor. Therefore, improvements along Garbani Road will also provide safer routes to school for some Liberty High School students traveling along Garbani Road from Menifee. No pedestrian or bicyclist collisions have been reported along this corridor.

Recommendations:

The proposed improvements along Garbani Road include extending and completing the existing Class I multi-use path on the north side of Garbani Road so that it spans from Murrieta Road to Briggs Road. Class III shared bicycle routes with sharrows should be installed in segments where a Class I multi-use path is not possible. In addition, sidewalk installation, high-visibility crosswalks, and traffic calming measures are recommended to improve the corridor.

At a Glance:



Distance
5.8 miles



Schools
2



Parks
1

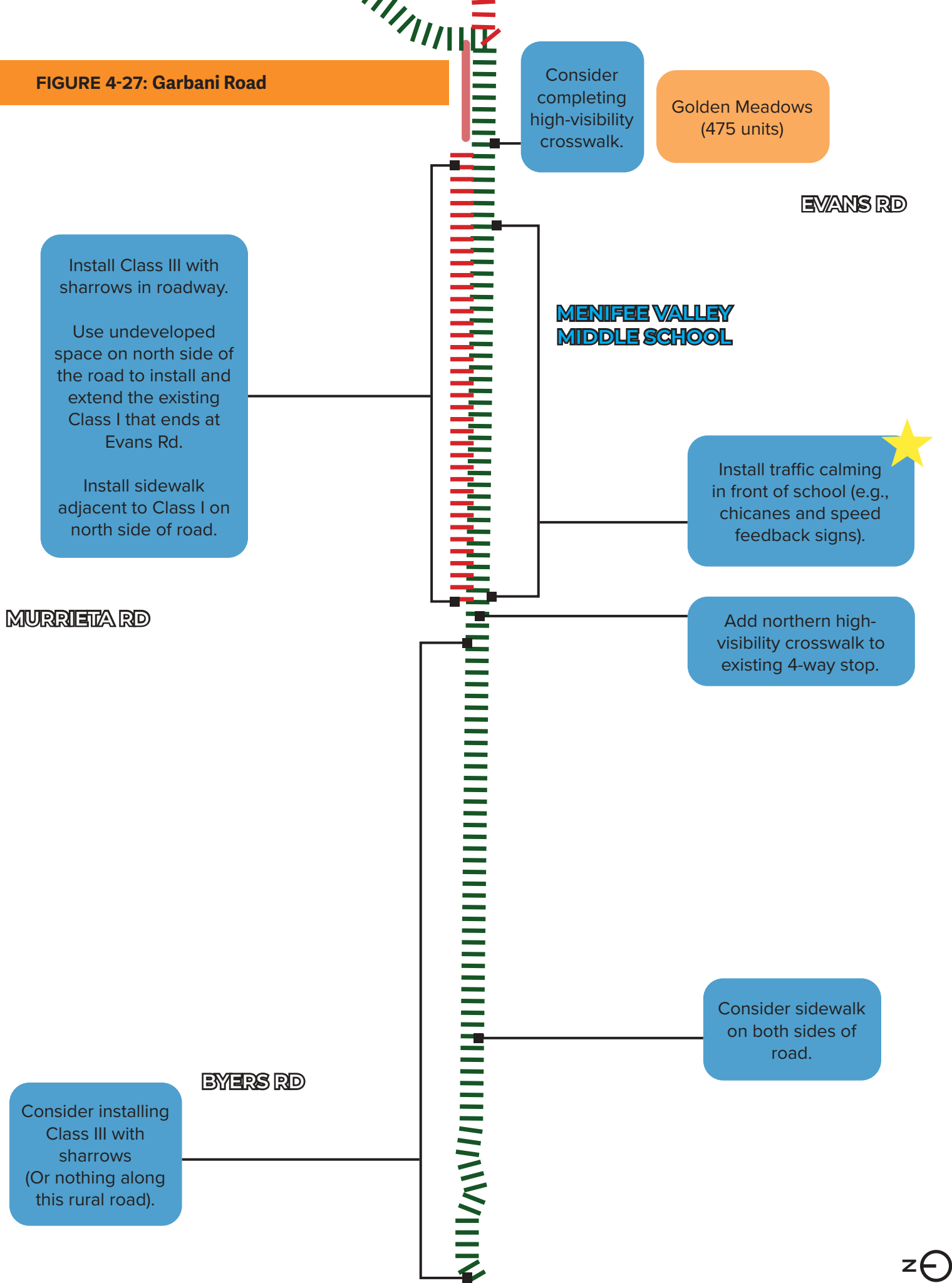


Pedestrian Collisions
0



Bicyclist Collisions
0

FIGURE 4-27: Garbani Road





Interchange/Overpass

Connect existing Class I to new overpass.

Mixed-Use (Light Manufacturing)

HAUN RD

Install high-visibility crosswalk as area is developed.

Garbani South
(33 units)

SHERMAN RD

Install sidewalk on south side of road.

LINDA LEE DR

Garbani North
(39 units)

Install Class III with sharrows on roadway.

Golden Meadows
(552 units)

CRAIG AVE

As road is developed, install Class I segment to connect Evans Rd. to Kurt St. Preference for the Class I to continue straight through along Daniel Rd. as Golden Meadows is developed, instead of going around the north side of the hill.

Consider completing northern high-visibility crosswalk marking.

Consider high-visibility crosswalks at 3-way stop.

PALOMAR RD

Complete missing segments of Class I and sidewalk. Connect Class I to overpass.

MENIFEE RD

HALEBLIAN RD

Install missing sidewalk as corridor is developed.

Residential Development (406 units)

ANTELOPE RD



Interchange/Overpass

GENEVA LN

BRIGGS RD

LOS CARRIZOS RD

MIRA ST

Install Class I on
north side of road
with pedestrian-
scale lighting.

Install missing
sidewalk as
corridor is
developed.

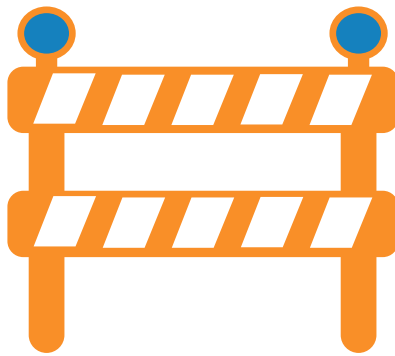
AVALON LN

PITMAN LN

Install Class III
with sharrows
on road or
explore lane
narrowing and
road widening to
install Class II.

HOOK LN





END OF CORRIDOR

11 Antelope Road

Start: Holland Road

End: Scott Road

Cost Estimate: \$235,503

Existing Conditions:

The Antelope Road corridor is in south central Menifee and runs north to south from Holland Road to Scott Road. Land uses along the corridor include residential housing and several vacant areas designated for future economic and residential development. There are no major attractions along the corridor, however, Mt. San Jacinto College is just north between La Piedra Road and Holland Road. No pedestrian or bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Antelope Road include Class II bicycle lanes and buffered bicycle lanes where feasible.

Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation and high-visibility crosswalks are recommended to improve the corridor.

At a Glance:



Distance
2 miles



Schools
0



Parks
0

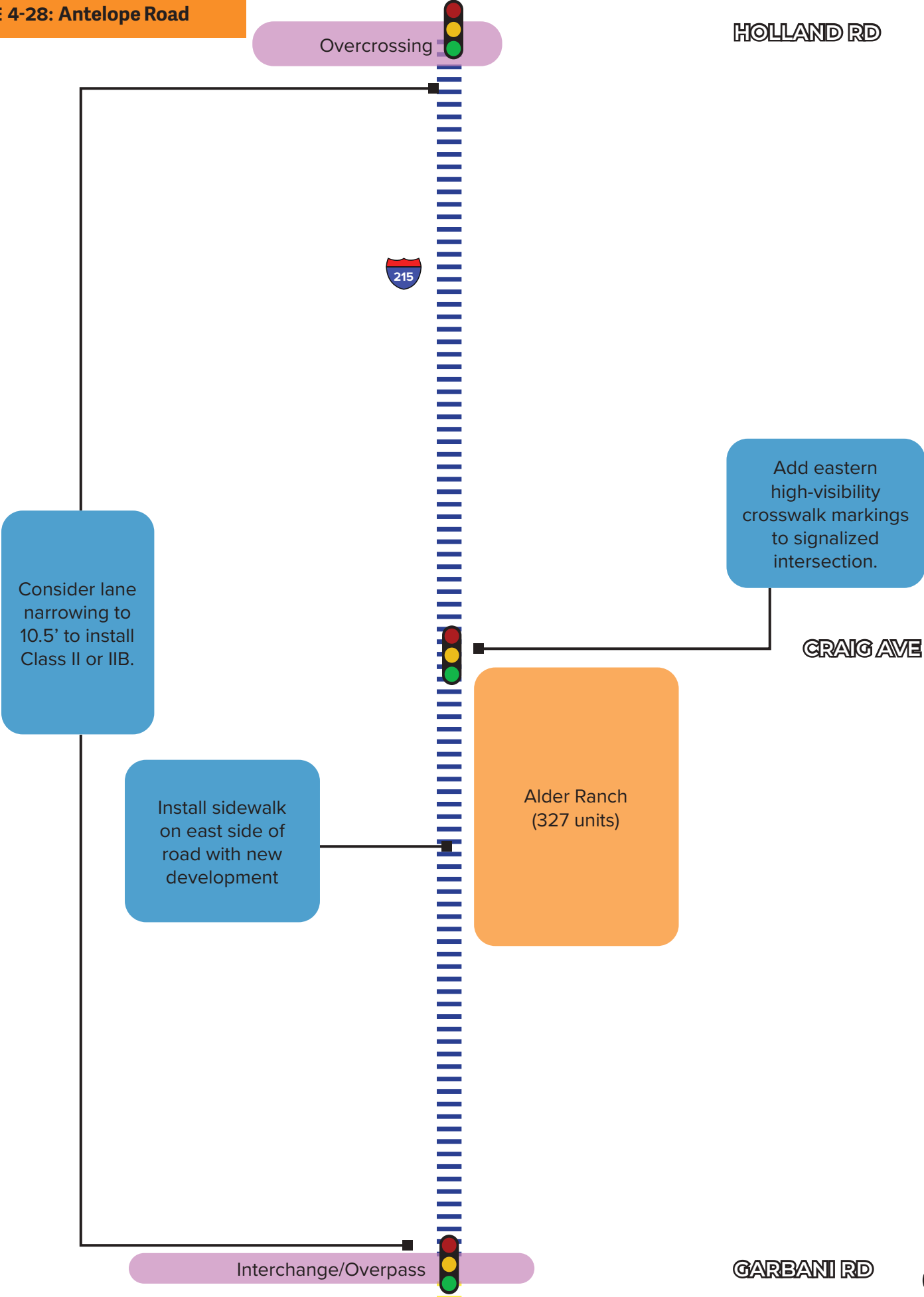


Pedestrian Collisions
0



Bicyclist Collisions
0

FIGURE 4-28: Antelope Road



Interchange/Overpass



GARBANI RD

Consider high-visibility crosswalk (east).



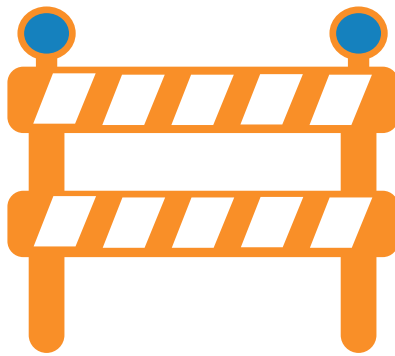
Cantelena
(296 lots)

TTM 38372 & TTM 38682
(406 units)

Consider lane narrowing to 11' to install Class IV.

SCOTT RD





END OF CORRIDOR

12 Normandy Road

Start: Audie Murphy Road

End: Spirit Park

Cost Estimate: \$1,823,473

Existing Conditions:

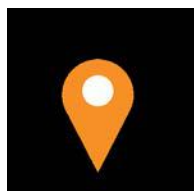
The Normandy Road corridor is located in west central Menifee and runs west to east from Audie Murphy Road to Spirit Park. The corridor passes through recreation, residential, and economic development land uses. Key attractions along this corridor include the Salt Creek Trail, Silver Star Park, and Spirit Park. Zero pedestrian and one bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Normandy Road include Class I multi-use paths, Class II bicycle lanes, and Class III shared bicycle routes. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, high-visibility crosswalks are recommended to improve the corridor.

At a Glance:



Distance
0.68 miles



Schools
0



Parks
2

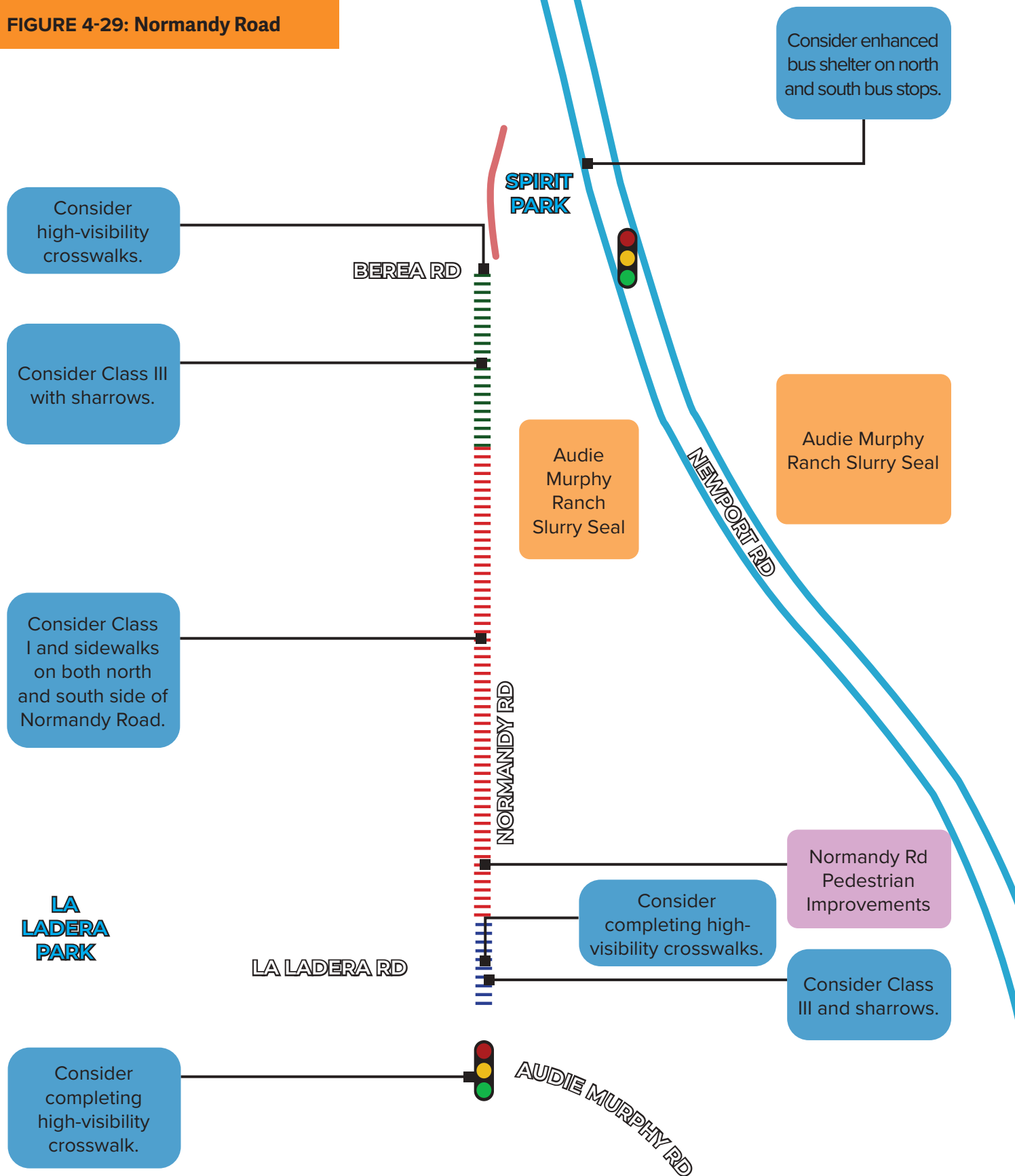


Pedestrian Collisions
0



Bicyclist Collisions
1

FIGURE 4-29: Normandy Road



13 Goetz Road

Start: Ethanac Road

End: Newport Road

Cost Estimate: \$674,873

Existing Conditions:

The Goetz Road corridor is located in west Menifee and runs north to south from Ethanac Road to Newport Road. The corridor passes through commercial retail, public facilities, and residential land uses, as well as vacant areas designated for future specific plan development. Key attractions along this corridor include the Salt Creek Trail, East Port Park, Quail Valley Elementary, Quail Valley Fire Station, and Grace Evangelical Free Church. Zero pedestrian and one bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Goetz Road include Class II bicycle lanes along the segment, with buffered bicycle lanes where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, mid-block crossings, and bus stop amenities are recommended to improve the corridor.

At a Glance:



