



## City of Wildomar Mobility Plan 8/20/2020 Virtual Workshop Summary

The City of Wildomar held the first virtual workshop in support of the Wildomar Mobility Plan on Thursday, August 20, 2020 from 5pm – 7pm. Due to ongoing public health concerns related to COVID-19, the workshop was hosted virtually on the Zoom platform.

The workshop was advertised via the City of Wildomar email distribution list, project email distribution list, City website and project webpage ([www.WildomarMobilityPlan.com](http://www.WildomarMobilityPlan.com)), and City social media pages. Twenty-two community members registered for the workshop. A copy of the workshop presentation, recording of the webinar, and this workshop summary were made available on the project website following the meeting.

The virtual workshop format consisted of a webinar with four panelists:

- Cameron Luna – Associate Engineer, City of Wildomar
- Monique Chen, PE – Principal, Chen Ryan Associates
- Andrew Prescott, AICP – Transportation Planner, Chen Ryan Associates
- Jonathan Sanchez, EIT – Traffic Engineer, Chen Ryan Associates

City of Wildomar Associate Engineer Jason Farag, PE was also available for questions throughout the event.

Zoom participants were able to submit questions directly to panelists throughout the webinar, with responses provided through text or by panelists speaking to the group. Additionally, six discussion points were offered during the presentation, where participants were encouraged to use the “Raise Hand” function to request to speak and provide input or ask questions.

The workshop agenda included:

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

### Project Overview

The project funding sources and intent were identified. It was stated that the project would build upon City Council’s adopted vision statement:

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



The relationship with the Mobility Plan and regional efforts was also discussed, along with identification of the key Mobility Plan components, including:

- Roadway/intersection improvements
- Pedestrian and bicycle elements
- Focus on Safe Routes to School (SRTS)
- Equestrian considerations
- Connections to transit
- Improved access to destinations

#### Planning Process & Review of Existing Conditions

A flow chart was shared depicting the key elements of the planning process starting with Research & Data Collection, followed by Existing Conditions Report, Recommendation Development & Refinement, Preferred Networks, Implementation Strategies and ending with drafting the Mobility Plan. Both Community Outreach and Project Management were shown as components that span the duration of the project.

The public outreach completed to date was shared, consisting of the following:

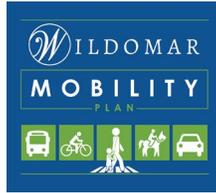
- Breakfast with Santa Pop-Up Workshop
- Project Webpage
- Project Fact Sheet
- Online/In-Person Surveys (275 responses received)
- 10 Walk Audits
- 4 Technical Advisory Committee Meetings
- 2 Interagency Coordination Meetings

The existing conditions review presented maps for each travel mode. The bicycle map depicted the existing bicycle facilities, locations with relatively higher observed bicycle volumes, bicycle collision locations, and roadway segments with conditions uninviting to bicyclists.

The pedestrian map illustrated missing sidewalk locations along circulation element roadways, locations with relatively higher observed pedestrian volumes, existing and planned trail locations, and pedestrian collision locations.

The existing transit routes and average daily boardings and alightings by stop were shown on the transit map.

The vehicular map depicted intersection and roadway segments currently operating at level of service D, E, and F. Locations experiencing 5 or more vehicular collisions during the five-year analysis period were also shown.



The Planning Process and Review of Existing Conditions section concluded explaining the project is currently in the network development phase.

#### Draft Network Recommendations

Key considerations factoring into the network planning process consisted of the existing conditions assessment, planning efforts in the region and adjacent jurisdictions, technical advisory committee and community input, staff input, and feasibility considerations. Additionally, statewide policies such as SB375, AB1358, and SB743 are required to be factored into the development of transportation networks. Combined, these components led to the development of the following guiding principles:

- Consistency with the City of Wildomar Vision Statement
- Implement sustainable and complete streets planning principles
- Develop a balanced mobility system to accommodate future growth
- Set goals and policies that promote efficient, active, and safe travel

Draft network recommendations for each of the four travel modes were then presented individually, including a review of the approach to each mode.

#### *Approach to Bicycle Mobility*

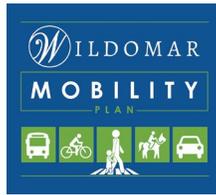
- Leverage roadways with additional capacity
- Improve connectivity to key destinations (schools, parks, commercial/retail, transit)
- Provide facilities that are comfortable for riders of all ages and abilities
- Improve safety
- Create trails and pathways that support bicycle mobility

#### *Approach to Pedestrian Mobility*

- Create trails and pathways that support pedestrian and equestrian (trails) mobility
- Provide continuous sidewalks
- Shorten pedestrian crossing distances
- Improve pedestrian visibility
- Pedestrian focused traffic controls
- Pedestrian scale lighting in select locations

#### *Approach to Transit Mobility*

- Improve access to transit stops with a focus on first/last mile connectivity and safety
- Provide amenities at transit stops consistent with the levels of ridership
- Provide transit priority treatments
- Continue to coordinate with Riverside Transit Agency regarding future transit needs, such as routes, frequency, mobility hubs, and station/stop amenities)



