

MEMORANDUM

TO City of Wildomar
FROM Michael Nilsson, PlaceWorks
DATE April 29, 2020
SUBJECT **Wildomar Mobility Plan Summary of Transportation Surveys**

This memorandum summarizes feedback received from members of the public on existing transportation conditions within the City of Wildomar as part of the Wildomar Mobility Plan. To maximize survey feedback, two types of surveys were developed to receive input from the public on walking, biking and driving conditions. The first survey included a range of multiple choice and free response questions inquiring about existing transportation conditions, and a second survey provided a map of the City so respondents could identify site-specific conditions. Each survey was administered through in-person and online platforms. A total of 310 responses were received between the two surveys, with surveys available for public comment from December 11, 2019 through March 2, 2020. A detailed description of the surveys is provided below, followed by a summary of responses received.

- Survey on Existing Transportation Conditions (275 responses received) – This survey enabled participants to answer a series of questions on transportation conditions citywide. The survey questions are provided in Appendix A of this memorandum. The survey was provided to people attending The Breakfast with Santa event at Wildomar Fire Station 61 on December 14, 2019, as well as online through a Survey Monkey link accessed on the Wildomar Mobility Plan website, and through (951) 484-1299 to receive survey questions via SMS text messages. Additionally, paper copies of the survey were available at City of Wildomar City Hall and other civic destinations within the community.
- Interactive Map Exercise (35 responses received) – This survey enabled participants to provide comments on specific locations in Wildomar where walking, biking and driving are pleasant or areas that need improvement. It was administered both through an in-person activity at The Breakfast with Santa event on December 14, 2019, during the first TAC meeting held for the Wildomar Mobility Plan on December 17, 2019, and online through a GIS-based map available through a link on the Plan website. An exhibit displaying the paper and web-based versions of the survey is shown in Appendix B of this memorandum.

Summary of Responses to the Survey on Existing Biking, Walking and Driving Conditions

A summary of Existing Transportation Conditions survey responses is provided on the following pages, with all responses received on individual survey questions shown in Appendix C of this memorandum. Note that not

all of the 275 survey participants responded to the survey questions evaluated below and on the following pages. The summary analyzes responses to those that answered each individual survey question.

PROFILE OF SURVEY RESPONDENTS

Location of Residence (Question 2)

Most survey respondents live in Wildomar or in adjacent communities.

- 65% of respondents are in the 92595 zip code (Wildomar)
- 11% of respondents are in the 92530 zip code (NE Wildomar and Western Lake Elsinore)
- 7% of respondents are in the 92562 and 92563 zip code (Murrieta)
- 5% of respondents are in the 92532 zip code (Eastern Lake Elsinore – Tuscany Hills, Canyon Hills)
- 3% of respondents are in the 92584, 92585, 92586 and 92587 zip codes (Menifee)
- 2% of respondents are in the 92590, 92591 and 92592 zip codes (Temecula)

Of the remaining respondents that live outside of Wildomar or adjacent communities, most resided in San Jacinto, Perris, Hemet and Riverside. Only six survey respondents resided outside of Riverside County.

Age (Question 18)

The survey had a range of respondents in various age groups, including those under the age of 18 and over the age of 65. However, the majority of those responding to the survey were between the ages of 35-64, resulting in a higher proportion of survey respondents in this age bracket than their overall proportion of the City population*.

- Under 18 (3.0% of Survey Respondents, 27.8% Overall City Population)
- 18-34 (26.5% of Survey Respondents, 22.3% Overall City Population)
- 35-64 (61.8% of Survey Respondents, 37.3% Overall City Population)
- 65+ (8.7% of Survey Respondents, 12.5% Overall City Population)