Distance
4.6 miles



Schools
1



Parks
1

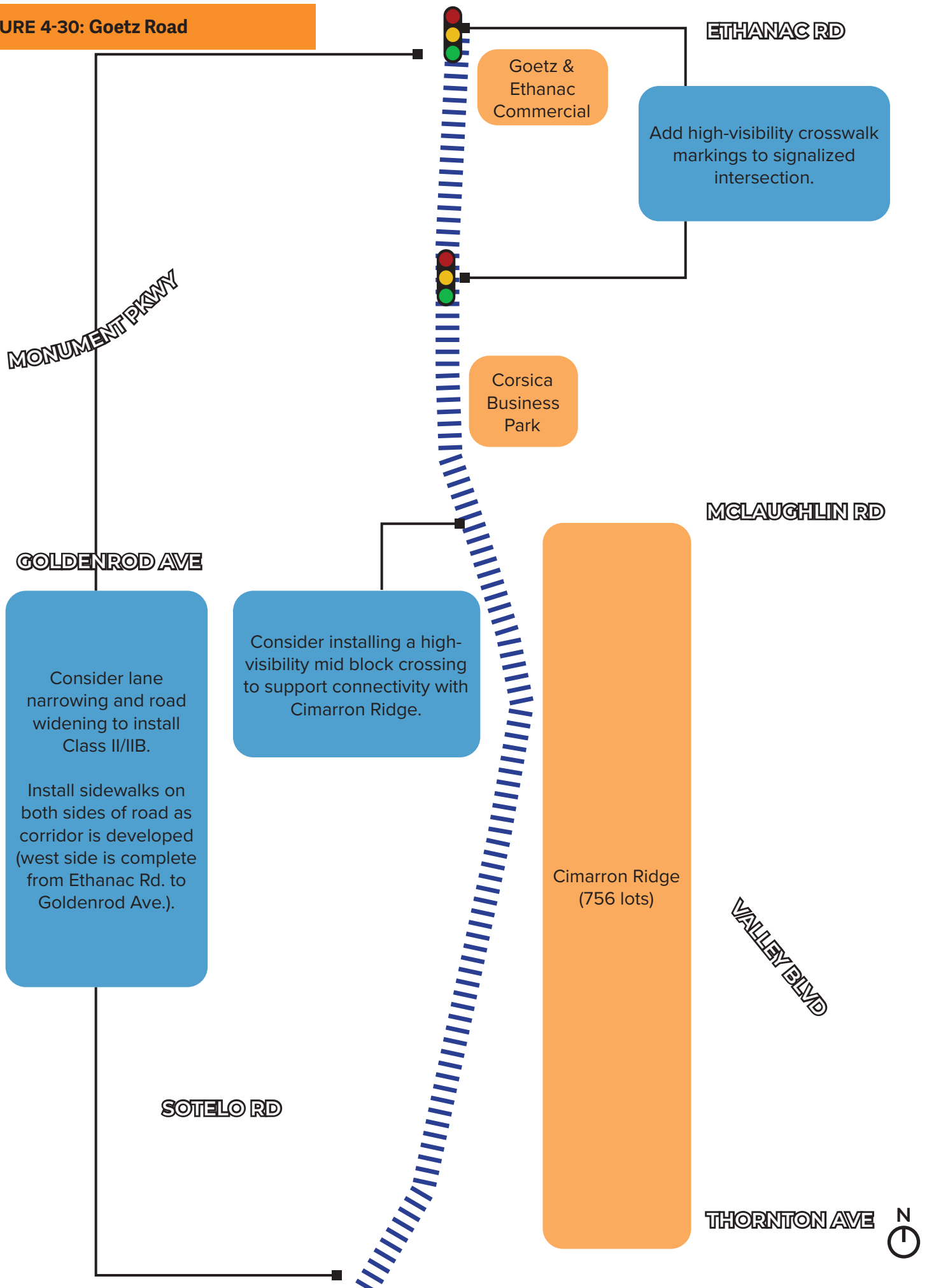


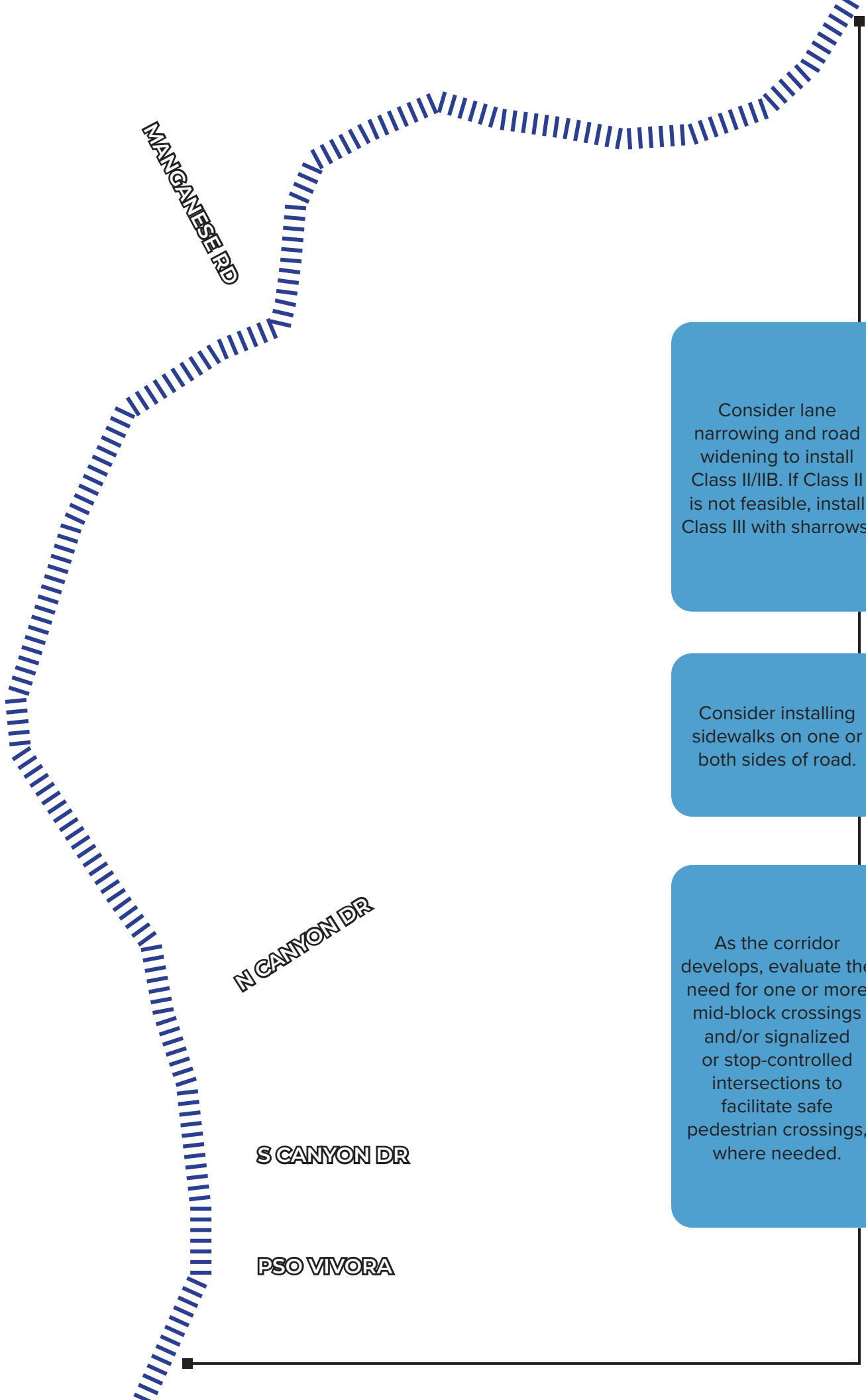
Pedestrian Collisions
0



Bicyclist Collisions
1

FIGURE 4-30: Goetz Road





MANGANESE RD

N CANYON DR

S CANYON DR

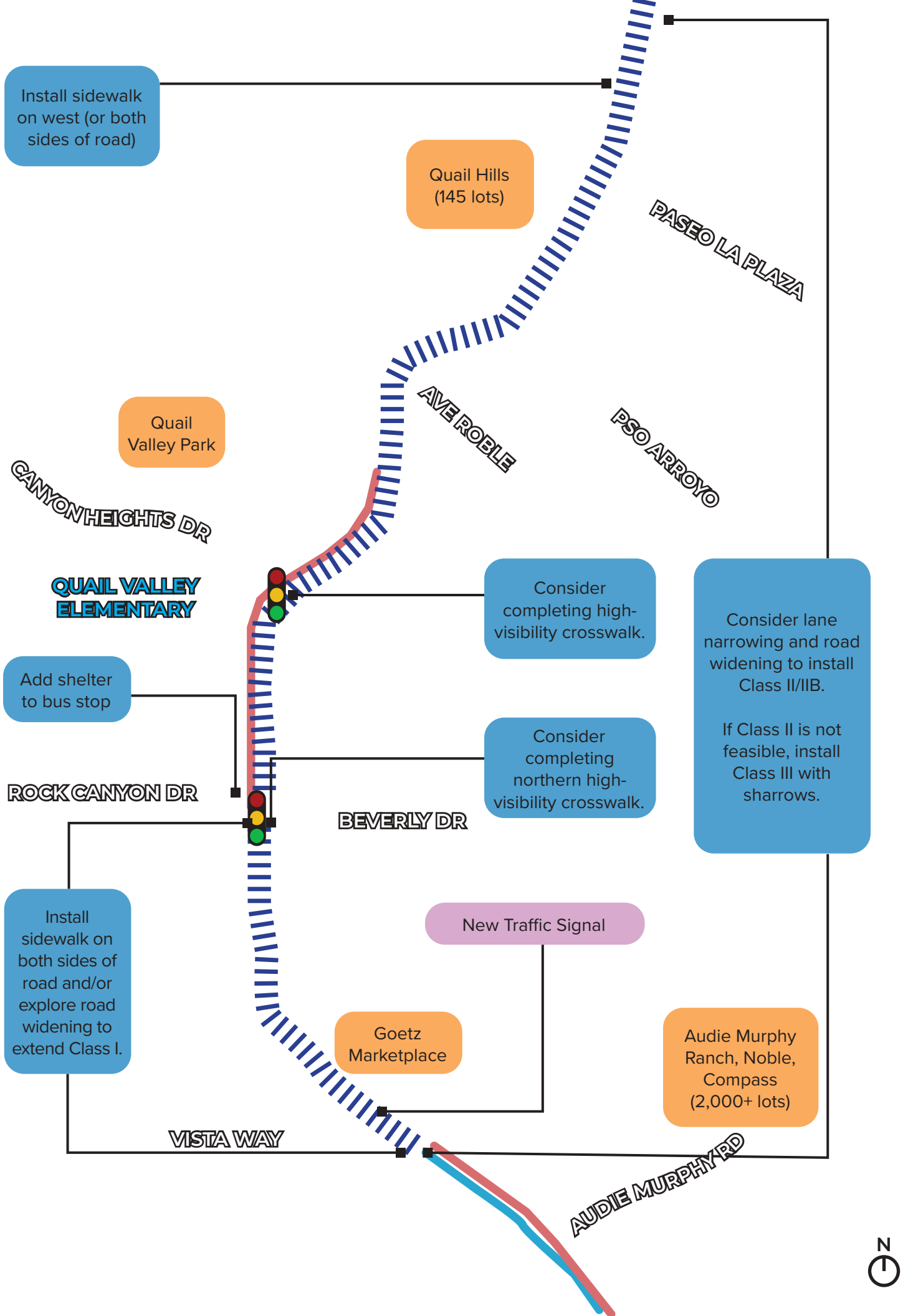
PSO VIVORA

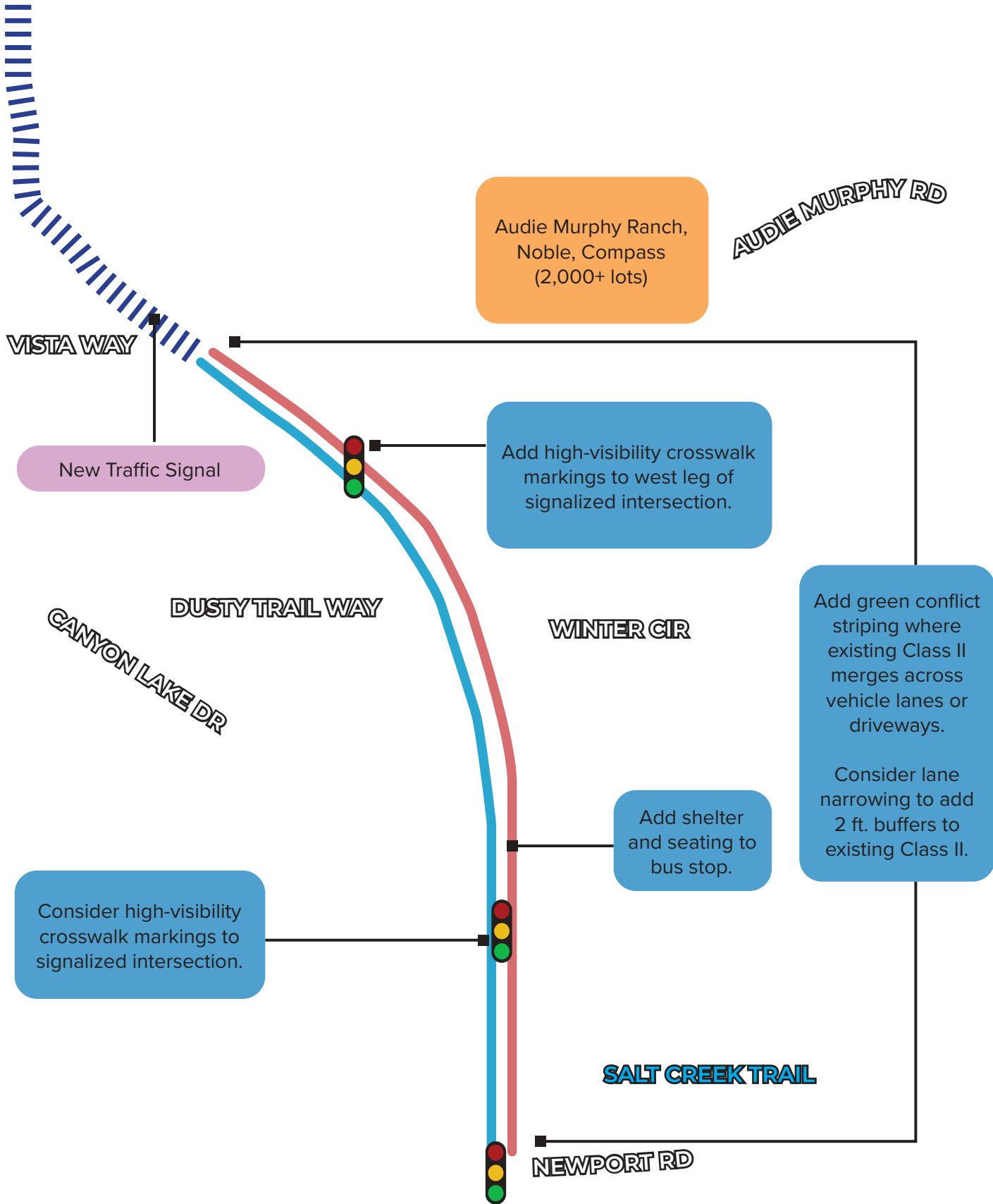
Consider lane narrowing and road widening to install Class II/IIB. If Class II is not feasible, install Class III with sharrows.

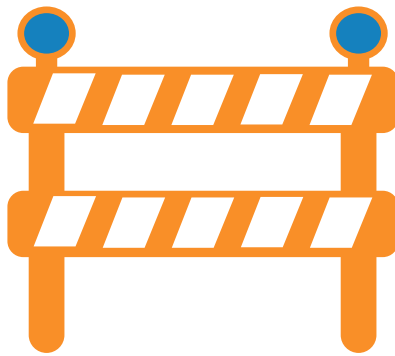
Consider installing sidewalks on one or both sides of road.

As the corridor develops, evaluate the need for one or more mid-block crossings and/or signalized or stop-controlled intersections to facilitate safe pedestrian crossings, where needed.









END OF CORRIDOR

14 Evans Road

Start: Lazy Creek Road

End: Wickerd Road

Cost Estimate: \$2,796,075

Existing Conditions:

The Evans Road corridor is located in west Menifee and runs north to south from Lazy Creek Road to Wickerd Road. The corridor passes through recreation, conservation, public facilities, and residential land uses, as well as several vacant areas designated for specific plan and economic development uses. There are several parks and schools along the corridor including Hidden Hills Park, Lazy Creek Park and Recreational Center, Mayfield Park, Gale Webb Kids Action Sports Park, Evans Ranch Elementary, Menifee Elementary School, Menifee Valley Middle School, as well as the Menifee History Museum, Menifee Community Services Headquarters, and Boys and Girls Club of Menifee Valley. One pedestrian and two bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Evans Road include Class III shared bicycle routes and Class II bicycle lanes, with buffered bicycle lanes or Class I multi-use paths where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, PHBs, and bus stop amenities are recommended to improve the corridor. Signal warrant analyses are also recommended to determine whether a traffic signal is warranted or other intersection improvements are needed.

At a Glance:



Distance
2.79 miles



Schools
3



Parks
4

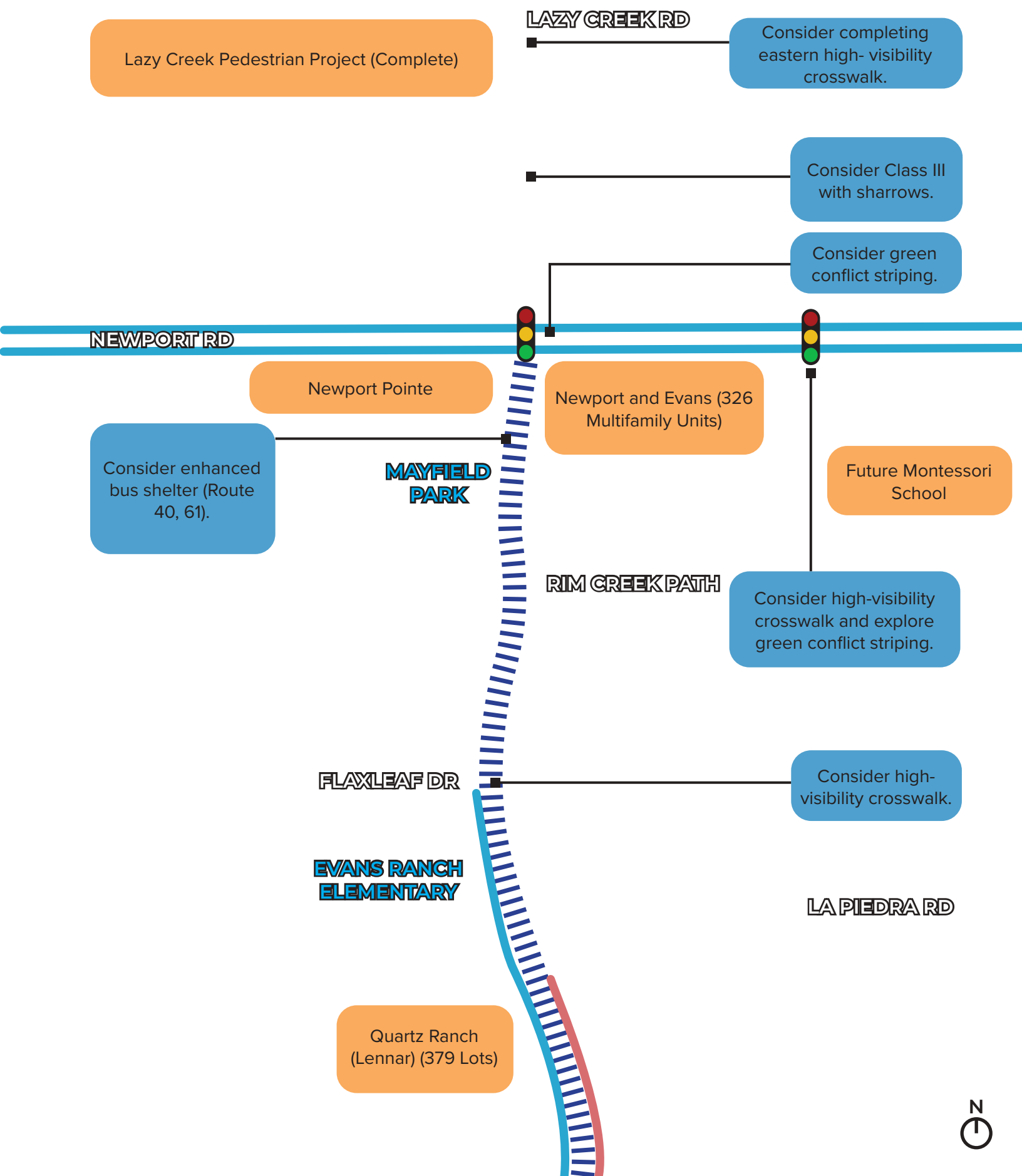


Pedestrian Collisions
1



Bicyclist Collisions
2

FIGURE 4-31: Evans Road



LA PIEDRA RD

FLAXLEAF DR

EVANS RANCH
ELEMENTARY

Consider
high-visibility
crosswalk.

Quartz Ranch
(Lennar) (379 Lots)

Consider green
conflict striping.

Perform a Signal
Warrant Analysis
to see if a signal is
warranted.

Potential to upgrade
to Class I.

HOLLAND RD

Consider high-visibility
crosswalk.

Estrella (formerly
Rowland/Menifee 80)

CORSON AVE

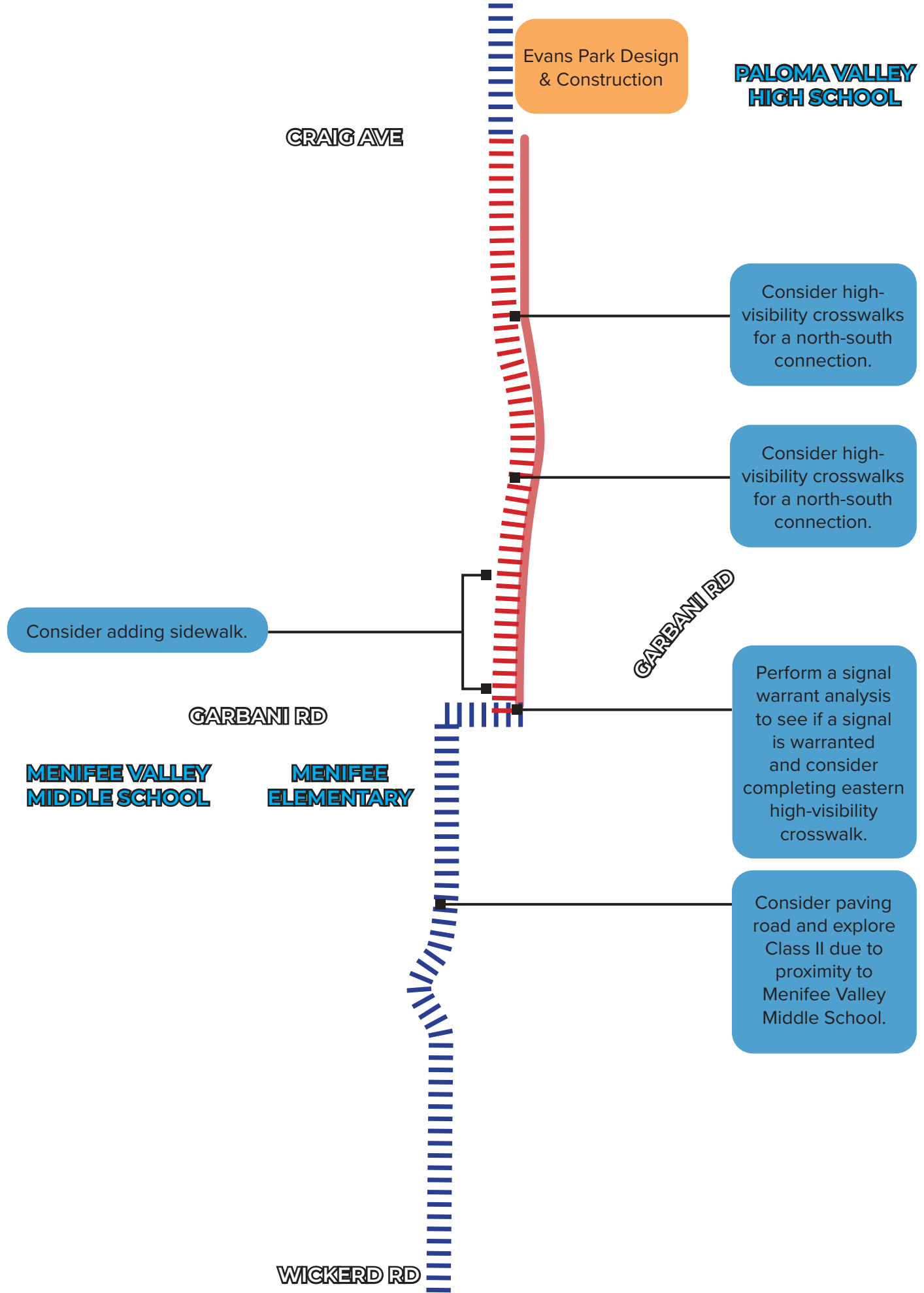
Perform signal warrant
analysis for potential
signalizing intersection
and or roundabout.

Perform a signal warrant
analysis to see if a signal is
warranted.

Evans Park Design
& Construction

PALOMA VALLEY
HIGH SCHOOL





15 McCall Boulevard

Start: Valley Boulevard

End: Briggs Road

Cost Estimate: \$3,118,921

Existing Conditions:

The McCall Boulevard corridor is located in south Menifee and runs west to east from Valley Boulevard to Briggs Road. This corridor serves as a primary access point to I-215. Land uses along this corridor include commercial retail, office, recreation, public facilities, and residential, as well as vacant areas designated for specific plan and economic development uses. Key attractions along the corridor include Boulder Ridge Elementary, Mesa View Elementary, Hans Middle School, Heritage Park, and Menifee Global Medical Center. Four pedestrian and zero bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along McCall Boulevard include Class II bicycle lanes with buffered bicycle lanes where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, and bus stop amenities are recommended to improve the corridor.