### *Approach to Vehicular Mobility*

- Build on Current Circulation Plan
- Focus on right-sizing Complete Streets (streets that provide for all travel modes and abilities)
- Coordinate with Caltrans on interchange improvements
- Enhance signal coordination to limit congestion and reduce greenhouse gas emissions
- Provide traffic calming features
- Improve safety

### Next Steps

The following next steps in the project were identified, concluding the virtual workshop:

- Finalize networks
- Conduct analysis
- Prioritize pedestrian and bicycle projects
- TAC Meeting #5 – September 2020
- Public Workshop – October 2020
- Draft Plan – September through November

### Q & A

The following is a summary of the questions and comments received and responses provided.

- Does this project include completing the sidewalk on McVicar?
  - This plan identifies the missing sidewalks and improvements, but it does not guarantee funding. This will identify projects that the City will pursue various funding measures to help implement. If a development project comes in along McVicar, the City can condition the developer to implement the sidewalk. Alternatively, the City might pursue grant funding to implement depending on the project location and how competitive it would be but that is on a more case by case basis.
  - The City does have two approved development projects along McVicar that are conditioned to construct the sidewalk on the north side of the road. So that would provide a complete sidewalk between Grand Avenue and Palomar. The south side might be an opportunity to pursue grant funding as it is a route to school and there are grants specific for Safe Routes to School.
- How steep is Sunset?
  - Sunset naturally has a good amount of topography between Bundy Canyon Road and Clinton Keith Road. The ability to plan a route there and a connection between those facilities. The need for a facility there exists. A Class I is naturally scenic in their placement and can be non-obtrusive to the existing environment. Although we do not know specifics of the path or if the exact alignment, the path



would be designed to accommodate the existing slopes and natural draining in the area.

- How are funds applied to multi-use trails managed by a private Association with a public easement under the purview of the City maintenance district?
  - If the maintenance district collects funds for the maintenance of the trail, that would be one way. The easement of it is just the access. We have one trail that you may be thinking of which connects Grand Avenue, Penrose, and Gruwell along the back side of the track. The initial trail would have been built by the adjacent development, other developments would be conditioned to either construct the additional trails shown on the previous map or pay DIF fees, it's on a case by case basis as to how they are conditioned and what the development is willing to put in for the infrastructure, or if they want to pay into a fund for the City to build the infrastructure at a later date. Please let me know if you want to clarify your question.
  
- Can I please have a contact for follow up?
  - Cameron Luna is a great contact: [CLuna@cityofwildomar.org](mailto:CLuna@cityofwildomar.org)
    - Thank you.
  
- Why was McVicar not on the Draft Streets Network? Is traffic calming being considered for McVicar? If not, why? It is currently frequently used as a drag strip.
  - The reason it is not on the network is because it is not designated as a Circulation Element Roadway in the current Circulation Plan. Our focus for this plan is not to identify new Circulation Element Roadways, but to see how we can best utilize the current right-of-way or curb to curb. With that being said, we will certainly look at traffic calming opportunities on McVicar and Grand Avenue, as those are feeder streets we want to make sure we slow down traffic and make sure people are walking and crossing the street and biking safely.
  
- I have a question regarding the Equestrian trails proposed. The current map you did shows a portion that goes through my backyard. I don't approve that portion, what is the process of working with you to revise and move that?
  - I do have knowledge of the section referred to. The City had worked about 8-9 years ago to develop an Adopt-a-Trail program. A lot of the trails were inherited through regional planning maps. So for this segment in question, some of the trail connections envisioned would need an easement for access. If there is a better alignment for these trails that could be tied to undeveloped properties and proposals in that area. When this was initially planned it was using the existing topography and natural drainage. It is similar to the concept of the Murrieta Creek Trail project that was developed using an existing unobstructed path that



made it an attractive opportunity for a Class I level. This was planned at a very junior level. Prior to any implementation, the City will coordinate and work with the potentially afflicted properties to properly plan the exact alignments. Please contact Cameron if you have recommendations for an alignment. This is similar to the Sunset connection where the exact alignment is not known at this time.

- Will this presentation be available in PDF and how can we procure a copy of tonight's presentation?
  - Yes, we will provide the presentation PDF, webinar recording, and summary at [www.WildomarMobilityPlan.com](http://www.WildomarMobilityPlan.com) It should all be available next week. Thank you for your participation.
    - Thank you!
- Thank you all for an excellent presentation.
  - Thank you, we appreciate your participation.
- We manage the community of Windstone Ranch HOA, and it is our understanding that the intent of the public easement for our equestrian trail is for community use as described by County Parks who currently has the easement for the trail.

The issue of who maintains and how that is going to be paid for is what has not been resolved. The intent at the time the subdivision map was recorded was for a maintenance district to be formed to pay for ongoing maintenance.

We would like to know what funding is available for the trail repairs to re-open the trail and allow public use. Thank you.