**Based on U.S. Census American Community Survey Demographic and Housing Estimates (2014-2018)*

MODE OF TRANSPORT BY TRIP PURPOSE

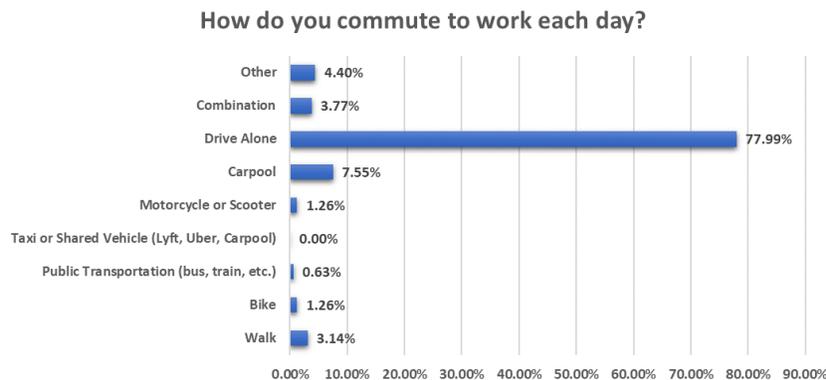
Commuting to-and-from Work (Questions 4-6)

The majority of survey respondents work (64%), with most commuting to their place of employment by driving alone, as displayed in Figure 1 on the following page. Driving alone to work (78%) was the most popular method of transport from home to work for survey respondents, in-line with U.S Census American Community Survey commute mode share to work (79%).

The highest number of respondents worked in Wildomar (36% of respondents) or in adjacent communities such as Lake Elsinore, Menifee, Murrieta, Temecula and Perris (27% of respondents). There were a significant amount

of people with long (20+ mile) commutes, with those respondents mainly commuting to the Corona/Riverside area (13% of respondents), San Diego County (5% of respondents), and Orange County (4% of respondents).

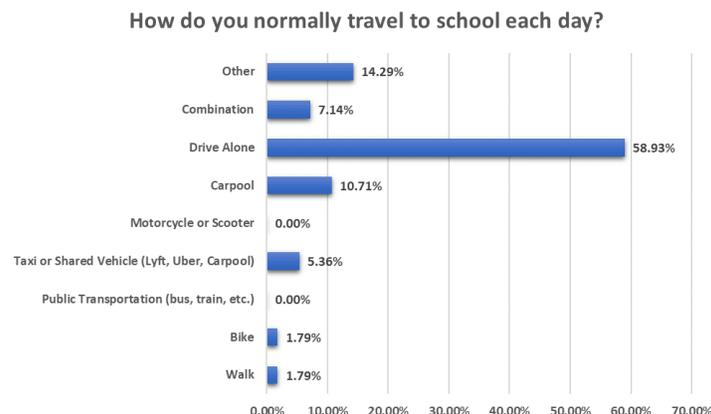
Figure 1. Mode of Transport to-and-from Work



Commuting to School (Questions 7-9)

A significant amount of survey respondents (23%) also commuted from home to school on a regular basis. Out of the respondents that provided a name of the school they attended, most survey respondents mentioned that they attended classes at Mt. San Jacinto College in Menifee or schools within the City of Wildomar. In comparison to those that commute to work, there was a far lower drive-alone rate for those commuting to school (59%) versus those commuting to work (78%), as illustrated in Figure 2. There were higher rates of commuting via carpool and shared vehicle (11% in Figure 2) versus those who commuted from home to work (7.5% in Figure 1). However, this did not translate into higher walking or biking rates for those commuting to school versus those commuting to work. More significantly, there were a significant amount of respondents who selected “combination” of modes or “other” as their commute mode for traveling from home to school, suggesting that many of those respondents take multiple modes when commuting from home to school (e.g., walk and then get picked up by car). This information demonstrates the need to incorporate complete street improvements along roadways in the City of Wildomar, so that streets are safe to utilize for all users regardless of transportation mode.