At a Glance:



Distance
3.5 miles



Schools
3



Parks
1

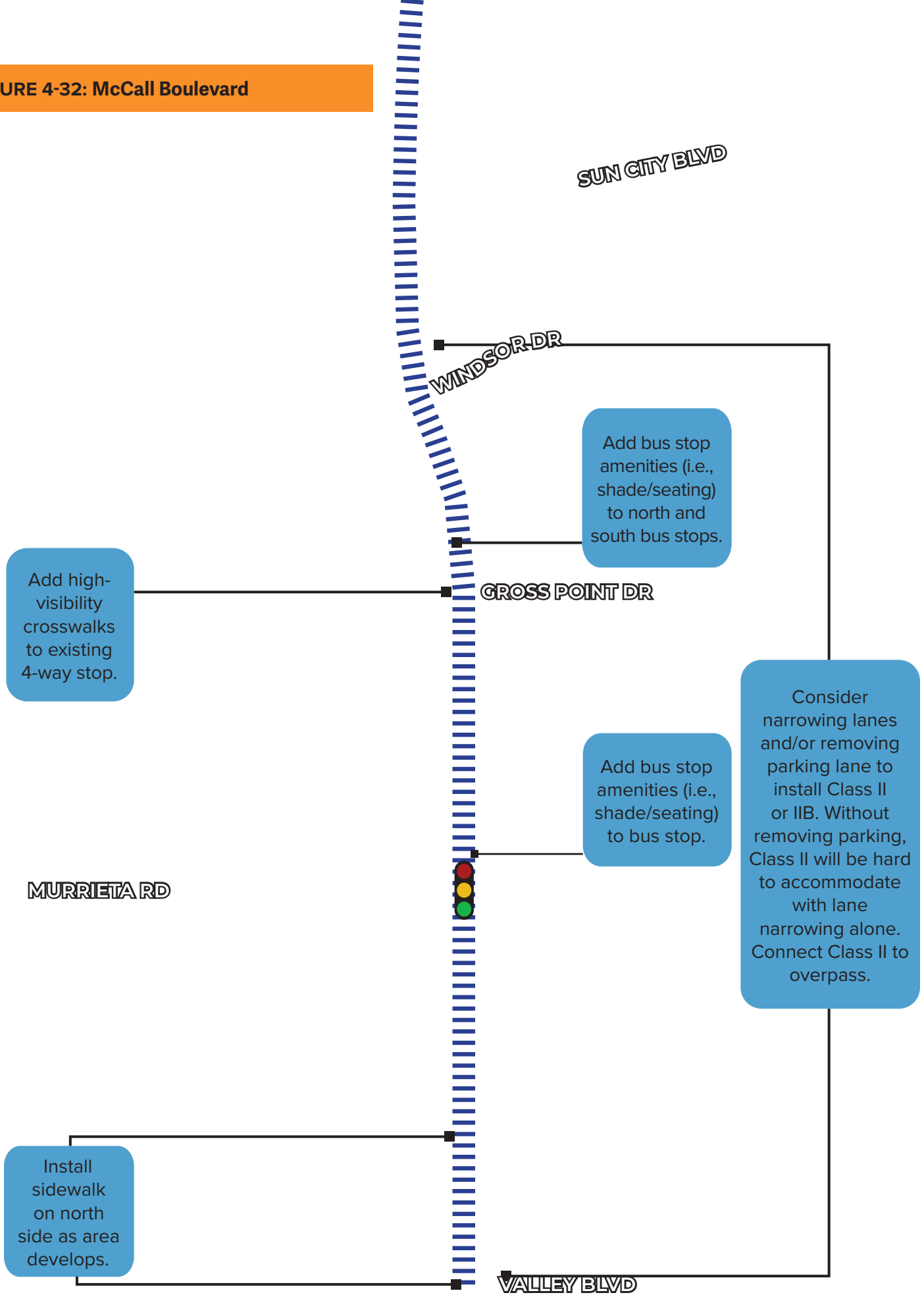


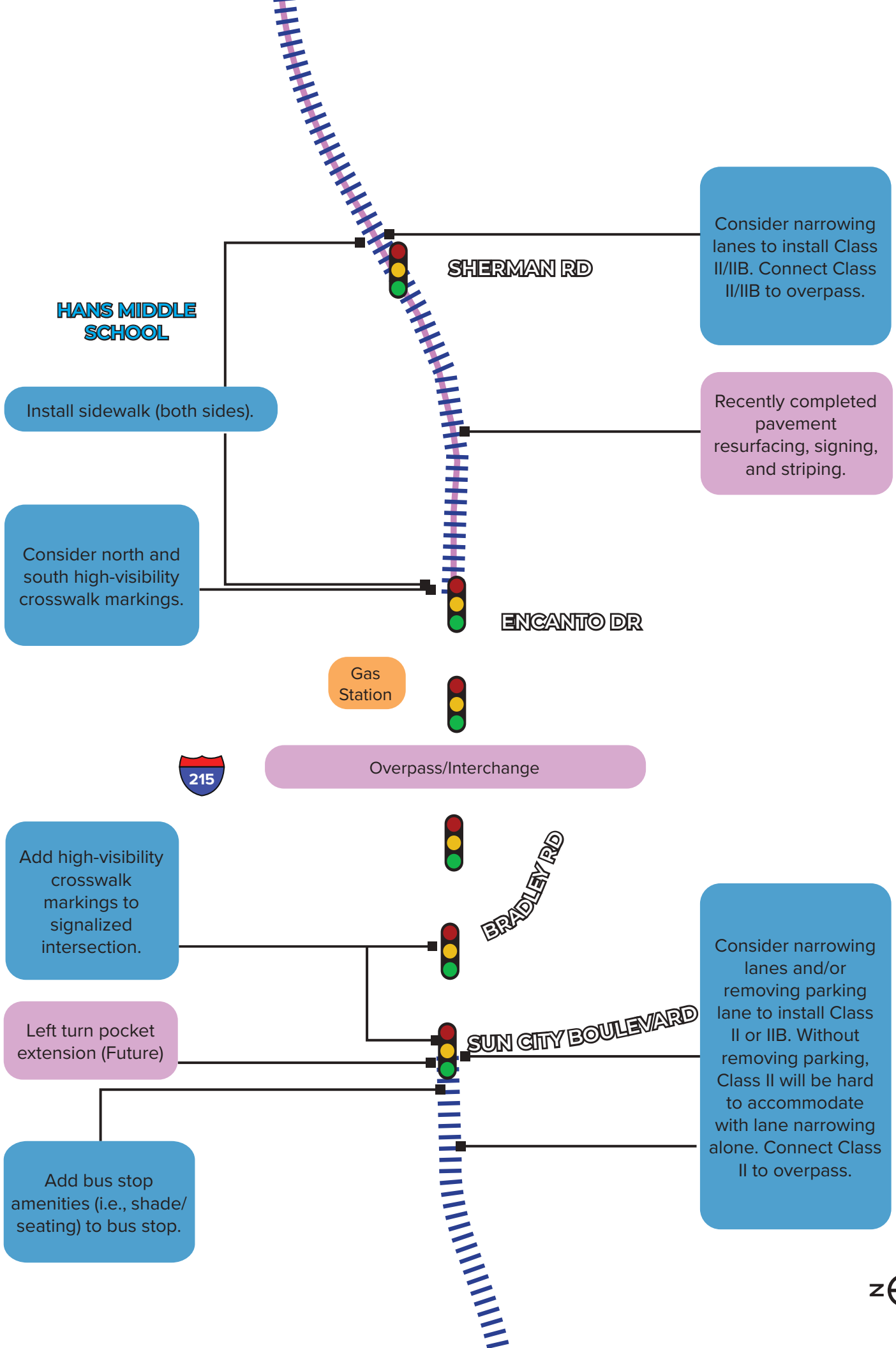
Pedestrian Collisions
4



Bicyclist Collisions
0

FIGURE 4-32: McCall Boulevard





MENIFEE RD

The Village at Junipero
(240 apartments)

McCall Square
(7 self-storage
buildings & 6
commercial
buildings)

BOULDER RIDGE
ELEMENTARY

Road widening
from 2 to 4 lanes
and installation
of sidewalks and
ADA ramps, and
modification of
existing traffic signals.

OAKHURST AVE

Consider road
widening, lane
narrowing, and/or use
of existing buffers to
install Class II or Class
IIB. If not possible due
to variations in roadway
constraints, install Class
III with sharrows.

HOSPITAL

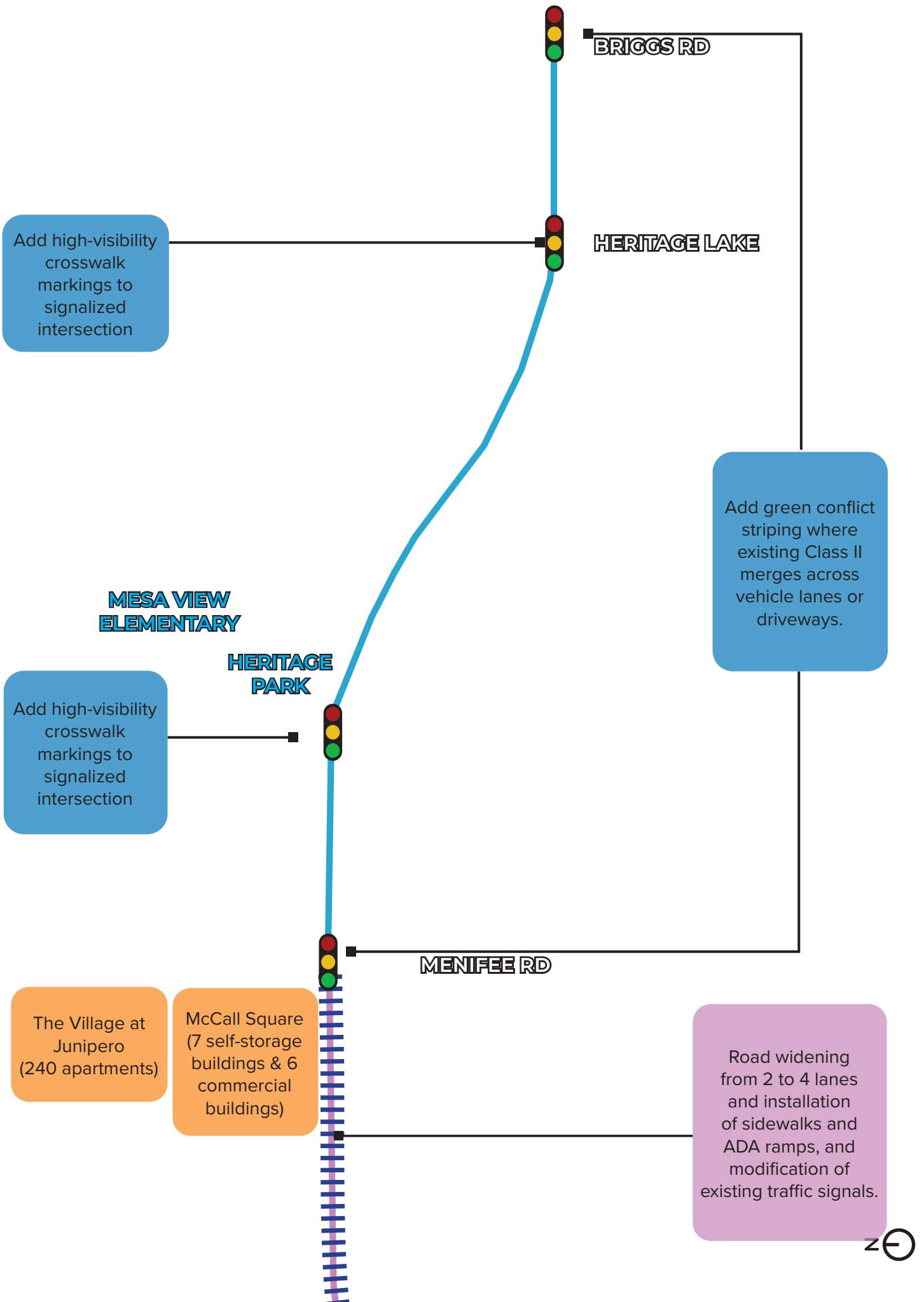
Beyond Meniffee
(Mixed use
development with
retail, office, & 240
dwelling units)

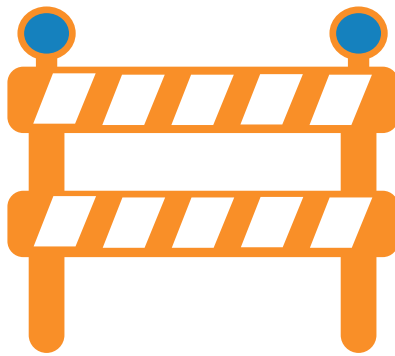
Install sidewalk on
north side.

ANTELOPE RD

Consider
narrowing lanes
to install Class IIB.

Recently completed
pavement resurfacing,
signing, and striping.





END OF CORRIDOR

16 McLaughlin Road

Start: Goetz Road

End: Briggs Road

Cost Estimate: \$13,260,762

Existing Conditions:

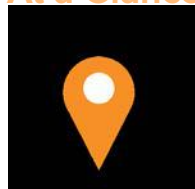
The McLaughlin Road corridor is located in north Menifee and runs west to east from Goetz Road to Briggs Road. The corridor passes by residential, commercial retail, and business park land uses to the south and public utility corridor land uses to the north. Most of the land north of the public utility corridor is currently vacant, but designated for business park, specific plan, and economic development uses in the future. Key attractions along the corridor include Nova Park and Heritage High School. No pedestrian or bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along McLaughlin Road include installing Class I multi-use paths and Class II bicycle lanes with buffered bicycle lanes where feasible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, an at-grade railroad crossing, a pedestrian bridge, high-visibility crosswalks, and PHBs are recommended to improve the corridor. Signal warrant analyses are also recommended to determine whether a traffic signal is warranted or other intersection improvements are needed.

At a Glance:



Distance
4.25 miles



Schools
1



Parks
1

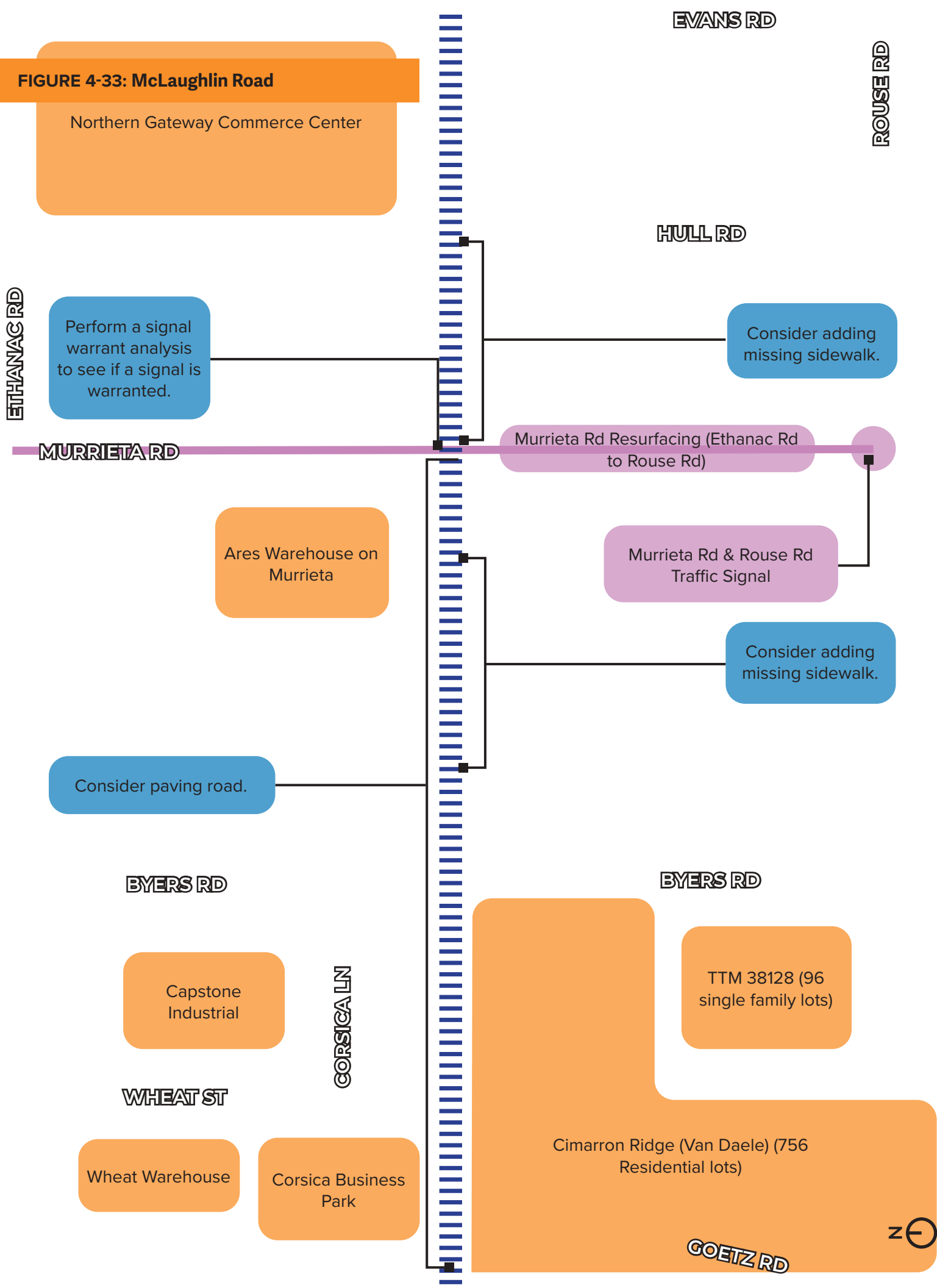


Pedestrian Collisions
0



Bicyclist Collisions
0

FIGURE 4-33: McLaughlin Road



ETHANAC RD

DAWSON RD

Menifee Commerce Center

Ethanac
Business Park

Paved road ends. Consider
Paving to Briggs Road.



Entire northern lots have
no sidewalks - consider
adding them.

McLaughlin Road ends -
consider pedestrian bridge
to create a connection
across Escondido Fwy.



BARNETT RD

Ethanac
Square

Ethanac & Barnett
Warehouse

Ethanac
and Evans
Warehouse

Northern
Gateway
Logistics Center

Consider
roundabout.

SHERMAN RD

Consider PHB.

TRUMBLE RD



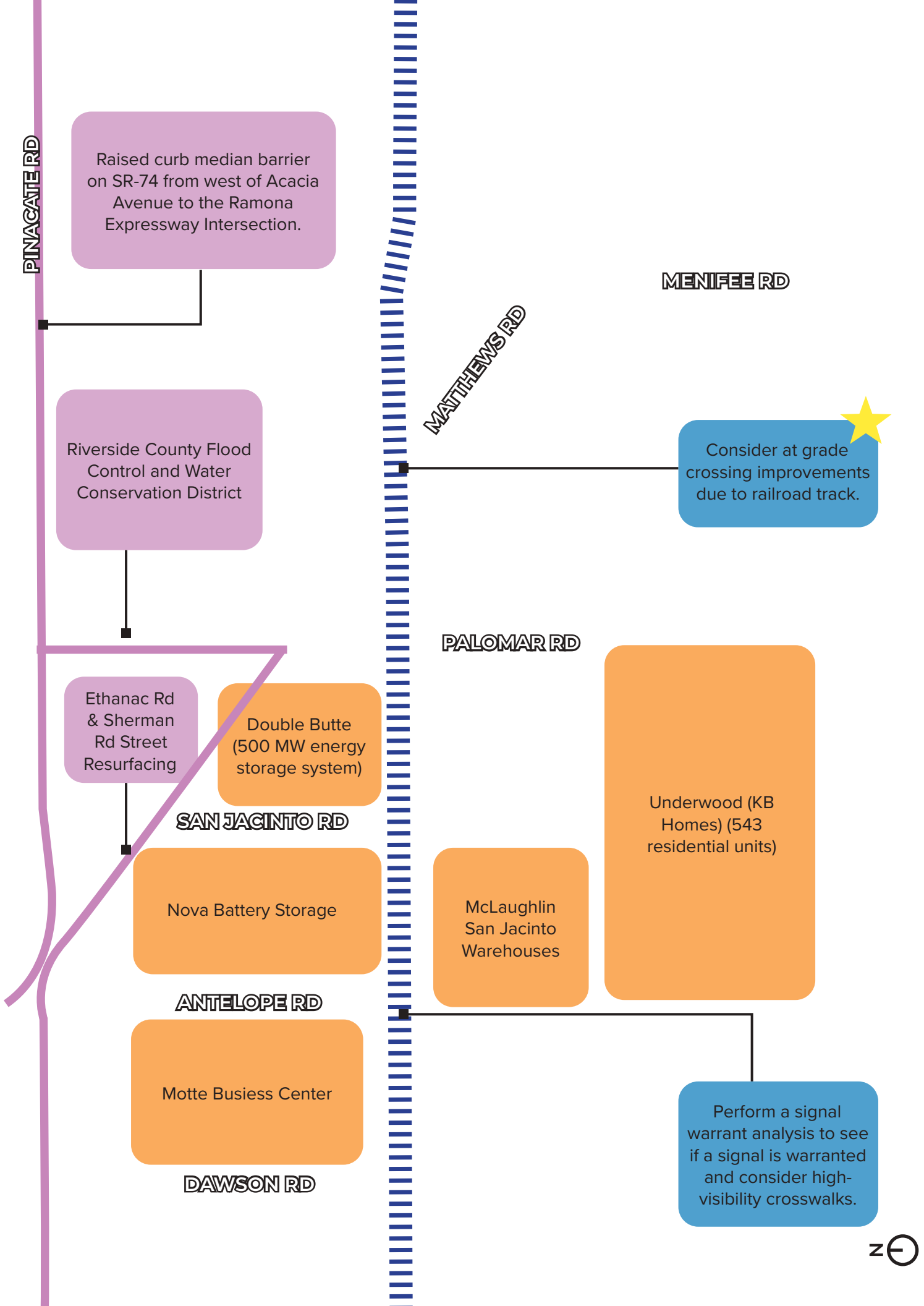
McLaughlin
Village (126
condominium
units)

Perform signal warrant
analysis for signalized
intersection.

Consider adding
missing sidewalk.

EVANS RD





Raised curb median barrier on SR-74 from west of Acacia Avenue to the Ramona Expressway Intersection

Perform a signal warrant analysis to see if a signal is warranted and consider high-visibility crosswalks.

BRIGGS RD

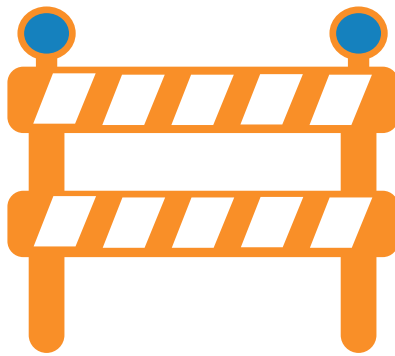
HERITAGE HIGH SCHOOL

PINACANTE RD

Menifee Valley Specific Plan (Brookfield) (Under review: 1,718 residential units)

MENIFEE RD

Consider PHB.



END OF CORRIDOR

17 Town Center/Sherman Road

Start: Newport Road

End: Wickerd Road

Cost Estimate: \$876,742

Existing Conditions:

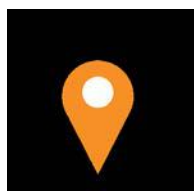
The Town Center/Sherman Road corridor is located in central Menifee and runs north to south from Newport Road to Wickerd Road. The non-contiguous corridor passes through open space and residential uses, as well as vacant areas designated for specific plan and economic development uses. Along Town Center Drive, a new commercial center and medical office building are under construction, while a new City Hall and Civic Center parking lot are in the design phase. The K-12 charter school, Santa Rosa Academy, is also along Sherman Road. One pedestrian and one bicyclist collision have been reported along this corridor.



Recommendations:

The proposed improvements along Town Center/Sherman Road include Class II bicycle lanes along the segment, with buffered bicycle lanes where feasible. Class III shared bicycle routes with sharrows should be installed in segments where Class II bicycle facilities are not possible. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, speed feedback signs, mid-block crossings, RRFBs, and PHBs are recommended to improve the corridor.

At a Glance:



Distance
2.74 miles



Schools
1



Parks
0

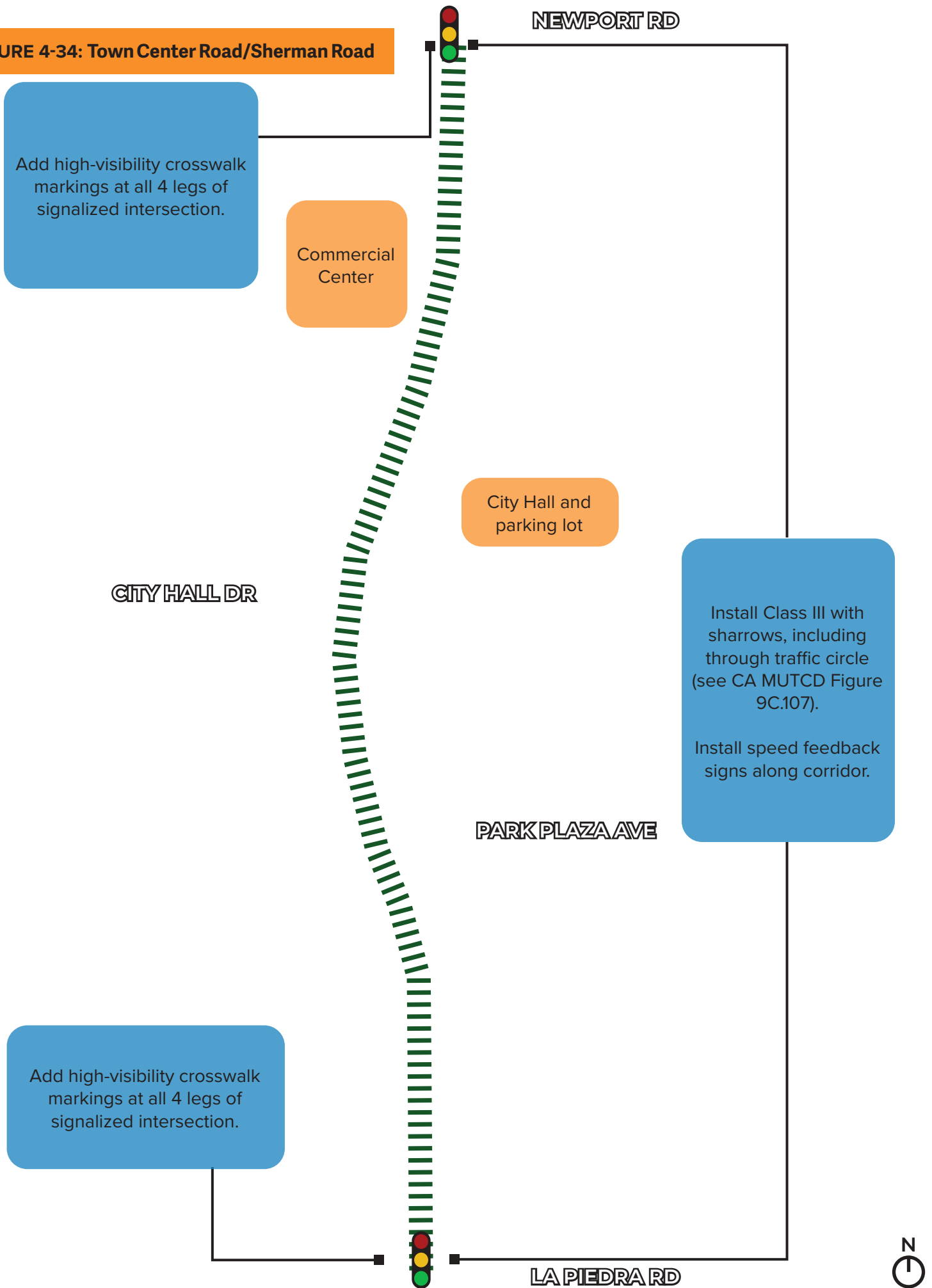


Pedestrian Collisions
1



Bicyclist Collisions
3

FIGURE 4-34: Town Center Road/Sherman Road



LA PIEDRA RD

SANTA ROSA
ACADEMY

EL MOLINO VIEJO

HOLLAND RD

Consider RRFB
and high-visibility
crosswalk.

