City of Perris

Active Transportation Plan

December 8, 2020

Bike | Walk
PERRIS

Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

CITY COUNCIL
Michael M. Vargas, Mayor
Rita Rogers, Mayor Pro Tem
Malcolm Corona, Councilmember
Marisela Magaña, Councilmember
David Starr Rabb, Councilmember

PLANNING COMMISSION
Dwayne L. Hammond
Jack Shively
Alfonso Hernandez
Elizabeth Jimenez

CITY STAFF
Richard Belmudez, City Manager
Clara Miramontes, Assistant City Manager
Isabel Carlos, Assistant City Manager
Kenneth Phung, Planning Manager
Stuart McKibbin, City Engineer

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Julia Lippe-Klein, Acting Program Manager

COMMUNITY ADVISORY COMMITTEE
Kenneth Phung, City of Perris
Rebecca Rivera, City of Perris
Robert Trejo, City of Perris
Liset Hernandez, City of Perris
Sara Cortes de Pavon, City of Perris
Nathan Perez, City of Perris
Daniel Soares, City of Perris
Martin E. Martinez, City of Perris

Dwayne Hammond, City of Perris
Jack Shively, City of Perris
Jennifer Nguyen, Riverside County Transit (RTA)
Juli Yoo, University of California, Riverside
Buddy Bohrer, Chelsea Investment Corporation
Rose Mayes, Fair Housing Council of Riverside County
Christopher Tzeng, Western Riverside Council of Governments (WRCOG)
Deputy Donnis Crawford, Riverside County Sheriff
Deputy Edward Robles, Riverside County Sheriff
Aaron Petroff, Social Work Action Group (SWAG)
Wendy Romero, Love 4 Life Association
Grant Bennett, Perris Unified High School District
Ignacio Valdiva, CR&R Incorporated
Armando Hurtado, Hispanic Chamber of Commerce

COMMUNITY-BASED ORGANIZATION

Love 4 Life Association

ALTA PLANNING + DESIGN

Sam Corbett, Principal
Bridget Enderle, Planning Associate
Courtney Banker, Planner
Aaron Fraint, GIS
Cameron Savois, Planner
Elizabeth Bisegna, Graphic Designer
Marlene Salazar, Planner
Nora Hastings, Graphic Designer
Ryan Taylor-Gratzer, Planner/GIS
Steve Hernandez, Graphic Designer

STUDIO 111

Shannon Heffernan, Urban Design Director/Senior Associate
Shruti Shankar, Urban Designer

Table of Contents

Executive Summary 9
- Goals & Objectives 9
- Community Priorities 10
- Our Community's New Approach 12
- Making this Vision a Reality 21

1. Introduction 23
- The Need for an Active Transportation Plan 23
- Benefits of Walking, Biking, and Being Active 23

2. The Vision 32
- Equity Framework 32
- Vision 35
- Goals, Objectives, and Actions 35

3. Local Background 47
- Historical and Current Context 47
- Equity Analysis 47
- Land Use & Destinations 54
- Existing Travel Patterns 58
- Plans and Policies 59

4. Existing Conditions 62
- Active Transportation Overview 62
- Framing Active Transportation 72
- Existing Support Facilities 73
- Non-Infrastructure Programs 76
- User Experience & Perceived Comfort 78
- Existing Barriers 83
- Collision Analysis 84
- Needs Assessment 88

5. Community Collaboration 111
Community Advisory Committee 112
Media 113
Events 114
Go Human Trainings 118
Interactive Map 119
Refining the Draft Plan 120
Key Needs in Our Community 122

6. Street Recommendations 124
How We Developed Recommended Projects 124
How Recommended Projects Advance Our Goals 126
Recommended Bicycle Projects 128
Recommended Pedestrian Projects 139
Benefits of Implementation 155
Support Facilities 156

7. Program Recommendations 162
Continue Existing Programs 163
Program Toolkit 163

8. Implementation 174
Administration 174
Prioritization Framework 175
Maintenance and Operations 203
Funding 204
Design Guidelines 208

9. Appendix 212
Appendix A: ATP Compliance Checklist 212
Appendix B: Funding Sources 215
Appendix C: Maintenance and Operations 224
Appendix D: Plans and Policies 227
Appendix E: 2020 Bicycle Recommendations Compared to Previous Plans 262
Appendix F: Resolution 270