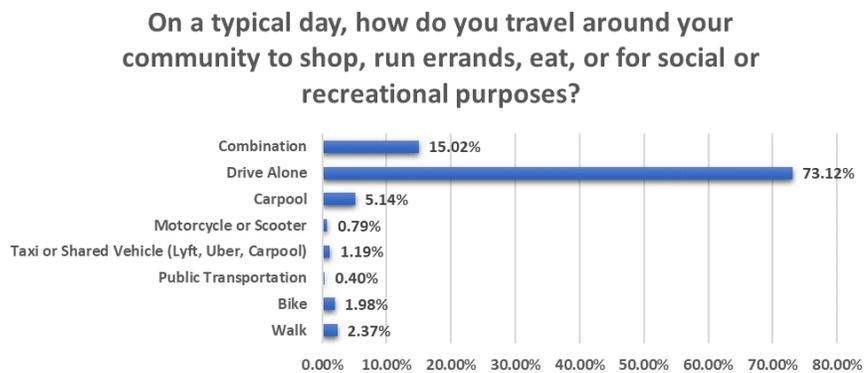
Figure 2. Mode of Transport to-and-from School



Non-Commute Trips (Question 3)

Trips that constitute shopping, running errands, eating, socializing and recreating had only slightly lower drive-alone rates (73%) versus work commute trips (78%), with similar mode percentages in those biking, walking, carpooling and taking public transportation compared to work commute trips. However, a higher percentage of non-commute trips made by survey respondents are through a combination of modes (15%) versus those commuting to work (4%) and to school (7%), as illustrated in Figures 1-3. This further suggests that roadways in Wildomar should incorporate complete street improvements to accommodate all travel modes safely, regardless if one is walking, biking, driving or taking transit.

Figure 3. Mode of Transport during Non-Commute Trips



EVALUATION OF EXISTING WALKING AND BIKING CONDITIONS

Comfort Level of Walking in Wildomar (Question 10)

Overall, respondents voiced concerns with existing walking conditions in Wildomar, with 61% of people responding that walking in Wildomar is “somewhat difficult” or “very difficult”, versus 20% responding that it was “somewhat easy” or “very easy” to walk in the City. In addition, 19% of respondents were neutral about walking conditions in the City, as illustrated in Figure 4 on the following page.

Figure 4. Ease/Difficulty of Walking in Wildomar



Challenges to Walking in Wildomar (Question 11)

For survey respondents that provided specific feedback on the challenges of walking in Wildomar, the largest amount of responses received included the lack of sidewalks, consisting of 58% of all responses. Other concerns included challenges related to personal safety while walking (15% of responses), including the high speed of vehicles. Other responses included concerns about local road conditions (13% of responses), and general lack of accessibility (10% of responses) and lack of street lighting (7% of responses). Details on responses received on walking challenges are shown below.

Lack of sidewalks (153 responses)

- Lack of or unsafe walking pathways

Crime/Personal Safety (42 responses)

- Unleashed dogs
- Homeless
- Drivers speeding
- Vehicular traffic

Road Conditions (37 responses)

- Maintenance needs, such as potholes, cracks, trash, weeds, etc.
- No shade trees or shade along route
- Steep hills
- Dirt roads
- No signage
- No crosswalks/faded crosswalks

Accessibility (27 responses)

- Destinations are not within walking distance/faster to walk
- Physical disabilities limit walking

Lack of street lights (20 responses)

- Poor lighting along sidewalks, pathways, and destinations

Comfort Level to Biking in Wildomar (Question 12)

As illustrated in Figure 5 below, responses from survey respondents varied on biking conditions in Wildomar, with slightly more positive responses received compared to responses concerning walking conditions. 49% of respondents mentioned that it is “somewhat difficult” or “very difficult” to bike in the City, while 31% of respondents were “neutral” on biking conditions, and 20% reported it is “somewhat easy” or “very easy” to bike in the city.

Challenges to Biking in Wildomar (Question 13)

For survey respondents that provided specific feedback on the challenges of biking in Wildomar, the largest amount of responses received included the lack of dedicated bicycle infrastructure on roadways, consisting of 52% of all responses. Other concerns that receive multiple responses included challenges related to poor roadway conditions (22% of responses), traffic safety concerns (12% of responses), and general lack of accessibility (6% of responses) while biking. There are also a number of responses mentioning that the

Figure 5. Ease/Difficulty of Biking in Wildomar



respondent does not own a bicycle or does not like to ride a bike (8% of responses). Details on responses on biking challenges are shown below.