Consider lane
narrowing and road
widening to install
Class II/Class IIB.
Install Class III with
sharrows along
pinch points.

Install sidewalk on
west side of road.

Install speed
feedback signs
leading up to school.

Consider RRFB
and high-visibility
crosswalk.

Install a high-visibility
crosswalk with PHB.



TUPELO RD

Consider narrowing lanes to install Class II/IIB/IV on both sides of road.

Install Class IIB on both sides of road as the road is developed.

Install high-visibility crosswalk as area is developed.

GARBANI RD

Garbani South (33 units)

Mixed-Use (Light Manufacturing)

WICKERD RD



18 Barnett Road/Sun City Boulevard/ Phoenix Way

Start: Ethanac Road

End: Amersfoot Way

Cost Estimate: \$5,533,904

Existing Conditions:

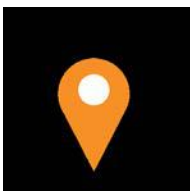
The Barnett Road/Sun City Boulevard/Phoenix Way corridor is in west Menifee and runs north to south and west to east. The corridor passes through commercial retail, recreation, public facilities, public utility corridor, and residential land uses. Key attractions near the corridor include the Sun City Golf Course, Sun City Civic Association, Sun City Library, and Ridgemoor Elementary. No pedestrian or bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Barnett Road/Sun City Boulevard/Phoenix Way include Class II bicycle lanes, or buffered bicycle lanes, where feasible. Class III shared bicycle routes with sharrows should be installed in segments where Class II or Class IV bicycle facilities are not possible, such as between Cherry Hills Boulevard and Amersfoot Way. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, high-visibility crosswalks, mid-block crossings, RRFBs, and bus stop amenities, are recommended to improve the corridor.

At a Glance:



Distance
4.4 miles



Schools
1



Parks
0

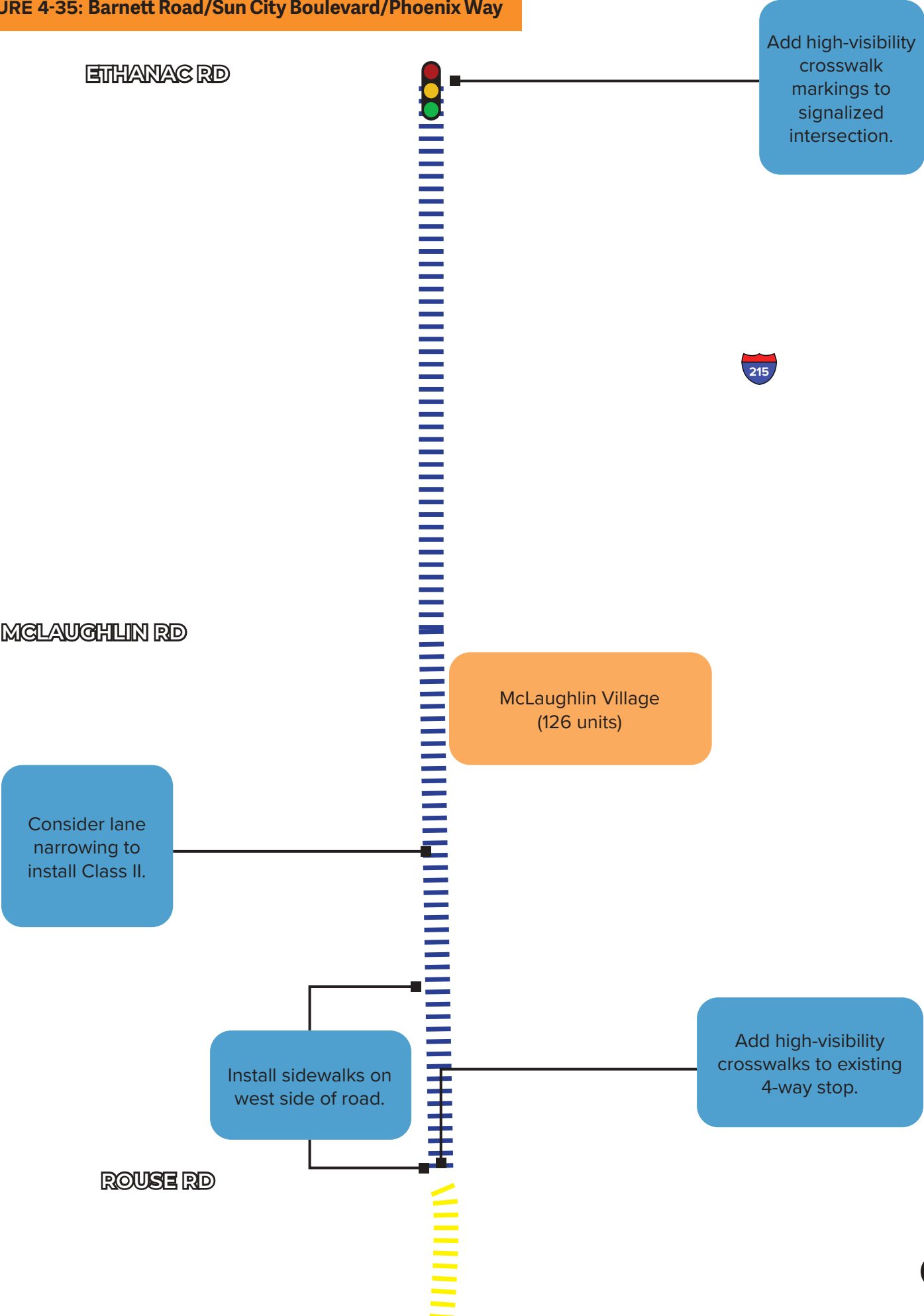


Pedestrian Collisions
0



Bicyclist Collisions
0

FIGURE 4-35: Barnett Road/Sun City Boulevard/Phoenix Way



PRESLEY ST

Add high-visibility crosswalks to existing 4-way stop.



CHAMBERS AVE

Add high-visibility crosswalks to existing 4-way stop.

SUN CITY
GOLF COURSE

RIVERIA BLVD

Left turn
pocket
extension
(Future)

Add high-visibility crosswalk markings to signalized intersection.

MCCALL BLVD

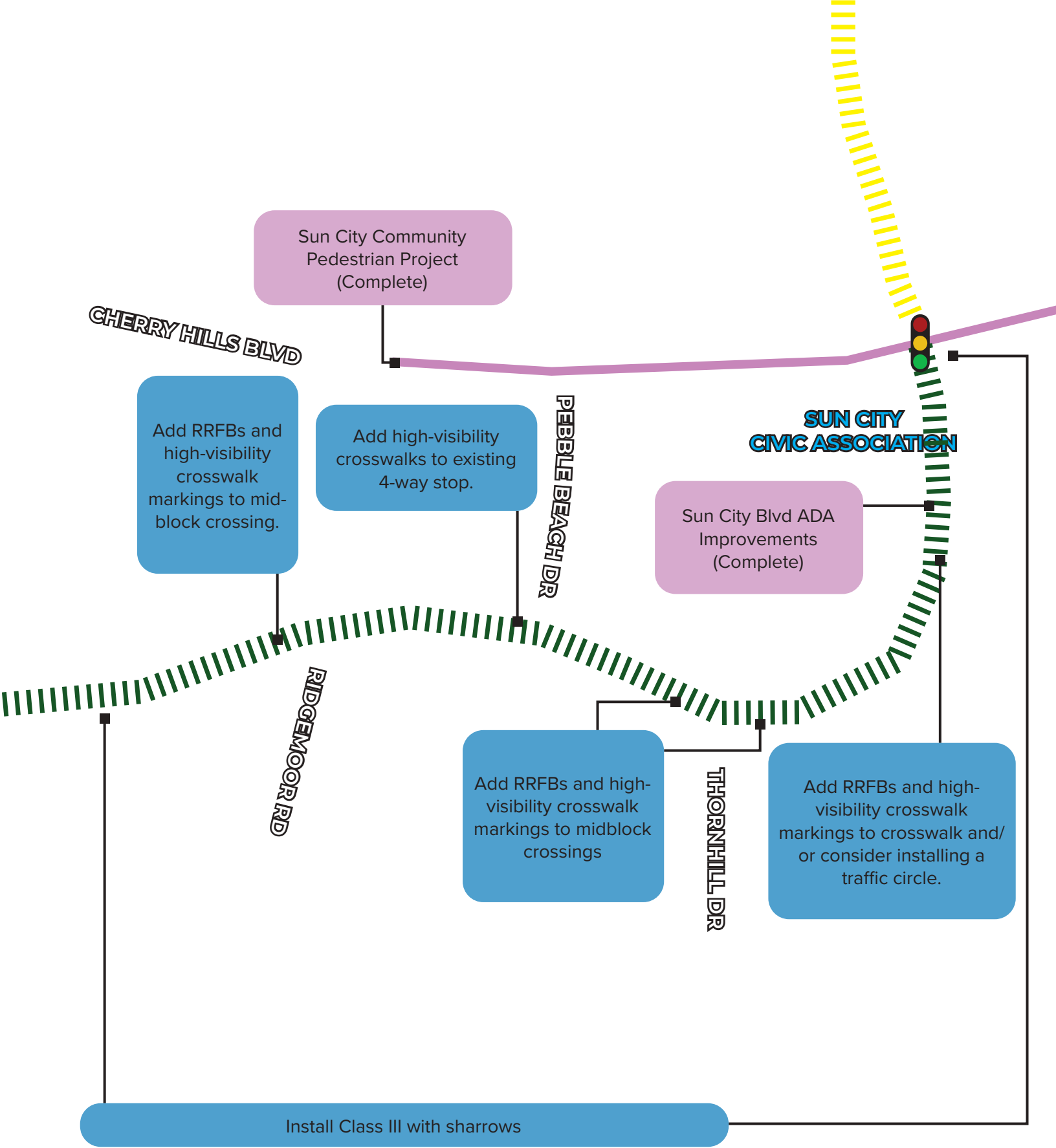
Consider high-visibility crosswalk with RRFBs.

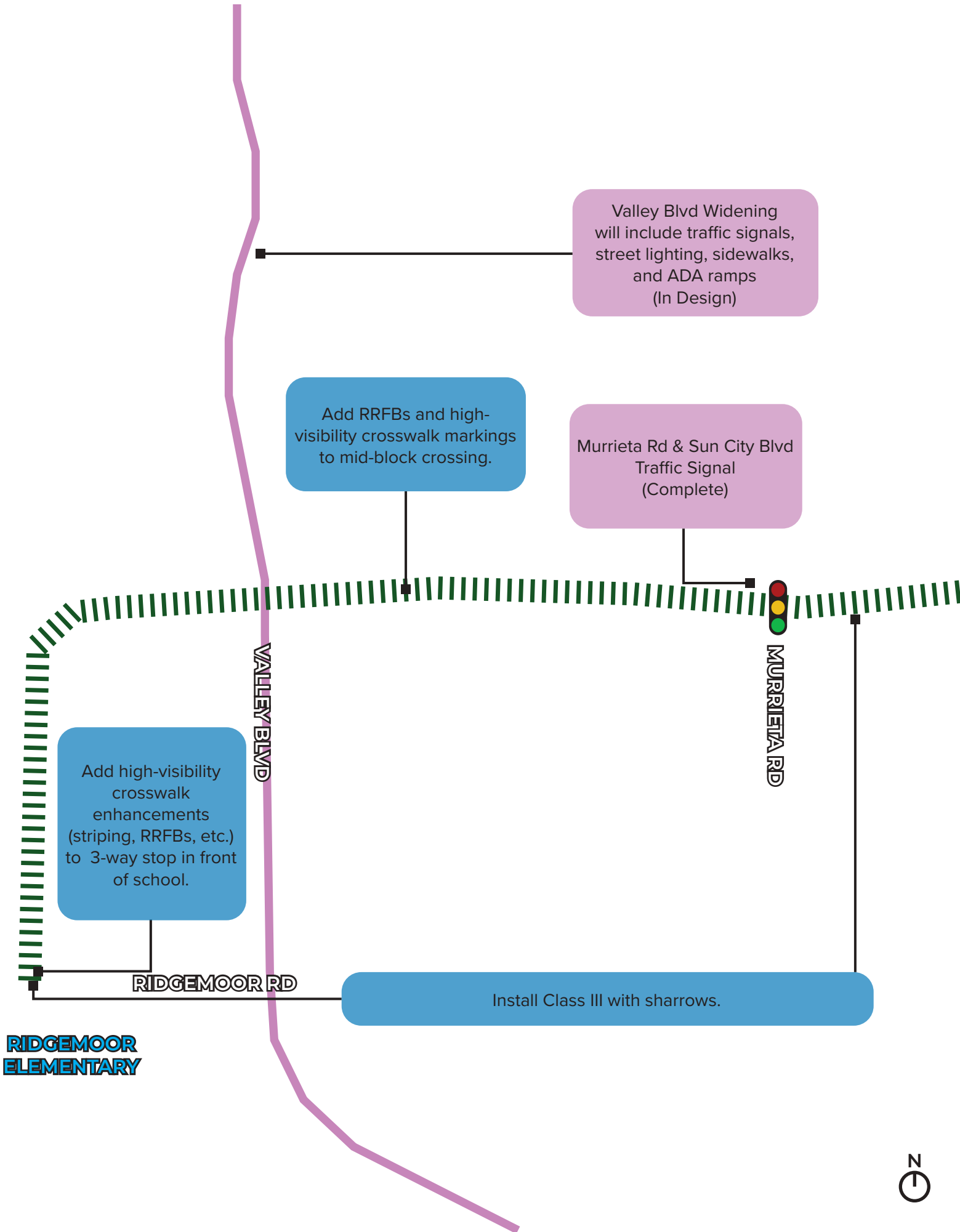
Add shelter to bus stop.

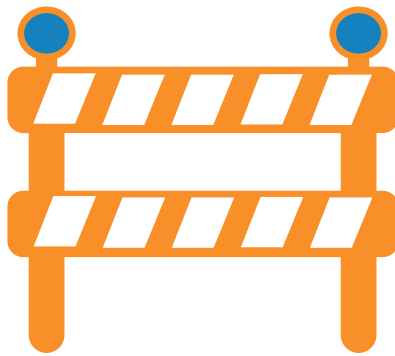
SUN CITY
LIBRARY

CHERRY HILLS BLVD









END OF CORRIDOR

19 Encanto Drive

Start: Ethanac Road

End: El Puente Street

Cost Estimate: \$1,606,467

Existing Conditions:

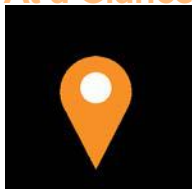
The Encanto Drive corridor is located in north Menifee and runs north to south from Ethanac Road to El Puente Street. The corridor passes through commercial retail, office, recreation, and residential land uses, as well as vacant areas slated for specific plan development. A new community is approved for development along Encanto Drive, which will bring over 1,000 new residential lots, 20 acres of commercial space, and a new community park. Key attractions along the corridor include John V. Denver Park. Zero pedestrian and one bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Encanto Drive include Class II bicycle lanes along the segment, with buffered bicycle lanes where feasible. Class III shared bicycle routes with sharrows should be installed in segments where Class II or Class IV bicycle facilities are not possible, such as between McCall Boulevard to El Puente Street. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, sidewalk installation, high-visibility crosswalks, and bus stop amenities are recommended to improve the corridor.

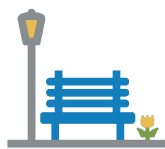
At a Glance:



Distance
2.49 miles



Schools
0



Parks
1



Pedestrian Collisions
0



Bicyclist Collisions
1

FIGURE 4-36: Encanto Drive

PATRICIA LN



MCLAUGHLIN RD

BLAZE LN

ROUSE RD

ETHANAC RD

SHERMAN RD

Consider narrowing
lanes and road
widening to install
Class II/IIB or Class IV.

Install sidewalk on
east side of road.



ROUSE RD

Legado (1,000+ Residential Units,
20 acres commercial, new park)

Consider
narrowing lanes to
install Class IV.

Install sidewalk on
east side of road.



CHAMBERS AVE

Add high-visibility
crosswalk markings
to 2 crosswalks that
do not have them.

Gas Station

Overpass/Interchange

MCCALL BLVD



MCCALL BLVD

Add shelter to
bus stop.

Install Class III with
sharrows.



Add shelters to both
bus stops.

BRADLEY RD

EL PUENTE ST



20 Audie Murphy Road

Start: Goetz Road
End: Goetz Road
Cost Estimate: \$1,182,452

Existing Conditions:

The Audie Murphy Road corridor is in west Menifee and runs west to east from Goetz Road to Whispering Way, north to south from Whispering Way to Bridlewood Circle, and east to west from Bridlewood Circle to Goetz Road. Land uses along the corridor are almost entirely residential except for Kathryn Newport Middle School and Silver Star Park. No pedestrian or bicyclist collisions have been reported along this corridor.



Recommendations:

The proposed improvements along Audie Murphy Road include Class III shared bicycle routes. Where bicycle facilities are installed, green conflict striping should be installed where bicycles merge across vehicle lanes or driveways. In addition, ADA improvements, high-visibility crosswalks, PHBs, RRFBs, and bus stop amenities are recommended to improve the corridor. A signal warrant analysis is also recommended to determine whether a traffic signal is warranted or other intersection improvements are needed.

At a Glance:



Distance
1.8 miles



Schools
1



Parks
1

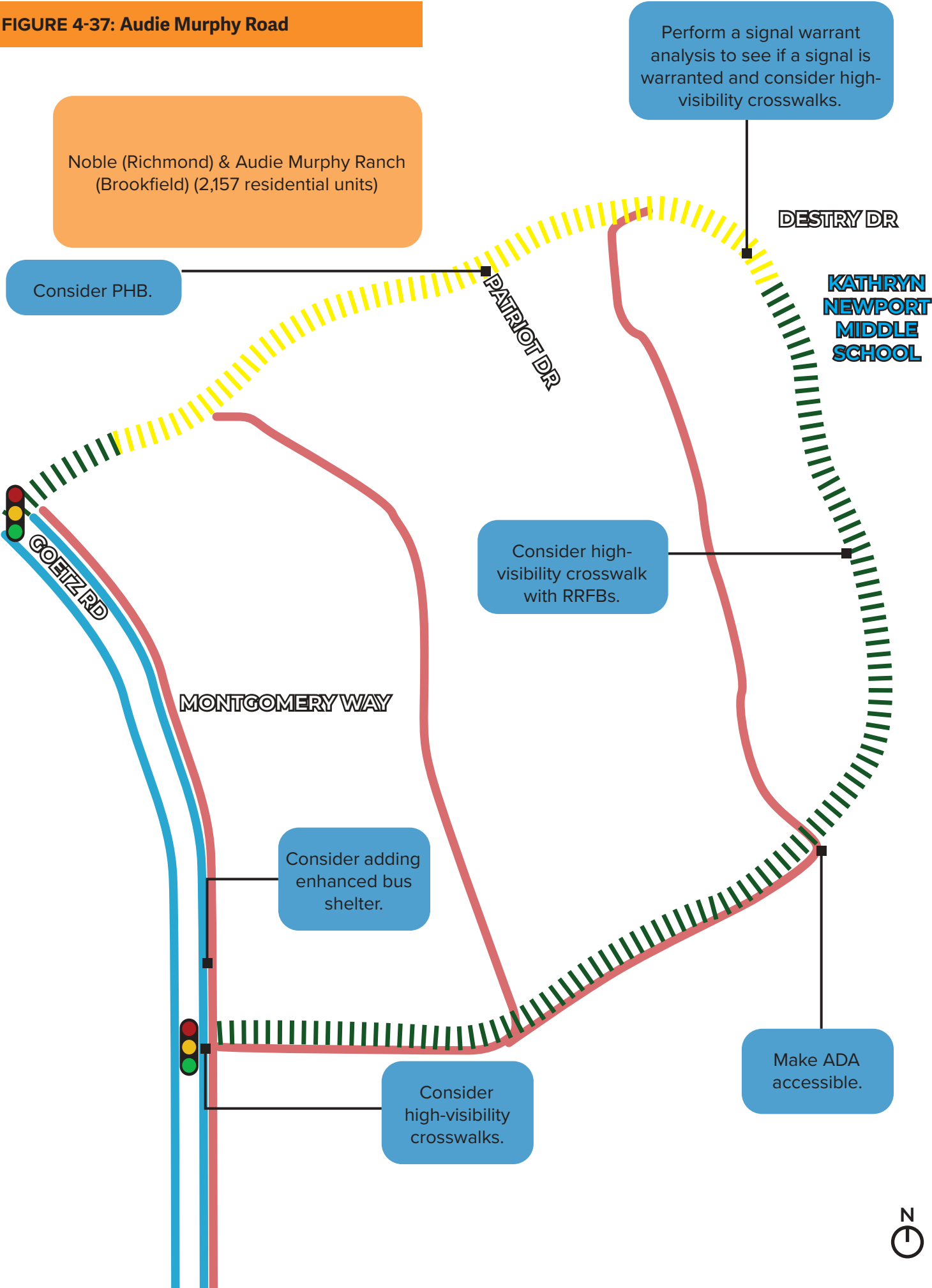


Pedestrian Collisions
0



Bicyclist Collisions
0

FIGURE 4-37: Audie Murphy Road



4.4 RECOMMENDED PROGRAMS

This section summarizes programs intended to support the projects recommended in this plan. Due to a long history of routine accommodation for pedestrians (i.e. sidewalks, crosswalks, dedicated signals, etc.), programs targeting walking are relatively uncommon. Despite a common emphasis on projects, bicycle, pedestrian, and safety programs remain an important element of a successful CSP. The following sections offer some background on the changing “state of practice” in Complete Street programming, namely the increased integration of programs and projects, culminating in menu of bicycle and pedestrian programs. These build upon those found in the ATP and are focused on more comprehensive programs for all user types.