- Good afternoon and thanks for your prior email regarding an item that was covered during the Wildomar Mobility Plan Workshop. Please contact the City's Public Works Director Dan York at [dyork@cityofwildomar.org](mailto:dyork@cityofwildomar.org) regarding the status of this request.
- I would like to discuss the proposed historic horse trail. I would like to address alternative routes as part of this trail appears to go through my property and I am not in favor of this particular part of the project. There needs to be another route proposed.
  - Good afternoon and thanks for your email regarding an item covered during the Wildomar Mobility Plan Workshop. The proposed historic horse trail in question that crosses over Wildomar Trail was considered during project development because it was an inherited planned route. This was analyzed as part of our "Existing Conditions Review" (attached), but is not currently shown as part of the Mobility Plan's "Draft Pedestrian Network" that was proposed at the workshop



(attached). The entire Webinar Presentation has posted online at [www.wildomarmobilityplan.com](http://www.wildomarmobilityplan.com)

- Why was a section of Old Town Wildomar north of Wildomar Trail, west of Palomar left out?
  - The segment of Wildomar Trail, south of Palomar Street is identified as a Corridor Route type on the Draft Pedestrian Route Type map. This was done considering the limits of the Old Town Wildomar Vision document study area.
- Of the 25 pedestrian-involved collisions, how many involved alcohol by the pedestrian and how many involved alcohol by the driver of the vehicle?
  - Alcohol was not reported as a factor in any of the 25 pedestrian-involved collisions. The “sobriety” field of the pedestrian-involved collision reports were listed as “Has Not Been Drinking”, “impairment Not Known”, or left blank.
- Why are sidewalks built next to the curb? Elderly and those using mobility devices are disadvantaged because of driveways interfering in a smooth path of travel. This causes them to use the street rather than the sidewalk.
  - The City utilizes the County of Riverside design standards for sidewalks and curb cuts. As part of the Mobility Plan, we are recommending a series of cross-sections that include landscaped buffers separating the sidewalk from the roadway in high activity areas.
- Why are there no signs along Mission Trail Corydon pointing out the way to the underutilized bike lanes on Grand Ave?
  - Southbound Corydon Road is within the jurisdiction of the City of Lake Elsinore. We are considering including policy language to support a wayfinding program and coordinate the effort with adjacent jurisdictions.
- How many of the bicycle accidents including fatalities involved drugs/alcohol on the part of the bicyclist and how many on the part of the vehicle.
  - Alcohol was not reported as a factor in any of the 13 bicycle-involved collisions. The “sobriety” field of the bicycle-involved collision reports were listed as “Has Not Been Drinking”, “impairment Not Known”, “Not Applicable”, or left blank.
- Adopt a trail program as approved years ago but has never been funded. No money no programs.

March 12, 2014 Patch article



According to city documents prepared for the March 14 meeting by Assistant City Manager Gary Nordquist, the city has not designated any funding for Wildomar trails in its budget for fiscal year 2011-12, which ends June 30.

In June of 2013 a program packet was put together. How many people are currently signed up to adopt a trail?

- The City's Development Impact Fee (DIF) Program was established in 2014. Since then, the City has been collecting impact fees to support a variety of public facilities, including trails. The adopt a trail program still exists, however the number of people that signed up for the program is currently unknown and was not considered as a part of the Mobility Plan effort. The DIF program is an alternative mechanism intended to collect and provide funding for trails, among other public facilities.
- Currently can not access much of the Miracle Mile via bus. Barron's, Hive, Finch, Yellow Basket too far to walk from Hidden Springs/Catt Rd. or Catt Rd. Palomar. Bus travel south leaves out much of old town Murrieta and west side of Temecula. Needs to be direct, roundtrip bus line from Downtown Lake Elsinore to Downtown Temecula via Mission Trail, Palomar, Washington, Jefferson, Front St.
  - Thank you for the comment. Transit route planning and operations are planned by the Riverside Transit Agency (RTA). The City regularly coordinates with RTA and will share this comment.
- Study times were from 7:00 - 9:00, not early enough to see several bicycle commuter traveling Palomar south from Mission Trail which I see as early 5:00AM.
  - Thank you for the comment. The data collection times were selected consistent with standard industry practices intended to collect data during peak commute hours. To supplement the data collection efforts, an Active Transportation Propensity Model was created which identifies areas with relatively higher concentrations of walking and bicycling trip generators and trip attractors. The area generally south of Wildomar Trail, west of I-15, east of Palomar Street, and north of Catt Rd/Charles Street reflects higher propensity for active transportation.
  - A bicycle facility is planned along Palomar Street. The facility planning is not solely determined based on existing demand. Additional considerations, such as network connections, feasibility, safety, and destinations served also factor into network planning.
- Why wasn't anyone from Counsel or staff on the LEAPS Workshop done the City of Elsinore? What is the City position and is the city going to make written comment?



- Thank you for the comment. The LEAPS is not within the scope of the Wildomar Mobility Plan effort. We have forwarded your comment and contact information to the City of Wildomar Planning Department for a response.