Lack of bicycle infrastructure (104 responses)

- Lack of unsafe pathways (including sidewalks)
- Lack of bicycle racks or signage

Poor Road Conditions (45 responses)

- Maintenance needs, such as potholes, cracks, trash, weeds, etc.
- Steep hills
- Dirt roads
- No road signage
- Shoulder damage
- Poor lighting

Traffic Safety (25 responses)

- Drivers speeding
- Vehicular traffic

Other (16)

- Do not own a bicycle
- Do not bike or do not like to bike

Accessibility (12)

- Destinations are not within biking distance/faster to drive
- Physical disabilities limit bicycle activity

Awareness of Trailheads and Bike Routes in Wildomar (Questions 14-15)

When asked if survey respondents are aware of the trailheads and bike routes in Wildomar, about 56% answered “no” and 44% answered “yes”. For those that responded “yes”, when asked to further elaborate about the

name of specific trailheads and bikeways, most survey respondents did not list the names of trailheads or bike routes by name, but knew the general location of trails in Wildomar (94% of responses) versus specific trails and trailhead names (6% of responses), as summarized in the responses below.

- General Vicinity of Trail Locations (89 responses)
 - Off of Grand Avenue
 - Off of Clinton Keith Road
 - Off of Palomar Street
 - Near David Brown Middle School
 - Trails Adjacent to Existing Home Developments
 - Santa Rosa Plateau
- Specific Trails and Trailhead Names (6 responses)
 - Windstone Ranch Trail
 - Justin Hunt Trailhead
 - Murrieta Creek Trail
 - Butterfield Trail
 - The “Skidmark” between The Farm and Greer Ranch

EVALUATION OF EXISTING DRIVING CONDITIONS

Roadways Identified as Congested with Heavy Traffic (Question 16)

When asked about which roadways or intersections in Wildomar are the most congested due to heavy traffic, the most frequently mentioned roadway in the City was Clinton Keith Road, specifically where the roadway intersects with Palomar Street, Hidden Springs Road and Interstate 15. Multiple survey respondents also mentioned Palomar Street in Central Wildomar and Bundy Canyon between Elsinore High School and Interstate 15. Areas of particular concern in the City were along roadways at times of school drop-off and dismissal, including the Central Avenue/Palomar Street intersection adjacent to Wildomar Elementary School.

There were also multiple comments received mentioning that vehicle congestion in Wildomar is “not bad”, and several comments were received about congested intersections that are actually located outside of Wildomar, including the Diamond Drive/Railroad Canyon Road and Interstate 15 intersection in Lake Elsinore.

Challenges to Driving in Wildomar (Question 17)

For survey respondents that provided specific feedback on the challenges of driving in Wildomar, the largest amount of responses received included the poor road conditions, consisting of 42% of all responses. While a significant amount of respondents (21%) felt there were no concerns in regards to driving in Wildomar, concerns that received multiple responses included challenges related to speeding (18% of responses), lack of traffic signage (9% of responses), unfavorable interactions with pedestrians (6% of responses), and risk of collisions (4% of responses). Details on responses received on driving challenges are shown below.

- Poor Road Conditions (66)

- None (33)
- Speeding (28)
- Traffic Signage (15)
- Pedestrians (10)
- Collisions (6)

Summary of Responses Received on Interactive Map Survey

An interactive map survey was also available for participants to provide comments on specific locations in Wildomar. Stickers highlighting individual responses from in-person activities held during The Breakfast with Santa event and TAC meetings are provided in Appendix B and responses from the online map are provided in Appendix D. As part of the survey, participants were able to provide feedback on locations where they feel most comfortable or uncomfortable walking, biking or driving, and places in Wildomar they would like to visit. Based on feedback received, the following themes emerged:

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