The principles articulated through the “Six E’s,” (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation) developed and expanded by the Safe Routes Partnership can help create successful programs.²⁵ Many policy, programmatic, and design elements can be used to improve equity if they are targeted to address mobility needs of low-income residents, minorities, children, people with disabilities, and older adults.

4.4.1 EQUITY

Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

Prioritize Projects with Equity Considerations

Menifee can continue to implement improvements in areas that are disproportionately affected by health and safety burdens, such as low income neighborhoods (i.e., Romoland, Sun City, and Quail Valley), acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and underserved populations who cannot afford, operate, or choose not to drive vehicles.

4.4.2 ENGINEERING

Menifee’s Public Works Department is responsible for building and maintaining all public streets to ensure that the community can travel efficiently. A variety of engineering tools are used to make sure that the roadways in Menifee are designed to keep bicyclists and pedestrians safe. Some of these tools include street design techniques intended to reduce traffic congestion, decrease vehicular speeds, and enhance pedestrian and bicycle safety and comfort as seen in the recommendations of this CSP. Some examples of engineering and traffic enhancements that provide a safer environment for pedestrians and bicyclists include:

- » Traffic control signs
- » Curb and high-visibility pavement markings
- » Signal timing
- » Traffic safety monitoring
- » Traffic calming countermeasures

²⁵ The League of American Bicyclists. (2015). [*The 6 E's of Safe Routes to School: Embracing Equity*](#).

4.4.3 EDUCATION

Student Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of “on the road” safety.

Pedestrian and Bicycle Traffic Safety Fairs

An obstacle course to teach pedestrians and bicyclists how to identify different street signs and use street infrastructure to increase safety. Youth and children navigate the obstacle course to win free helmets and lights. Family-friendly interactive training and infrastructure tour intended to increase the confidence of pedestrians and bicyclists. Participants get a free helmet and bicycle lights. In some cases, this event can be incorporated into community events.

Safety Resource Event

Safety resource distribution events where the community learn about the importance of wearing a helmet. Participants receive free helmets and bicycle lights and are taught about the bicycle rules of the road, as well as how to be visible and predictable when riding. This can be incorporated as part of bicycle safety rodeos. Participants can have interactive hands-on experience in traffic situations that involve pedestrians and bicyclists. Bike rodeos are a great way to provide community members with an opportunity to learn and practice safe pedestrian and bicycling skills.

4.4.4 ENCOURAGEMENT

Pilot Commuter Program

Provide those who commute to and from work in Menifee with a temporary transit pass, for at least one-month, to test out transit in a trial period to get familiar with their route and encourage commitment to using transit.

Free Ride Day

Encourage residents to take transit by offering an annual Free Ride Day. This can be held in conjunction with California’s Clean Air Day, to emphasize the benefit of replacing car trips and improving air quality. Menifee, along with Riverside Transit Agency and other local organizations, can organize pop-up events to provide transit information and encourage riders.

Electronic Newsletter

Distribution of an online newsletter or utilizing the Menifee Matters newsletter is a great way to engage the public. Distribution should be researched and considered prior to utilizing this out-reach method. This form of media can be used to display projects and contact information as well as ways for readers to get involved.

Surveys and Questionnaires

Surveys and questionnaires can also be created to identify the needs and views of many people. Surveys are effective when a limited number of short and concise questions are used to gather information and feedback.

4.4.5 EVALUATION

Conduct Bicycle and Pedestrian Counts and Review Collision Data

Conduct regular bicyclist and pedestrian counts throughout Menifee to determine baseline mode share and subsequent changes. Conducting counts would allow Menifee to collect information on the locations where most bicycling and walking occurs. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling and walking trends in Menifee. Analysis that could be conducted includes:

- » Changes in volumes before and after projects have been implemented
- » Prioritization of local and regional projects
- » Research on clean air change with increased bicycle use

Complete Streets Report Card

Menifee can develop a bicycle and pedestrian report card which would serve as a checklist used to measure the success of CSP implementation efforts. The report card could be used to identify the magnitude of accomplishments in the previous year and general trends. The report card could include, but not be limited to, keeping track of system completion, travel by bicycle or on foot (counts) and safety.

Menifee can use the report card to track trends, placing more value on relative than absolute gains (in system completion, mode share, and safety). For example, an upward trend in travel by bicycle or on foot would be viewed as a success, regardless of the specific increase in the number of bicyclists or walkers. Safety should be considered relative to the increase in bicyclists and walkers.

A major portion of the report card would be an evaluation of system completion. An upward trend would indicate that Menifee is progressing in its efforts to complete the bicycle and pedestrian network identified in this document. The report card could be developed to utilize information collected as part of annual and on-going evaluations, as discussed in the previous sections.

Complete Streets Advisory Committee

Menifee can explore creating a Complete Streets Advisory Committee to provide oversight of progress and implementation of Complete Streets recommendations. Many municipalities have developed bicycle and pedestrian, or active transportation advisory committees to address issues and opportunities related to walking, bicycling, and transit. This group can act as a community liaison and support Menifee staff, volunteers, and advocate efforts to address issues and help evaluate the progress of improvements in this CSP.

4.4.6 ENFORCEMENT

Enforcement, especially when it targets high-risk behaviors and maximizes educational benefits, will help make road users more compliant and make both driving and bicycling behaviors more predictable.

Designate a Law Enforcement Liaison Responsible for Bicycling and Walking Concerns

This liaison would perform the important function of communication between the law enforcement agency and bicyclists and pedestrians. The liaison would oversee the supplemental education of officers regarding bicycle and pedestrian rules, etiquette, and behavior.

Targeted Enforcement

Many law enforcement departments employ targeted enforcement to educate drivers, bicyclists, and pedestrians about applicable traffic laws and the need to share the road. These efforts are an effective way to expand mobility education, such as in the form of a brochure or tip card explaining each user's rights and responsibilities.

FUNDING AND IMPLEMENTATION



5.1 IMPLEMENTATION

The analysis, community engagement, project development in this CSP, Complete Streets projects, securing funding, and provide Menifee with a grant application. This CSP is intended to take projects to the next step and provide information on how to carry out the recommendations. Chapter 4 covered prioritization, and this chapter covers the recommended order for project implementation. The prioritization order shown in this chapter is intended to serve as a guide to allow Menifee to implement projects as they see fit or as funding becomes available.

Table 5-1 presents a list of recommended implementation strategies to guide Menifee in the implementation of optimized efficiency within this CSP.

Plan implementation is a multi-faceted process. It often includes carrying out a variety of programs and pursuing project funding. This CSP is meant to be used as a tool to inform decisions on how projects can be implemented in the short, mid, and long term approach.

Implementation of certain bicycle facilities, such as multi-use paths, separated bicycle lanes, and other innovative techniques described in this CSP, will require a capital improvement process which typically includes funding, a public and environmental review process, and a planning/engineering process. Many times, these engineering-improvement projects may require a phased approach due to the time and cost needed to successfully implement these projects. Smaller, less expensive Complete Streets improvements can be integrated into planned construction projects that are regularly “on the calendar” with Menifee’s Capital Improvement Program. Items such as shared lane markings, dedicated bicycle routes, striping lanes for Complete Streets, or adding signage can be implemented as part of planned construction projects.

The strategies in Table 5-1 provide a framework to guide project implementation.



TABLE 5-1: Recommended Implementation Strategies

ACTION	LEAD	NOTES
Identify items on the City's Capital Improvement Program (CIP) projects list that can incorporate recommended projects outlined in this Plan.	City	If the City is unable to incorporate existing CIP projects, explore recommended projects in this Plan can be created as stand-alone CIP projects.
Monitor grant funding cycles and identify staff to take action	City, WRCOG	Commit staff time to identify grant(s) and outline a preparation plan. Continue to work with WRCOG on their grant writing on-call services.
Integrate the recommendations and projects from this Plan into all applicable grant applications.	City	In some cases, grants could be pursued specifically for only projects identified in this plan, while in others, parts of this plan can be used to strengthen benefits for other projects.
Perform an Environmental Review for each project to determine level of impact.	City	Projects classified as maintenance or replacement can be considered categorical exemptions under CEQA or NEPA. Major projects affecting traffic, natural areas land, or ROW acquisitions may require full environmental review.
Identify sources of funding for ongoing maintenance of street enhancements. Coordinate paving plan with the Complete Streets Plan (CSP) recommended projects so when a roadway is repaved, that roadway can be re-stripped to align with the CSP.	City	Maintenance responsibilities will need to be identified prior to implementation. Other cities have found that the coordination of the paving plan with the CSP to be a cost savings measure.
Identify alternative funding sources and fund-raising opportunities.	City, community organizations, and stakeholders	Examples include philanthropic offers, donations, endowment funds, corporate sponsorships, capital fund-raising efforts, grants, government sources.
Develop employment opportunities that assist with the installation and maintenance of the projects in this Plan.	City	Tasks would include ongoing maintenance of bicycle facilities, development of programming, and maintenance of public realm spaces.
Develop a volunteer program focused on implementation and encouragement. Consider emulating successful "Bike Ambassador" programs from cities like Chicago and Washington DC.	City, community organizations	Utilize neighborhood residents, community leaders, and volunteers from schools, churches, community organizations and businesses. Work with the Temecula Valley Bicycle Coalition to develop and implement programs.
Develop a media campaign to promote active transportation as a means of recreation and transportation mode. Be strategic and create an "Individualized Marketing" campaign similar to Portland's "Smart Trips" campaign. It's the concept that not all people can be persuaded to use sustainable travel modes so just focus on a select few.	City, volunteers, community organizations	Tasks include assigning staff to oversee and promote media campaigns that could be developed by a volunteer group or community stakeholders. "Individualized Marketing" is a comprehensive approach to increase biking, walking, and public transit in only targeted geographic areas of a city, hand-delivering packets of information to only specific residents that are open to change.
Collaborate with community stakeholders to host events such as bike rides, walking tours, and demonstrations.	City, community organizations, and volunteers from previous steps	Connect with qualified community experts to lead group bicycle rides, walking tours, or plan and install demonstration projects. Utilize volunteer groups, youth groups, and stakeholders to help promote events. Work with SCAG and utilize their Kit of Parts to install demonstration projects for city events.
Monitor and evaluate performance of implemented treatments.	City	Assign staff to lead implementation performance measures and oversee programming efforts.

Project Implementation

The CSP took a comprehensive look at Menifee's streets, collision hot spots, propensity, new developments, and new projects being implemented, including the new Holland Road freeway overpass. The community engagement process, advisory committee meetings, and the three-day design charrette gave the project team insight into the needs of Menifee. Table 5-2 presents a guide and vision for how and when Menifee can plan, design, and implement recommended projects to create a network of Complete Streets.

There are a total of four overall recommendations including:

- 1. Bicycle/Pedestrian Facilities
- 2. Connectivity, Land Use, and ADA Accessibility
- 3. Placemaking
- 4. Technology

This implementation matrix gives each action a capital cost estimate, funding sources, operational budget impact, and a time frame to complete. Each recommendation in the CSP has a set of distinct action items to help achieve the overarching project vision of creating safe stress for all ages, abilities, and modes of travel in an equitable and innovative way.

Implementation Matrix Keys

Capital Funding Sources Key

- » b = Developer Fees/DIF/Quimby
- » c = CFDs/CSDs
- » d = Taxes/General fund
- » e = Grants

Operational Funding Sources

- » a = User fees
- » c = CFDs/CSDs
- » d = Taxes/General Fund
- » e = Grants

Time Frame to Complete

- » Immediate = < 1 year
- » Short = 1-5 years
- » Mid = 5-10 years
- » Long = 10+ years

The capital and operation funding sources are detailed on the following pages.

Capital Funding Sources Key

b = Developer Fees/DIF/Quimby

Quimby/Mitigation Funds (Local Parks)

These funds are collected from developers who are required to provide the mandated acreage of open space park land as a dedication to the City as a condition of their development projects. In 2015, the City adopted its first Quimby/Mitigation Ordinances, superseding the County's fee schedule and setting rates for in lieu of park dedication payments by quadrant within the City. Funds collected are restricted to the area in which they were derived (or reasonable nexus to) and can only be used for the acquisition of property for future park development.

Development Impact Fees (DIF)

Fees generated from development within the City to offset the effect of development on City infrastructure, fire protection, public facilities and services, libraries, roads, schools, parks, traffic signal mitigation, and open space.

Transportation Uniform Mitigation Fee (TUMF)

A development fee to fund transportation projects that result from the growth the development projects create. These funds are collected by the City and remitted to the Western Riverside Council of Governments (WRCOG). These funds can only be used to build TUMF eligible improvements within the TUMF Regional System of Highways and Arterial (RSA).

Developer In-Lieu of Construction: These are payments or Contributions/Deposit Payments from developments in lieu of constructing conditioned improvements, or fair share contributions to mitigate impacts of new developments to City infrastructure and services.

c = CFDs/CSAs

Community Facilities District (CFD): Allows the City to construct desired and authorized public improvements with costs of the projects paid for by benefiting properties within the boundaries of a designated area. The costs are then financed through the issuance of bonds payable over a period of years.

County Service Area (CSA): A tax assessment levied to residents in the Quail Valley area which is used for street improvements and maintenance, drainage, street lighting, and traffic signals. The funds are also used for emergency personnel such as fire and police.

d = Taxes/General fund

The General Fund provides an annual commitment for refurbishment projects at recreation centers and within the parks. This component is typically minimal as the majority of available funds are earmarked for programs, services, and routine maintenance of facilities.

Audie Murphy Ranch (AMR)

A special tax assessment levied to residents of the Audie Murphy Ranch Community, which is used for maintenance, and improvements of streets, parks, drainage, street lighting, and traffic signals.

Quality of Life Measure (Measure DD)

Funds generated from a local sales tax measure approved by Menifee voters in 2016. These funds can be used for road improvement and rehabilitation projects as well as other uses in accordance with the measure. These funds are also used to support essential safety services such as police and fire, including constructing new City fire and police stations.

Gasoline Tax

Funds that are generated from taxes on the sale of gasoline as a result of the laws that were passed affecting gasoline sales. The city share of gas tax revenue is based on a formula consisting of vehicle registration, assessed valuation, and population. Gas tax can only be used in street and road related maintenance projects.

Road Maintenance and Rehabilitation Account (RMRA)

Funds generated from the Road Repair and Accountability Act of 2017 (SB-1 Beall)

Measure A (Local Streets and Roads)

Funds generated from the one-half percent sales tax levied throughout Riverside County to carry out transportation projects within county boundaries.

Capital Projects Funds

City General Funds retained for Capital Improvement Projects.

e = Grant Funds

Grant revenues are typically reflected in Fund 301 either on a deposit basis or as a reimbursable process dependent upon the guidelines and policies of the funding organization.

Community Development Block Grant (CDBG) Federal funds allocated to local government, usually through a local clearing house (Department of Housing and Urban Development or HUD), based on a formula, but required to be applied for and used within broad functional areas such as community development.

Operational Funding Sources

a = User fees

Road and Bridge Benefit District (RBBD)

The Road and Bridge Benefit Districts were established to provide funding for the cost of road and bridge improvements to an established area of benefit. The District fees are assessed on new development projects.

c = CFDs/CSAs

See above.

d = Taxes/General Fund

See above.

e = Grants

See above.

TABLE 5-2: Implementation Matrix

STRATEGY	OBJECTIVE		ACTIONS	CAPITAL COST ESTIMATE	CAPITAL FUNDING SOURCES	OPERATIONAL FUNDING SOURCES	TIME FRAME TO COMPLETE
1. BICYCLE / PEDESTRIAN FACILITIES	1.1	Follow recommendations in the Complete Streets Plan (CSP)	a. Implement (internally) conceptual designs from CSP recommendations for connections to local and regional destinations.	Varies per facility	c,d,e	a,c,d,e	Mid
			b. Coordinate grant pursuits aimed at projects that benefit schools and a complete streets network across Menifee.	Varies per facility	c,d,e	a,c,d,e	Short
	1.2	Implement the Top 20 Priority Projects from the CSP	a. Implement Complete Street project for Huan Road (from Newport Road to La Piedra Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Short
			b. Implement Complete Street project for Paloma Valley High School corridor	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Short
			c. Implement Complete Street project for Newport Road (from Town Center Drive to Menifee Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Immediate
			d. Implement Complete Street project for Scott Road (from Huan Road to Antelope Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			e. Implement Complete Street project for Antelope Road (from Aldergate Drive to Holland Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Short
			f. Implement Complete Street project for Antelope Road (from Holland Road to Scott Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			g. Implement Complete Street project for Audie Murphy Road (from Goetz Road to Goetz Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			h. Implement Complete Street project for Barnett Road/Sun City Boulevard/Phoenix Way (from Ethanac Road to Amersfoot Way)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			i. Implement Complete Street project for Briggs Road (from Mapes Road to Golden J. Lane)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Mid
			j. Implement Complete Street project for Encanto Drive (from Ethanac Road to El Puente Street)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			k. Implement Complete Street project for Evans Road (from Lazy Creek Road to Wickerd Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Mid
			l. Implement Complete Street project for Garbani Road (from City Limit to Briggs Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			m. Implement Complete Street project for Goetz Road (from Ethanac Road to Newport Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			n. Implement Complete Street project for Holland Road (from Hermosa to Briggs Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Short

STRATEGY	OBJECTIVE		ACTIONS	CAPITAL COST ESTIMATE	CAPITAL FUNDING SOURCES	OPERATIONAL FUNDING SOURCES	TIME FRAME TO COMPLETE
1. BICYCLE / PEDESTRIAN FACILITIES	1.2	Implement the Top 20 Priority Projects from the CSP	o. Implement Complete Street project for McCall Boulevard (from Valley Boulevard to Briggs Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Mid
			p. Implement Complete Street project for McLaughlin Road (from Goetz Road to Briggs Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			q. Implement Complete Street project for Menifee Road (from Mapes Road to Scott Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Immediate
			r. Implement Complete Street project for Murrieta Road (from Ethanac Road to Craig Avenue)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Immediate
			s. Implement Complete Street project for Normandy Road (from Audie Murphy Road to Spirit Park)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Long
			t. Implement Complete Street project for Town Center/Sherman Road (from Newport Road to Wickerd Road)	See cut sheet for cost estimate	b,c,d,e	a,c,d,e	Mid
2. CONNECTIVITY, LAND USE, & ADA ACCESSIBILITY	2.1	Provide Complete Streets that include walkable and bike friendly networks throughout the City.	a. Require developers to provide walking and biking infrastructure based on traffic impact.	N/A	N / A	N / A	Short / Mid
			b. Provide separated bike lanes and bike facilities as recommended by the Active Transportation Plan from 2020.	2M-5M	b,c,d,e	d,e	Mid / Long
			c. Provide more walking trails, curb ramps, and close sidewalk gaps.	1M-2M	b,c,d,e	d,e	Mid
			d. Implement traffic calming elements on streets to create "Neighborways," which are traffic-calmed residential streets.	100k-500k	b,c,d,e	d,e	Short
			e. Implement enhanced crossing opportunities near destinations such as curb extensions, Pedestrian Hybrid Beacons (PHBs), or rectangular rapid flashing beacons (RRFBs).	150k	d	N / A	Short
			f. Encourage mixed use and eco-friendly land use to encourage short trips.	N/A	N / A	d,e	Short
3. PLACEMAKING	3.1	Include Public Art	a. Encourage public art that's representative of the community, including street murals.	N/A	N / A	N / A	Mid
			b. Allocate areas within the public Right-of-Way for art opportunities and space activation for placemaking.	5k-40k	b,c,d,e	d	Mid

STRATEGY	OBJECTIVE		ACTIONS	CAPITAL COST ESTIMATE	CAPITAL FUNDING SOURCES	OPERATIONAL FUNDING SOURCES	TIME FRAME TO COMPLETE
3. PLACEMAKING	3.2	Encourage social interaction	a. Incorporate public plazas and gathering areas within the public realm, such as within curb extensions and unused pavement space that can be reclaimed for those walking and biking.	1M-2M	b,c,d,e	d,e	Long
			b. Provide street art to create community, including painted “Neighborways” where the community gathers to paint streets in front of their homes	5k-40k	b,c,d,e	a,d,e	Short
	3.3	Increase identity	a. Identify and bring out the history and culture of projects identified in the Complete Streets Plan	N/A	N / A	N / A	Mid
			b. Include informational signage that identifies the character of trails and the surrounding neighborhood.	N/A	N / A	N / A	Short
			c. Incorporate entry monuments or gateways into streets to aid in community identity.	500k-750k	b,d,e	d,e	Long
			d. Extend the natural environment into streets, especially the use of bio-swales and the use of low-water-usage colored aggregate for aesthetic purposes.	100k-200k	d,e	d,e	Long
	4. TECHNOLOGY	4.1	Organize digital files and develop a GIS database for all of Menifee	a. Work on a technology plan that establishes a digital record system for CAD files, especially As-Built CAD drawings non-motorized-transportation projects.	100-150K	d	N / A
b. Continue to build the City’s GIS database for all of the City’s mapped data, especially those related to Complete Streets Projects.				50K	d	N / A	Short
c. Work with the Menifee Police Department to collect and map crime data to monitor safety issues, especially at and around Bus Stops.				N/A	N / A	N / A	Mid
4.2		Increase usage of security systems within the park system	a. Work on a technology plan to increase security cameras, especially at and around Bus Stops.	100K	b,c,d,e	d	Mid
			b. Prioritize paths and trails where safety concerns and other major issues mentioned.	N/A	N / A	N / A	Mid
			c. Add presence of Bike Ambassadors near trails of concern.	N/A	N / A	a,c,d	Long

5.2 IMPLEMENTATION PERFORMANCE MEASURES

The following are best practice performance measures, each of which are meant to quantify the impact and effectiveness of complete streets projects and programs to make streets safer and more accessible for everyone. Identifying and employing several strategies will help Menifee provide updates to the public on progress and advance efforts of this CSP. Menifee must decide on the metrics that it deems the most important to allocate limited resources towards to develop and improve connections for all modes of transportation.

The principles articulated through the “Six Es” of Complete Streets can help create and sustain successful programs throughout Menifee. The six Es are: Education, Encouragement, Equity, Evaluation, Enforcement, and Engineering.

It is recommended that Menifee tracks the following data points annually. Below are examples that Menifee can use to assist with developing performance measures to monitor and evaluate the implementation progress of this CSP and future projects.

Education

- » Number of students taught about bicycle and pedestrian safety
- » Number of people reached from an educational campaign on the significance of replacing car trips
- » Number of people reached from an educational campaign on how to bicycle commute
- » Number of people reached from an educational campaign on urban greening and its complete street benefits
- » Number of Bike Rideo events



Encouragement

- » Percentage of mode split for people walking, bicycling, or riding transit
- » Number of people reached at quick-build demonstration projects or open-street events at or near schools, parks, and key destinations
- » Percentage of students or school staff who walk, bicycle, or take transit to and from school
- » Percentage of Menifee employees who walk, bicycle, or take transit to and from work



- » Number of bicycle-friendly businesses
- » Number of campaigns and people reached including Pedestrian Safety Month, Bicycle Safety Month, and Bike to Work Day
- » Number of street trees planted along walkways
- » Number of temporary and permanent public art installations implemented.

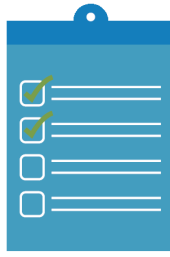
Equity

- » Number of grants funded per year that address equity-related access issues
- » Number of improved pedestrian infrastructure projects installed in disadvantaged communities
- » Number of intersections where signals have been optimized for people with disabilities and active transportation
- » Percentage of schools, parks, and medical buildings connected by bicycle facilities
- » Percentage of transit stops that meet ADA compliance and provide shelter



Evaluation

- » Total rate of bicycle and pedestrian collisions, fatalities, and serious injuries based on volumes of people walking and biking
- » Total number of bicycle and pedestrian collisions, fatalities, and serious injuries
- » Percent reduction of fatalities or serious injuries caused by collisions involving people walking and bicycling
- » Percentage of new street projects that are multimodal
- » Annual percentage increase in number of boardings and alightings with City limits
- » Conducting bicycle and pedestrian counts to monitor increase in nonmotorized activities
- » Number of street trees planted
- » Square footage increases of landscape parkways
- » Air quality improvements from street trees
- » Temperature decreases after street trees are planted along sidewalks



Enforcement

- » Number of vehicles ticketing for parking in bicycle lanes or bus loading zones
- » Percentage of streets where speed surveys have been conducted
- » Number of sting operations conducted to enforce yielding to pedestrians in crosswalks
- » Number of sting operations conducted to enforce motorists complying with No Right Turn On Red



Engineering

- » Percent of sidewalks constructed
- » Number of sidewalk gaps reduced
- » Percent of proposed bicycle network implemented
- » Number of quick-build installations in front of schools, parks, and key destinations
- » Number of quick-builds that become permanent infrastructure
- » Percent of total citywide street mileage dedicated to active transportation facilities (such as bicycle parking, street closures, Class I, II, III, & IV bicycle facilities, and complete sidewalk networks)
- » Number of CIP projects funded per year that include projects for people walking and biking
- » Percent of sidewalk repairs completed
- » Percent of streets and intersections with traffic calming measures
- » Percent of streets where posted speed limits have been reduced, focusing around schools, parks, and key destinations
- » Total miles of on-street bicycle facilities defined by streets with clearly marked or signed bicycle accommodations
- » Total miles of streets with pedestrian accommodations
- » Number of missing or non-compliant curb ramps along Meniffee Streets
- » Number of ADA compliant bus stops
- » Percent of street width dedicated to active transportation facilities
- » Percent of bicycle facilities with wayfinding
- » Number of bicycle routes installed



5.3 FUNDING

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. However, only a fraction of those funds are used to develop policies, plans, and projects to improve conditions for complete street enhancements. Obtaining funds is a competitive process with often limited funding. Projects desired and championed by the community are often unfunded due to municipalities applying for the wrong type of funding, the lack of awareness of existing funding opportunities, or the lack of public outreach.

The following tables (Table 5-3 - Table 5-5) identify an extensive list of potential federal, state, and local funding opportunities that may be used for a wide range of projects such as design of a corridor to addition of pedestrian and bicycle enhancements.



TABLE 5-3: Federal Funding Sources

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Active Transportation Infrastructure Investment Grant Program (ATIIP)	The Active Transportation Infrastructure Investment Grant Program (ATIIP) is a competitive grant program that focuses on building networks of connected bicycle and pedestrian infrastructure improvements, including to better connect trail networks between communities.	Annually	X		X	<ul style="list-style-type: none">• Plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region.• Projects used for trails, pedestrian facilities, bikeways and other routes that serve as backbones to connect two or more communities, metropolitan regions or states
All Stations Accessibility Program	Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs (U.S. Department of Transportation).	Annually	X		X	<ul style="list-style-type: none">• Capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame• For planning projects: to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use projects or programs of projects in an eligible area.
Areas of Persistent Poverty Program (AoPP)	The Areas of Persistent Poverty Program (AoPP) supports increased transit access for environmental justice (EJ) populations, equity focused community outreach and public engagement of underserved communities and adoption of equity focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change (Federal Transit Administration).	Annually			X	<ul style="list-style-type: none">• Planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities.• Innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic• Increase access to environmental justice.
Bus and Bus Facilities Formula Grants	The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. (Federal Transit Administration)	Annually	X	X		<ul style="list-style-type: none">• Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.• Workforce development training

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FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Choice Neighborhoods Planning Grants	Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focus on directing resources to address three core goals: Housing, People, and Neighborhood. (U.S. Department of Housing and Urban Development)	Annually		X		<ul style="list-style-type: none">• Development and implementation of a comprehensive community driven plan for the revitalization of HUD assisted housing to increase investment and opportunities in the neighborhood for residents.• Transformation Plan.
Community Development Block Grants (CDBG)	The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities through decent housing and a suitable living environment, and by expanding economic opportunities for principally low- and moderate-income communities. (U.S. Department of Housing and Urban Development)	Annual	X			<ul style="list-style-type: none">• Construction of public facilities and improvements, such as: water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes.
Enhanced Mobility of Seniors and Individuals with Disabilities	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Annually	X	X		<ul style="list-style-type: none">• Mobility management programs• Building an accessible path to a bus stop• improving signage, or way-finding technology
EPA Brownfields Program	EPA’s Brownfields Program supports land revitalization by providing grants and technical assistance to help communities clean up and sustainably reuse brownfield sites. The program distributes funds appropriated annually by Congress through competitive grants, non-competitive funding and technical assistance. (U.S. Environmental Protection Agency) Planning activities that focus on brownfields reuse are eligible under an EPA Brownfields Assessment or Multipurpose Grant.	Varies		X	X	<ul style="list-style-type: none">• Brownfield cleanup• Climate-smart brownfields planning activities (i.e., site specific analysis, area analysis, visual tools, disproportionate impact analysis).• Community engagement and planning practices that are designed to advance equitable development (i.e., community interviews, project framework, change-focused action plan).
Formula Grants for Rural Areas	The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. (Federal Transit Administration)	Annually		X	X	<ul style="list-style-type: none">• Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Highway Safety Improvement Program (HSIP)	<p>The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. (U.S. Department of Transportation Federal Highway Administration)</p> <p>California’s share of HSIP funds are split between the State HSIP for state highways and the Local HSIP for local roads.</p>	Annually / Biennial	X		X	<ul style="list-style-type: none">• Safety improvements at signalized and non-signalized intersections• Pedestrian, bike, and roadway safety improvements• Install hybrid pedestrian signals• Improve pedestrian and bicycle safety at locations with uncontrolled crossings• Plans
5339(c) Low or No Emission Grant Program (Low-No Program)	<p>The purpose of the Low-No Program is to support the transition of the nation’s transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.</p>	Annually	X	X		<ul style="list-style-type: none">• Programs that have zero-emission and low emission transit buses
Innovative Coordinated Access and Mobility (ICAM) Pilot Program	<p>This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.</p>	Annually		X	X	<ul style="list-style-type: none">• Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	<p>The MOD Sandbox Program is a foundational element of FTA’s strategic research focus on mobility innovation. The Sandbox allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services.</p>	Annually			X	<p>Eligible activities include:</p> <ul style="list-style-type: none">• All activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.
Public Transportation on Indian Reservations Program; Tribal Transit Program	<p>The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.</p>	Unknown			X	<ul style="list-style-type: none">• Capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities

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FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Rebuilding American Infrastructure with Sustainability and Equity / RAISE Discretionary Grant Program	Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant, The Rebuilding America Infrastructure with Sustainability and Equity/ RAISE Discretionary Grant Program, funds projects that have a significant local or regional impact. Half of the funding is granted to projects in rural areas, and half of the funding will go to projects in urban areas. (U.S. Department of Transportation)	Annually	X			<ul style="list-style-type: none">• Road, rail, transit and port projects that promise to achieve national objectives.
Reconnecting Communities and Neighborhoods Grant Program (RCN)	Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs combine two major discretionary grants into one Notice of Funding Opportunity (NOFO). Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program. Both programs remain separate for the purpose of award Under the combined RCN Program, USDOT offers three grant types: <ul style="list-style-type: none">• Capital Construction• Community Planning• Regional Partnerships Challenge	Annually	X		X	<ul style="list-style-type: none">• Prioritizing disadvantaged communities• Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation.• Fostering equitable development and restoration.• Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
Safe Streets and Road for All (SS4A)	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. There are two types of SS4A grants: Action Plan Grants and Implementation Grants. - Action Plan Grants assist in developing or complete an Action Plan or to conduct supplemental planning activities. - Implementation Grant includes infrastructure, behavioral, and operational safety activities identified in an Action Plan (U.S. Department of Transportation)	Annually	X	X	X	<ul style="list-style-type: none">• Development of a comprehensive safety action plan (Action Plan)• Implement projects and strategies identified in Action Plan to address a roadway safety problem• Engagement & Collaboration• Planning structure• Transforming a roadway corridor• Installing pedestrian safety enhancements and closing network gaps• Supporting the development of bikeway networks• Evaluating and improving the safety of intersections
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. SMART is a discretionary grant program with \$100 million appropriated annually for fiscal years (FY) 2022-2026.	Annually	X			<p>A SMART grant may be used to carry out a project that demonstrates at least one of the following:</p> <ul style="list-style-type: none">• Coordinated automation• Connected vehicles• Sensors• Systems integration• Delivery/logistics• Innovative aviation• Smart grid• Traffic signals

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PLAN - PLANNING

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Transit Oriented Development Planning (TOD) Pilot Program	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. (Federal Transit Administration)	Annually	X		X	<ul style="list-style-type: none">• Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.
Transportation Alternatives (TA)	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects. (U.S. Department of Transportation Federal Highway Administration)	Annually	X		X	<ul style="list-style-type: none">• Pedestrian and bicycle facilities• Construction of turnouts, overlooks, and viewing areas• Community improvements such as historic preservation and vegetation management• Environmental mitigation related to stormwater and habitat connectivity• Recreational trails• Safe routes to school projects• Vulnerable road user safety assessments
Tribal Transportation Program Safety Fund (TTPSF)	Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes (Federal Highway Administration)	Annually	X		X	Eligible projects for the TTPSF include: <ul style="list-style-type: none">• develop and update transportation safety plans• safety data assessment, improvement, and analysis• systemic roadway departure countermeasures• infrastructure improvements and other eligible activities
Urban and Community Forestry Program	The Urban and Community Forestry is a covered program under the Agency's Justice40 Initiative. The program delivers 40% of the program's investments through established and new partnerships working to support disadvantaged communities experiencing low tree canopy and environmental justice issues. (U.S. Department of Agriculture Forest Service & USDA)	Varies	X			<ul style="list-style-type: none">• Supports urban tree-planting• Urban forest planning and management and related activities (particularly in disadvantaged communities)

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
FEDERAL FUNDING PROGRAMS						
Urbanized Area Formula Grants	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. (Federal Transit Administration)	Unknown	X	X	X	<ul style="list-style-type: none">• Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.• Capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities.• Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software.• In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program.

TABLE 5-4: State Funding Sources

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	IN	PLAN	
STATE FUNDING PROGRAMS						
Active Transportation Program (ATP)	The program encourages increased use of active modes of transportation by the increase of trips accomplished by biking and walking, increasing safety and mobility for non-motorized users, advance active transportation efforts to achieve greenhouse gas (GHG) reduction goals, enhance public health, ensuring that disadvantaged communities fully share in the benefits of the program, and providing projects that benefit various types of active transportation users. (Caltrans)	Annually	X	X	X	<ul style="list-style-type: none">• Safe Routes to School Plan• Transportation Alternatives Program• Bicycle Transportation Account
Affordable Housing and Sustainable Communities Program (AHSC)	The Affordable Housing and Sustainable Communities Program (AHSC) funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. (California Climate Investments)	Annually	X	X		<ul style="list-style-type: none">• Class I, II, III, & IV bicycle lanes• Active transportation projects to encourage connectivity to transit networks• Bikeways and sidewalks to affordable housing and transit center• Install dedicated bicycle facilities• Pedestrian facilities such as bulb-outs
Affordable Housing and Sustainable Communities (AHSC)	The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by various modes of transportation such as walking, biking, and transit. (California Strategic Growth Council)	Annually	X			<ul style="list-style-type: none">• Funding for affordable housing developments (new construction or renovation) and transportation infrastructure (i.e., bicycle lanes, sidewalks, crosswalks, curb ramps, etc.)
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	The purpose of the program is to provide flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and congestion relief. (U.S. Department of Transportation Federal Highway Administration)	Annually	X			<ul style="list-style-type: none">• Travel Demand Management to promote clean commutes• Public Education and Outreach• Bicycle amenities; Class I, II, III, & IV bicycle lanes
Habitat Conservation Fund Program	The Habitat Conservation Fund provides funding to cities, counties, and districts to protect fish, wildlife, and native plant resources; to acquire or develop wildlife corridors and trails; and to provide for nature interpretation programs and other programs which bring urban residents into park and wildlife areas.	Annually	X	X		<ul style="list-style-type: none">• Build new trails• Rehabilitate existing trails• Install interpretive trail elements• Install seating or lighting along trails• Develop educational or interpretive activities or trips• Acquisition of land

INF - INFRASTRUCTURE

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PLAN - PLANNING

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
STATE FUNDING PROGRAMS						
Local Highway Safety Improvement Program (HSIP)	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually. (Caltrans)	Annually / Biennial	X		X	<ul style="list-style-type: none">• Install hybrid pedestrian signals• Improve pedestrian and bicycle safety at locations with uncontrolled crossings• Plans
Local Partnership Program (LPP)	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits. (California Transportation Commission)	Biennial	X			<ul style="list-style-type: none">• Close sidewalk gap, install Class II bicycle lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage• Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities• Expressway pedestrian overcrossing
Local Streets and Roads (LSR) Program	The purpose of the program is to provide funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. (California Transportation Commission)	Annually	X			<ul style="list-style-type: none">• Basic road maintenance, rehabilitation, and critical safety projects.• Complete Streets Components• Bicycle Lanes
Office of Traffic Safety Grant Program	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety. (California Office of Traffic Safety)	Annually		X	X	<ul style="list-style-type: none">• Safety education and encouragement• Campaigns to promote safety• SRTS safety programs
Recreational Trails Program (RTP) Non-motorized	The Recreational Trails Program (RTP) is a federal U.S. Department of Transportation grant program administered by the California Department of Parks and Recreation. The RTP provides funding to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities. (California Department of Parks and Recreation)	Annually	X	X		<ul style="list-style-type: none">• Construction of Class I trails to close gaps• New hiking trails, drainage crossings, retaining walls, fencing, and signage, landscaping• Acquisition of land• Rehabilitation of trails, Trailside and Trailhead Facilities• Construction of new trails• Maintenance of existing trails

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
STATE FUNDING PROGRAMS						
Solutions for Congested Corridors (SCCP)	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. (California Transportation Commission)	Annually	X		X	<ul style="list-style-type: none">• New or existing transit infrastructure improvements for new or improved service• Adding new or improving existing rail infrastructure• Addition of high-occupancy vehicle lanes and managed lanes.• Closing gaps in the street network• Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage• Pedestrian facilities
State Highway Operations and Protection Program (SHOPP)	The Program is the State Highway System’s “fix it first” program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. (Caltrans)	Annually	x			<ul style="list-style-type: none">• Upgrade sidewalks to ADA compliance• Reconstruct damaged pavement• Add bicycle lanes to updated corridors• Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access
State Transportation Improvement Program (STIP)	The STIP is a multi-year program adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP. (Caltrans)	Biennial	x			<ul style="list-style-type: none">• Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge• Class I, II, III, & IV bicycle lanes• Multi-Use paths• Complete Streets improvements
Sustainable Transportation Equity Project (STEP)	The Program makes funds available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)	Annually	X	X	X	<ul style="list-style-type: none">• New bicycle routes (Class I, Class II, or Class IV) and supporting infrastructure• Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks)• New walkways that improve mobility/access/safety of pedestrians (nonmotorized users)• Street crossing enhancements, including accessible pedestrian signals• Plans
Sustainable Transportation Planning Grants	The program includes funding to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. The Sustainable Transportaion Planning Grant Program includes the Sustainable Communities Grants, Climate Adaptation Planning Grants, and the Strategic Partnership Grants.	Annually			X	<ul style="list-style-type: none">• Safe Routes to School Plan• Active Transportation Plan• Bike/ped Trail/Path Feasibility Study• Complete Streets Plan• Sustainable Communities Plan• Transit-Oriented Development Plan• First/Last Mile Connectivity Plan”

INF - INFRASTRUCTURE

NI - NON INFRASTRUCTURE

PLAN - PLANNING

FUNDING SOURCE	PURPOSE/DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
			INF.	NI	PLAN	
STATE FUNDING PROGRAMS						
Transformative Climate Communities (TCC)	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Annually	X			<ul style="list-style-type: none">• Bicycle share program• Creating and considering active transportation corridors for better non-motorized connections• Multi-use paths• Urban greening for pedestrian facilities
Transit and Intercity Rail Capital Program (TIRCP)	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. (California State Transportation Agency)	Annually	X	X	X	<ul style="list-style-type: none">• Pedestrian and bicycle trail• First/last mile connections via bicycle lanes and separated paths• Bicycle share programs• Bicycle parking facilities• Plans
Urban Greening	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: <ul style="list-style-type: none">• Sequester and store carbon by planting trees• Reduce building energy use by strategically planting trees to shade buildings• Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Annually	X			<ul style="list-style-type: none">• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools• Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking• Complete Green Streets

TABLE 5-5: Philanthropic Funding Sources

FUNDING SOURCE	PURPOSE/ DESCRIPTION		PROJECT TYPE			PROJECT EXAMPLES
		FUNDING CYCLE	INF.	NI	PLAN	
PHILANTHROPIC FUNDING PROGRAMS						
Placemaking Grants (must partner with Realtor Asst.)	Placemaking means many things to different people, but the National Association of Realtors (NAR) looks as placemaking as a way to make communities better places to live by transforming unused and underused sites and “eyesores” into welcoming destinations accessible to everyone in a community.	Annually		x		<ul style="list-style-type: none">• Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.)• Site preparation• Artist fees
Smart Growth Grant	Smart Growth Grants support state and local REALTOR® Associations’ efforts to advance programs, policies and initiatives aligned with one or more of the 10 Smart Growth Principles. Level 1 – \$3,000 maximum. Level 2 – \$7,500 maximum Level 3 – \$15,000 maximum	Annually			x	<ul style="list-style-type: none">• Hosting an education, such as NAR’s Planning and Zoning Class• Community planning and visioning charrettes• Studies and assessments• Walkability Workshops and Audits• Comprehensive plan and zoning analysis and ordinance drafting and policy forums to engage and advance local land-use• Growth and transportation policy issues with other stakeholders and elected officials.• Venue rentals• Marketing material

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APPENDIX

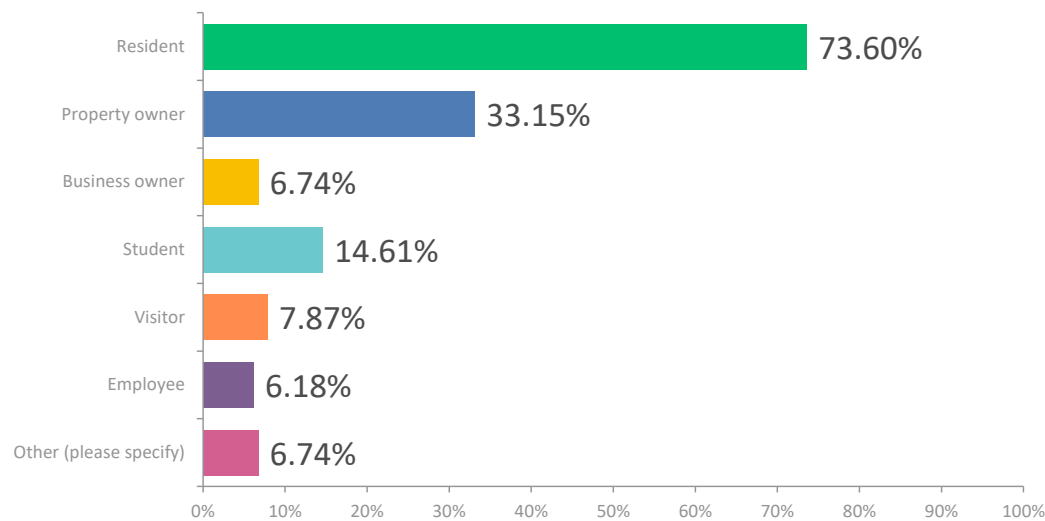


A

A.1 COMMUNITY SURVEY QUESTIONS AND RESPONSES

Q1: How would you best describe your relationship with Meniffee? (Check all that apply)

Answered: 178 Skipped: 2



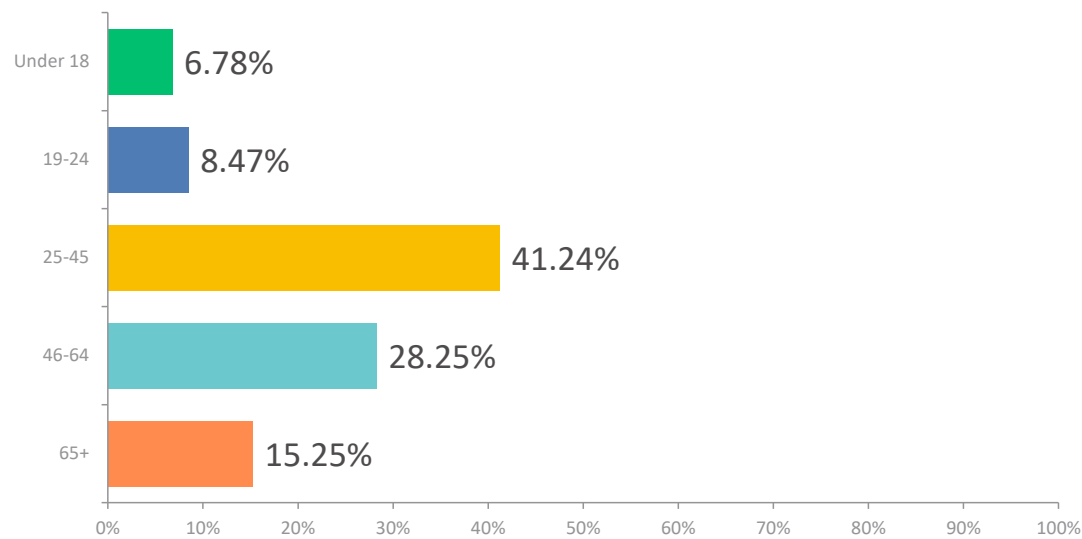
Q1: How would you best describe your relationship with Meniffee? (Check all that apply)

Answered: 178 Skipped: 2

ANSWER CHOICES	RESPONSES	
Resident	73.60%	131
Property owner	33.15%	59
Business owner	6.74%	12
Student	14.61%	26
Visitor	7.87%	14
Employee	6.18%	11
Other (please specify)	6.74%	12
TOTAL		265

Q2: Select your age group below.

Answered: 177 Skipped: 3



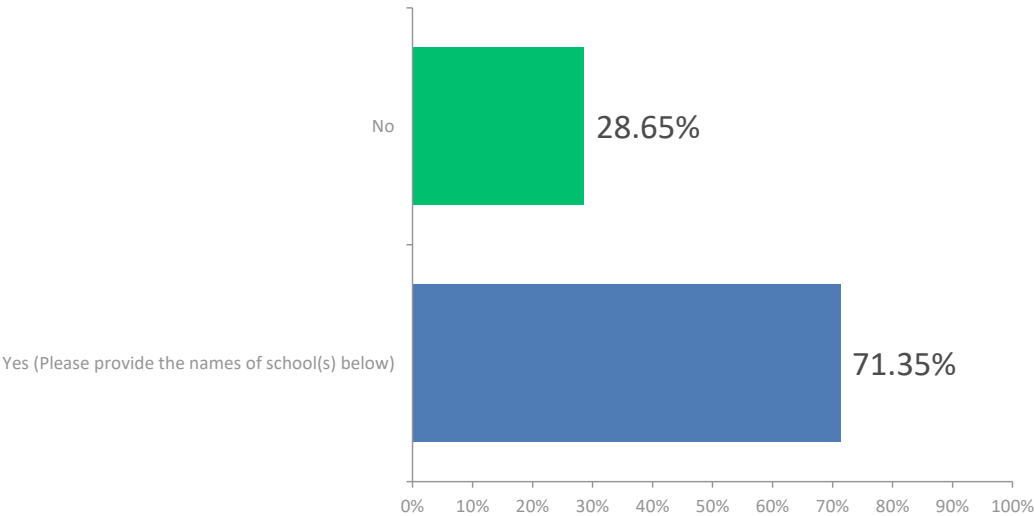
Q2: Select your age group below.

Answered: 177 Skipped: 3

ANSWER CHOICES	RESPONSES	
Under 18	6.78%	12
19-24	8.47%	15
25-45	41.24%	73
46-64	28.25%	50
65+	15.25%	27
TOTAL		177

Q3: Are there students in your household?

Answered: 178 Skipped: 2



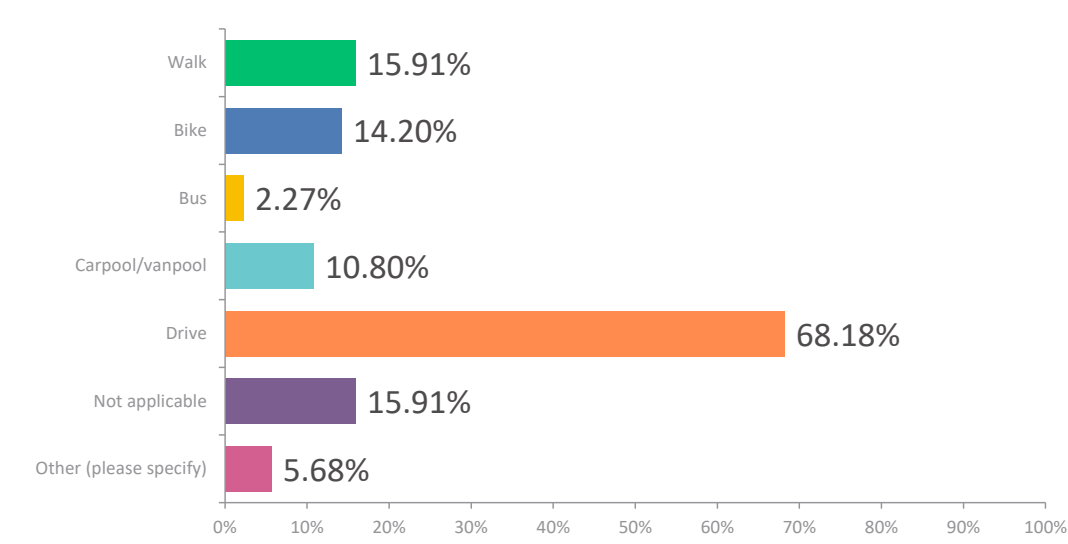
Q3: Are there students in your household?

Answered: 178 Skipped: 2

ANSWER CHOICES	RESPONSES	
No	28.65%	51
Yes (Please provide the names of school(s) below)	71.35%	127
TOTAL		178

Q4: How do you get to work or school? (Check all that apply)

Answered: 176 Skipped: 4



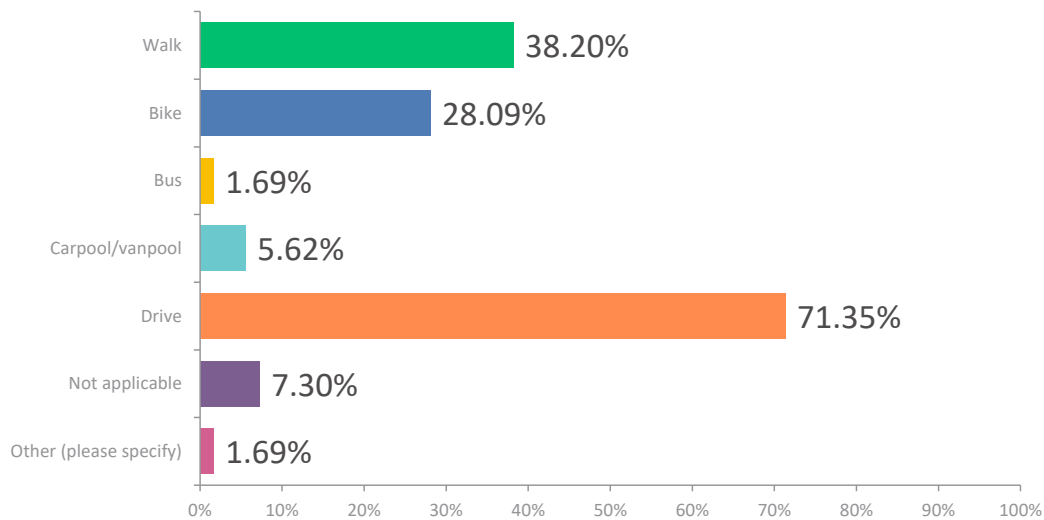
Q4: How do you get to work or school? (Check all that apply)

Answered: 176 Skipped: 4

ANSWER CHOICES	RESPONSES	
Walk	15.91%	28
Bike	14.20%	25
Bus	2.27%	4
Carpool/vanpool	10.80%	19
Drive	68.18%	120
Not applicable	15.91%	28
Other (please specify)	5.68%	10
TOTAL		234

Q5: When you visit city parks or recreation facilities, how do you get there? (Check all that apply)

Answered: 178 Skipped: 2



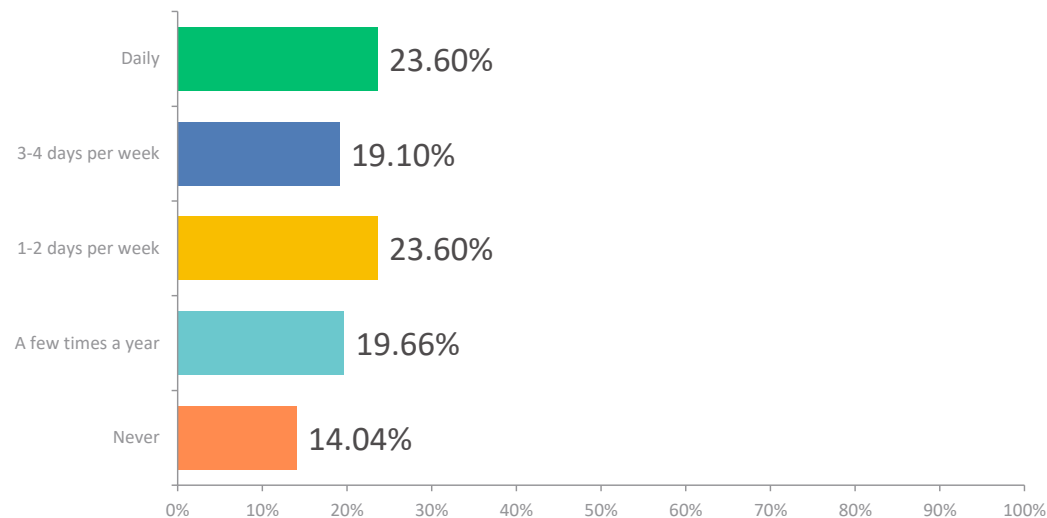
Q5: When you visit city parks or recreation facilities, how do you get there? (Check all that apply)

Answered: 178 Skipped: 2

ANSWER CHOICES	RESPONSES	
Walk	38.20%	68
Bike	28.09%	50
Bus	1.69%	3
Carpool/vanpool	5.62%	10
Drive	71.35%	127
Not applicable	7.30%	13
Other (please specify)	1.69%	3
TOTAL		274

Q6: How often do you walk in Menifee?

Answered: 178 Skipped: 2



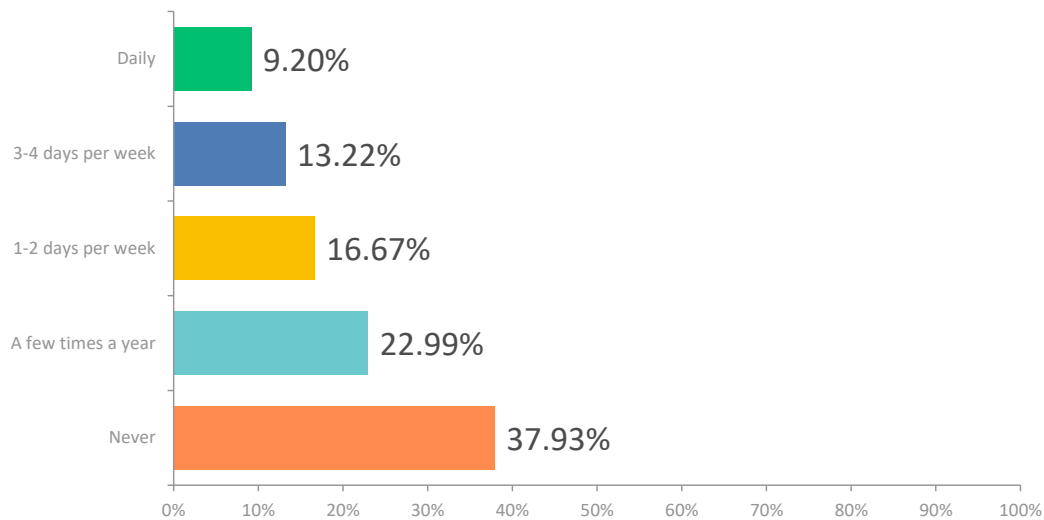
Q6: How often do you walk in Menifee?

Answered: 178 Skipped: 2

ANSWER CHOICES	RESPONSES	
Daily	23.60%	42
3-4 days per week	19.10%	34
1-2 days per week	23.60%	42
A few times a year	19.66%	35
Never	14.04%	25
TOTAL		178

Q7: How often do you bike in Menifee?

Answered: 174 Skipped: 6



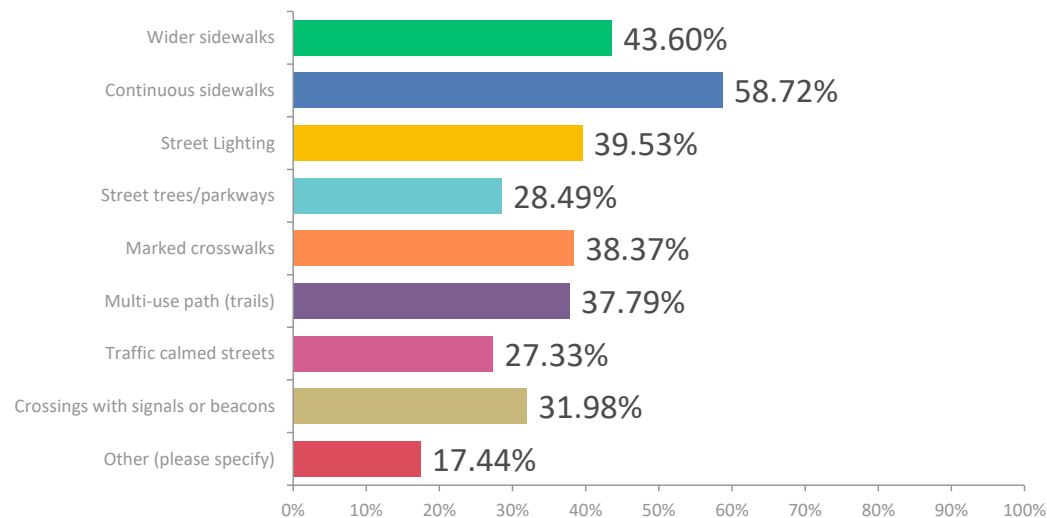
Q7: How often do you bike in Menifee?

Answered: 174 Skipped: 6

ANSWER CHOICES	RESPONSES	
Daily	9.20%	16
3-4 days per week	13.22%	23
1-2 days per week	16.67%	29
A few times a year	22.99%	40
Never	37.93%	66
TOTAL		174

Q8: What would make it easier for you to walk more frequently in Meniffee? (Check all that apply)

Answered: 172 Skipped: 8



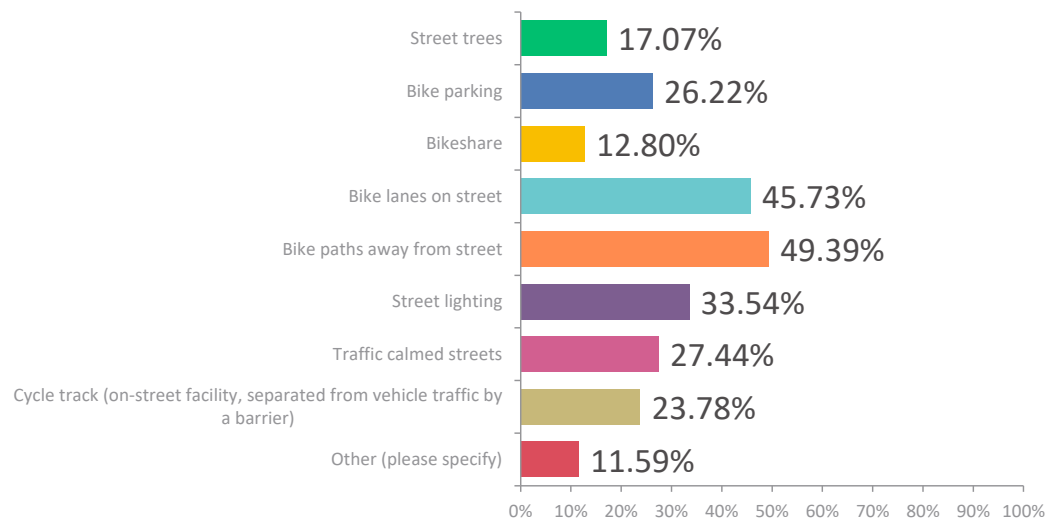
Q8: What would make it easier for you to walk more frequently in Meniffee? (Check all that apply)

Answered: 172 Skipped: 8

ANSWER CHOICES	RESPONSES	
Wider sidewalks	43.60%	75
Continuous sidewalks	58.72%	101
Street Lighting	39.53%	68
Street trees/parkways	28.49%	49
Marked crosswalks	38.37%	66
Multi-use path (trails)	37.79%	65
Traffic calmed streets	27.33%	47
Crossings with signals or beacons	31.98%	55
Other (please specify)	17.44%	30
TOTAL		556

Q9: What would make it easier for you to bike more frequently in Menifee? (Check all that apply)

Answered: 164 Skipped: 16



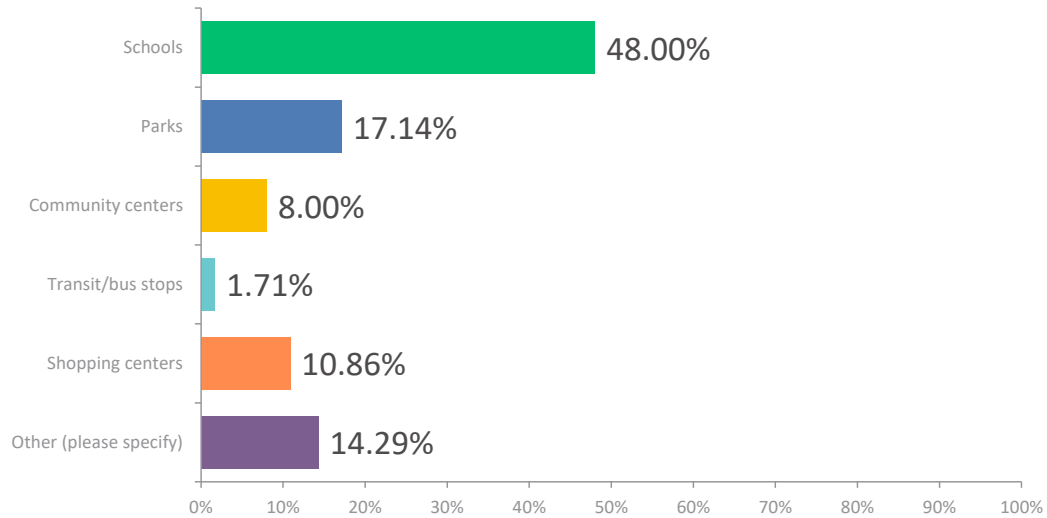
Q9: What would make it easier for you to bike more frequently in Menifee? (Check all that apply)

Answered: 164 Skipped: 16

ANSWER CHOICES	RESPONSES	
Street trees	17.07%	28
Bike parking	26.22%	43
Bikeshare	12.80%	21
Bike lanes on street	45.73%	75
Bike paths away from street	49.39%	81
Street lighting	33.54%	55
Traffic calmed streets	27.44%	45
Cycle track (on-street facility, separated from vehicle traffic by a barrier)	23.78%	39
Other (please specify)	11.59%	19

Q10: Where would you like to see better pedestrian and bicycling routes to?

Answered: 175 Skipped: 5



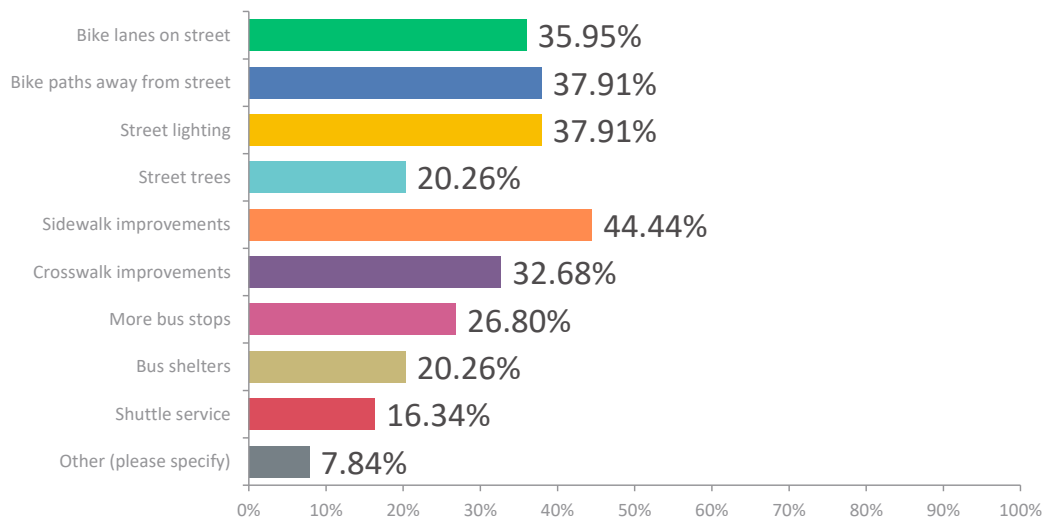
Q10: Where would you like to see better pedestrian and bicycling routes to?

Answered: 175 Skipped: 5

ANSWER CHOICES	RESPONSES	
Schools	48.00%	84
Parks	17.14%	30
Community centers	8.00%	14
Transit/bus stops	1.71%	3
Shopping centers	10.86%	19
Other (please specify)	14.29%	25
TOTAL		175

Q11: What would make it easier for you to reach transit stops in Menifee? (Check all that apply)

Answered: 153 Skipped: 27



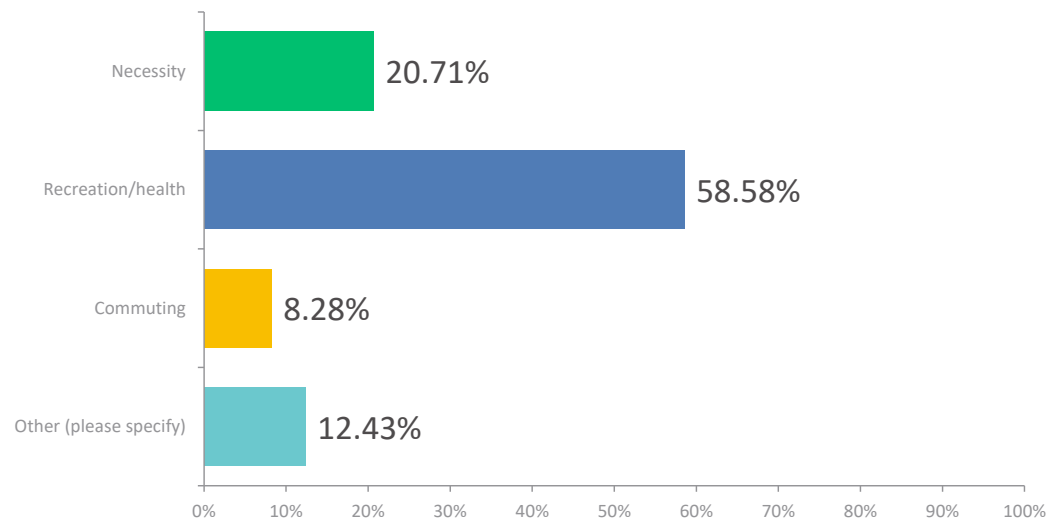
Q11: What would make it easier for you to reach transit stops in Menifee? (Check all that apply)

Answered: 153 Skipped: 27

ANSWER CHOICES	RESPONSES	
Bike lanes on street	35.95%	55
Bike paths away from street	37.91%	58
Street lighting	37.91%	58
Street trees	20.26%	31
Sidewalk improvements	44.44%	68
Crosswalk improvements	32.68%	50
More bus stops	26.80%	41
Bus shelters	20.26%	31
Shuttle service	16.34%	25
Other (please specify)	7.84%	12

Q12: When you walk, bike, or roll, do you do it for:

Answered: 169 Skipped: 11



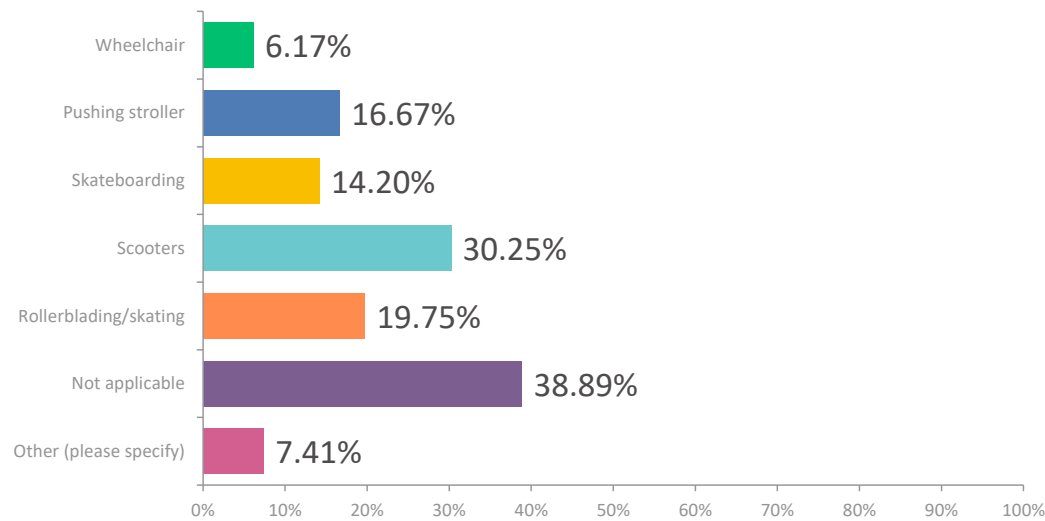
Q12: When you walk, bike, or roll, do you do it for:

Answered: 169 Skipped: 11

ANSWER CHOICES	RESPONSES	
Necessity	20.71%	35
Recreation/health	58.58%	99
Commuting	8.28%	14
Other (please specify)	12.43%	21
TOTAL		169

Q13: What other methods of transportation/travel do you use? (Check all that apply)

Answered: 162 Skipped: 18



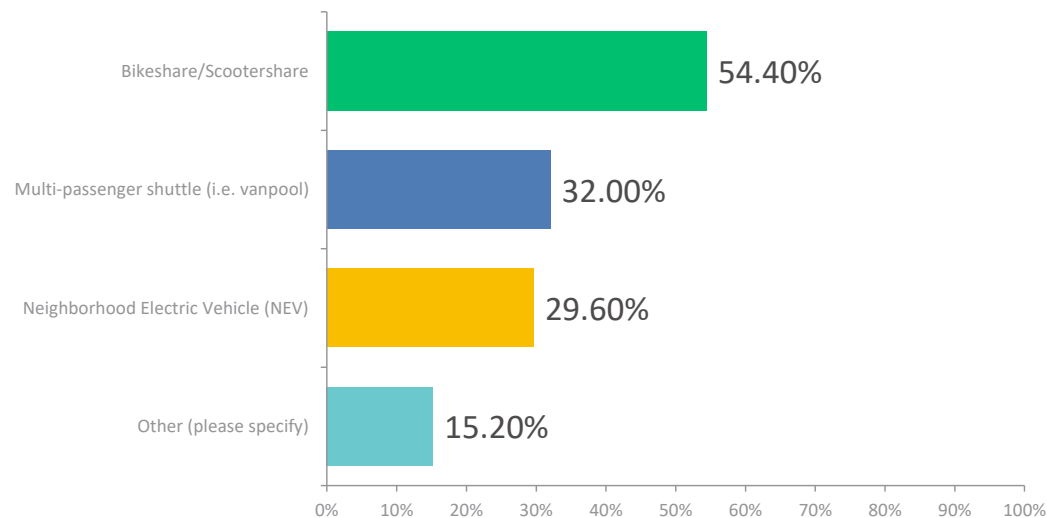
Q13: What other methods of transportation/travel do you use? (Check all that apply)

Answered: 162 Skipped: 18

ANSWER CHOICES	RESPONSES	
Wheelchair	6.17%	10
Pushing stroller	16.67%	27
Skateboarding	14.20%	23
Scooters	30.25%	49
Rollerblading/skating	19.75%	32
Not applicable	38.89%	63
Other (please specify)	7.41%	12
TOTAL		216

Q14: What other forms of transportation would encourage you to visit city destinations more frequently?

Answered: 125 Skipped: 55



Q14: What other forms of transportation would encourage you to visit city destinations more frequently?

Answered: 125 Skipped: 55

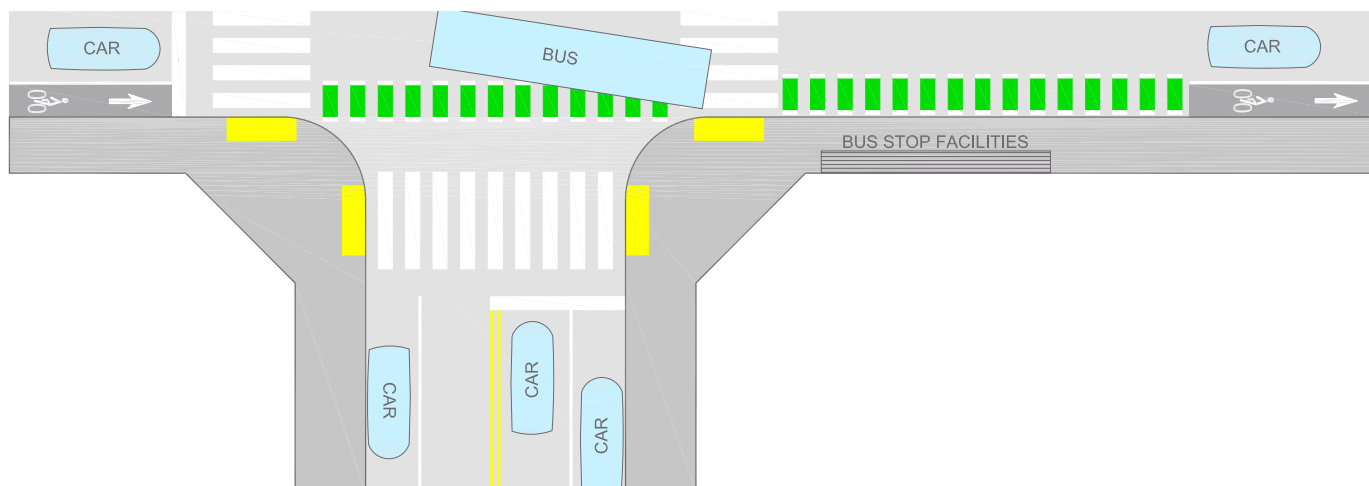
ANSWER CHOICES	RESPONSES	
Bikeshare/Scootershare	54.40%	68
Multi-passenger shuttle (i.e. vanpool)	32.00%	40
Neighborhood Electric Vehicle (NEV)	29.60%	37
Other (please specify)	15.20%	19
TOTAL		164

A.2 PROJECT ADVISORY TEAM (PAT) MEMBERS

	ORGANIZATION	NAME	TITLE
1	City of Menifee - Planning Department	Doug Darnell	Principal Planner
2	City of Menifee - Planning Department	Kimberly Luna	Assistant Planner
3	City of Menifee - CIP	Carlos Geronimo	Engineering Manager
4	City of Menifee - CIP	Jenny McConville	Project Manager & Management Analyst
5	City of Menifee - Parks, Recreation & Trails Commission	Bill Ackerman	Commissioner
6	City of Menifee - Parks, Recreation & Trails Commission	Dan Foust (Alternate)	Chair
7	Community Stakeholder and formerly on the City of Menifee - Parks, Recreation & Trails Commission	Scott Bangle	Community Stakeholder
8	City of Menifee - Senior Advisory Committee	Gloria Sanchez	Committee Chair
9	City of Menifee - Community Services Department	Kori Jones	Sr. Management Analyst
10	City of Menifee - Police Department	Anthony Clay	Traffic Officer
11	Menifee Union School District	Jim Sellers	Director of Facilities
12	Riverside Transit Agency	Mauricio Alvarez	Planning Analyst
13	Bike Temecula Valley/Temecula Valley Bicycle Coalition	Gary Oddi	President
14	Caltrans	Cuong Phu Trinh	Senior Transportation Planner/ ATP Portfolio Manager
15	Supervisor Chuck Washington Third District, Riverside County	Andrea Mares	Executive Assistant
16	Community Stakeholder	Dominic Tartaglia	Community Stakeholder

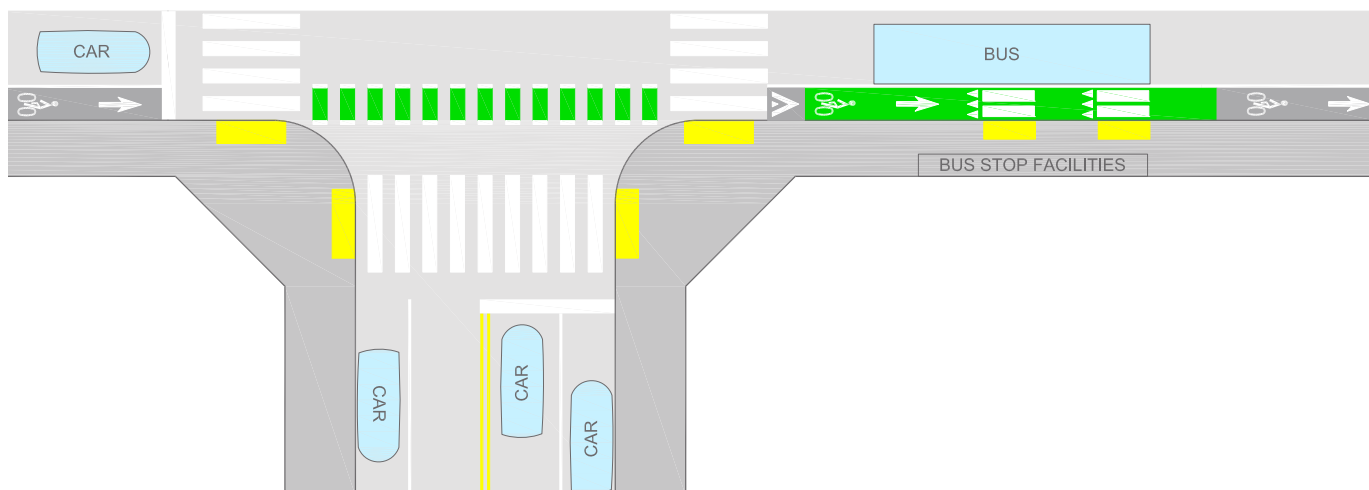
A.3 BUS STOP TYPOLOGIES

Bus Stop Typology #1



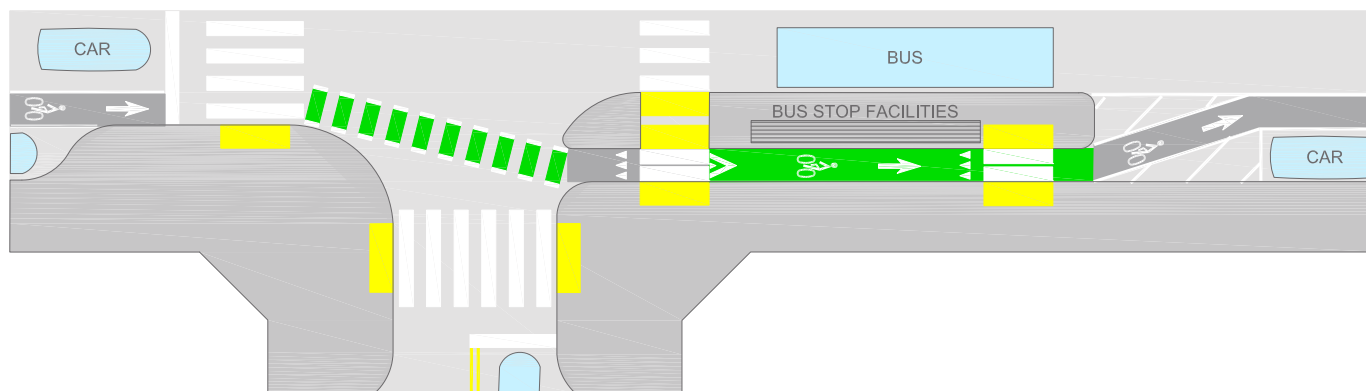
This is the most common type of bicycle facility at a bus stop, where buses and people biking share space at a bus stop. It is where a Class II bicycle facility exists between the curb and a general traffic lane, or in some cases there is just a shared lane marking (“Sharrow”) on the roadway. The shared bus-bicycle area is illustrated with green dashed conflict striping instead of solid green markings. The bus will encroach into the shared zone to board and alight passengers. Some places, like in Montreal, Canada, there are two sets of sharrows, allowing cyclists to either continue straight through the conflict zone or go left around a stopped bus. This is typically used when there is limited right of way available and if the preferred treatment is a bicycle lane or a shared lane.

Bus Stop Typology #2



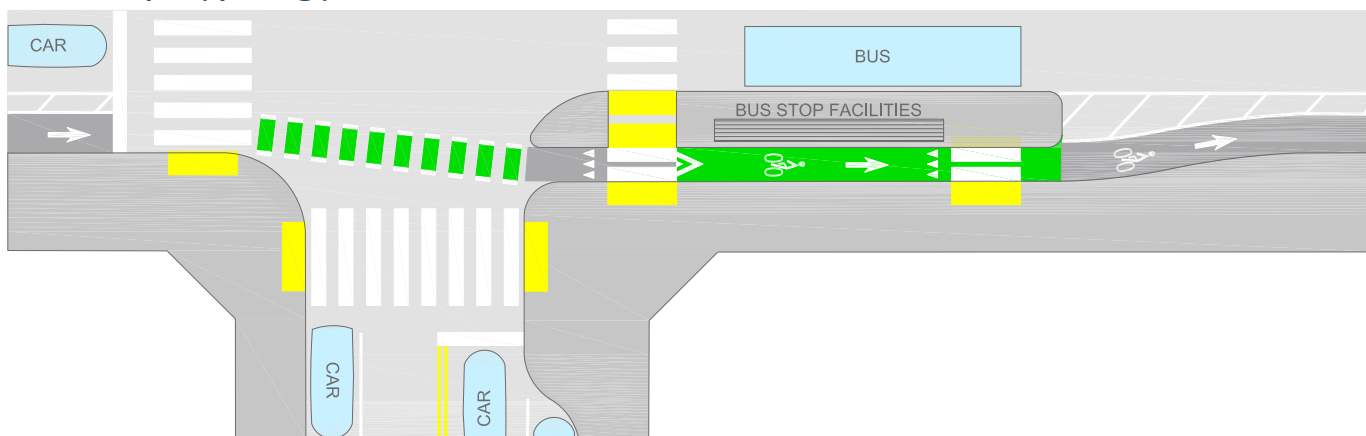
Where either a Class II bicycle facility or a Class IV bicycle facility exists, and there is not sufficient space to include a Floating Bus Island (Floating bus island). It is a constrained bus stop adjacent to a bicycle lane or separated bicycle lane where the bicycle lane is elevated to sidewalk height at the Floating bus island. The bicycle lane is crossed by people walking to access the bus, and it does not have parallel parking on the street. The raised area reduces conflict with vehicle traffic, and there is a bicycle ramp to elevate bicyclists to sidewalk height. This typology provides a designated pedestrian crossing zone and bicycle yield area across the bicycle facility to reduce conflict with passengers boarding and alighting. This is typically used when there is limited right of way available and the preferred treatment is a separated bicycle lane.

Bus Stop Typology #3



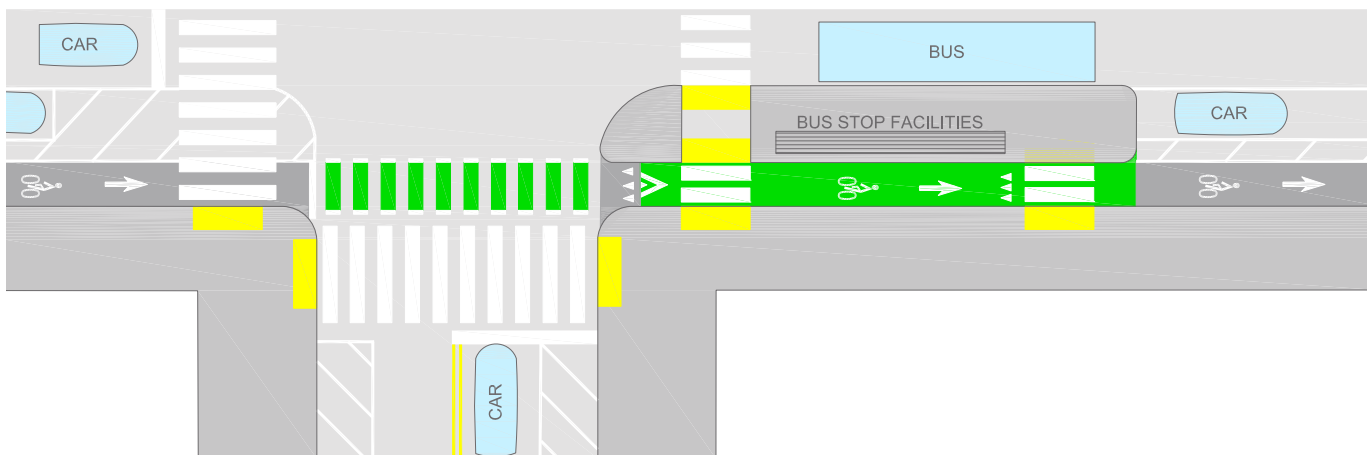
This typology has some similarities with Typologies #1 and #2, with the key difference being that it has a Floating bus island and there is parking on-street adjacent to the curb with a tapered bicycle lane between the parking and the general purpose lane. The bicycle lane jogs behind the floating bus stop and then jogs again at the on-street parallel parking. This is typically used when there is a Class II bicycle facility instead of a Class IV bicycle facility.

Bus Stop Typology #4



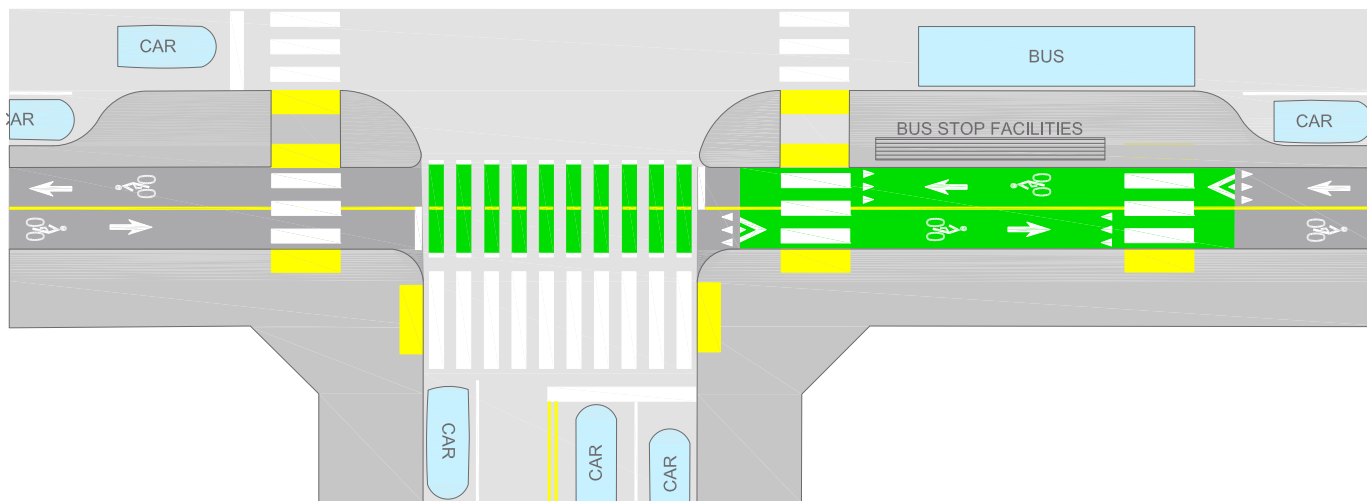
With similar conditions to Typology #3, the key difference is that it has a buffered bicycle lane and there is no on-street parking in this typology. As in the previous typology, the bicycle lane jogs behind the Floating bus island. This is typically used when there is plenty of right of way available and the preferred treatment is a buffered bicycle lane.

Bus Stop Typology #5



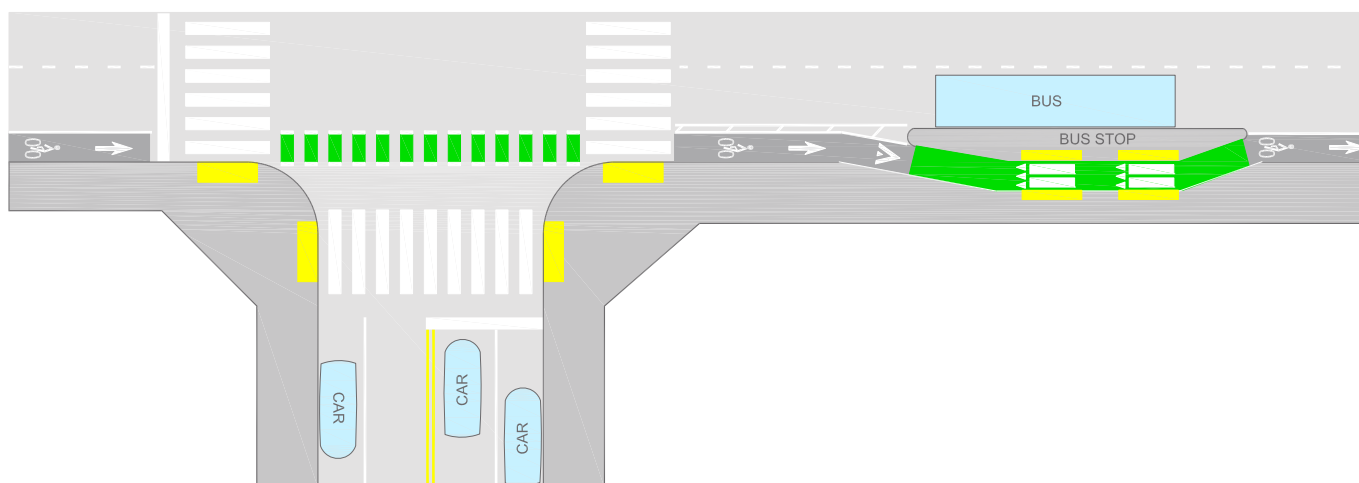
With similar conditions as Typology #3, the key difference for this typology is that it's for a Class IV bicycle facility rather than a Class II bicycle facility. It also has on-street parking that provides a physical separation to the bicycle facility. The separated bicycle lane runs straight behind the Floating bus island. This is considered the “best practice typology” for when conditions are ideal. The Floating bus island can be permanent, typically made out of concrete, or it can be temporary, typically made out of plastic, which is popular in Oakland, California, and several other cities.

Bus Stop Typology #6



With the same conditions as Typology #5, this typology also has a Class IV elevated bicycle facility that exists between the curb and the Floating bus island. It also runs straight and there is parallel on-street parking that provides a physical separation to the bicycle facility. The main difference is that Typology #6 is for a two-way separated bicycle lane while Typology #5 is for a one-way separated bicycle lane. Two-way separated bicycle lanes have some benefits over one-way separated bicycle lanes, such as increased comfort and lower space requirements, but one-way separated bicycle lanes are more common. Two-way separated bicycle lanes include only about a third of the separated bicycle lanes in the United States.

Bus Stop Typology #7



This typology has more similarities with Typologies #1 and #2 than with the other typologies. It is for constrained environments where there is still sufficient space on the sidewalk to have a sidewalk-level bikeway next to ADA-accessible sidewalk space. This typology does not have a Floating bus island and there is no on-street parking next to the bicycle facility. Instead, the bus island is connected to the sidewalk and the bikeway goes from street level up to sidewalk level and then around and behind the bus island before ramping back down to street level. The bikeway is typically either Class II or Class IV or in rare cases it consists of shared lane markings. This is not considered ideal but it is considered the most ideal of the three constrained typologies. That is because it removes the stress of the cyclist interacting with a bus stopped at the bus stop. Moreover, it also minimizes the interaction between people walking and people biking because, in theory, people waiting for the bus will already be on the street-side of the bicycle facility.