List of Figures

Figure 1. Distribution of Ages....48
Figure 2. Percentage of Population Under 18....49
Figure 3. Percentage of Population 65 and Older....50
Figure 4. Percentage of Population that is Non-White....51
Figure 5. Percentage of Households without Access to an Automobile....52
Figure 6. Median Household Income....53
Figure 7. CalEnviroScreen 3.0 Scores by Census Tract....55
Figure 8. Land Use....56
Figure 9. Means of Transportation to Work....58
Figure 10. Existing Bikeways by Class and Length....69
Figure 11. Existing Bikeways....70
Figure 12. Previously Planned Bikeways....71
Figure 13. Bicycle Level of Traffic Stress....80
Figure 14. Bicycle Level of Traffic Stress Percentage of Perris Streets....81
Figure 15. Bicycle Level of Traffic Stress on All Roads....82
Figure 16. Pedestrian-Involved Collisions....86
Figure 17. Bicycle Involved Collisions....87
Figure 18. Clean Environment Conditions in Perris Compared to Other Cities in California....92
Figure 19. Neighborhood Conditions in Perris Compared to Other Cities in California....93
Figure 20. Sub-city areas around Perris....95
Figure 21. Walk Score of Perris....97
Figure 22. Opportunity Score for Perris (Jobs within 30 minutes without a car)....99
Figure 23. Air and Road Traffic Noise Pollution....100
Figure 24. Economic Opportunity Zone & Pedestrian Project Recommendations....102
Figure 25. Asthma & Particulate Matter 2.5µm (PM2.5)....103
Figure 26. Asthma & Poverty....104
Figure 27. Obesity (Body Mass Index >30) & Concentrated Poverty....106
Figure 28. Walkability Index & Concentrated Poverty....107

Figure 29. Walkability Index & Pedestrian/Bicyclist Fatalities 109
Figure 30. Online Public Input Map 119
Figure 31. Network Development Process 125
Figure 32. Length of Recommended Bicycle Network 128
Figure 33. Recommended Bicycle Projects 129
Figure 34. Recommended Bicycle Projects: North Perris 130
Figure 35. Recommended Bicycle Projects: Downtown 131
Figure 36. Recommended Pedestrian Projects 141
Figure 37. Recommended Pedestrian Projects: North Perris 142
Figure 38. Recommended Pedestrian Projects: Downtown 143
Figure 39. Prioritized Bicycle Projects 178
Figure 40. Prioritized Pedestrian Projects 189
Figure 41. 2020 Bicycle Recommendations Compared to Previous Plans 269

List of Tables

Table 1. Number of Health Variables of Low, Medium, and High Priority 89
Table 2. High Priority Health Variables 89
Table 3. Sub-city Area Health Evaluation Metrics 98
Table 4. Key Themes from Community Feedback 112
Table 5. Public Input Guiding Network Recommendations 126
Table 6. Miles of Recommended Bikeways by Type 128
Table 7. Recommended Bicycle Projects 132
Table 8. Recommended Pedestrian Projects Including Quantity and Length 144
Table 9. Recommendations for Bicycle Parking Locations and Quantities 157
Table 10. Public Input Guiding Programmatic Recommendations 163
Table 11. Prioritization Criteria 176
Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1 179
Table 13. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2 182
Table 14. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3 185
Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 1 190
Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 2 194
Table 17. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 3 199
Table 18. Average Maintenance Activity Costs 203
Table 19. Average Maintenance Program Budget 203
Table 20. Funding Sources 205
Table 21. 2020 Bicycle Recommendations Compared to Previous Plans 262

Executive Summary

The *2020 Active Transportation Plan* ("Plan") represents a new commitment by Perris to walking and biking. It is part of a move away from the auto-centric, inequitable approach of the past, and toward a sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

VISION: Perris is a community where every street conveniently promotes walking and biking in a safe and comfortable atmosphere for people of all ages and abilities.

GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents. **Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.**

Collectively, the various strategies and components of the Plan assist Perris to meet the four goals established by this Plan, each of which is rooted in advancing our Equity Framework:

1. Improve Safety & Health

2. Improve Access & Comfort

3. Enhance Transportation Affordability

4. Commit to Maintain & Expand the Network

Safety & Health

A. Reduce bicycle and pedestrian collisions through safe and comfortable facilities
B. Promote an active lifestyle that includes walking and biking
C. Reduce air pollution, asthma rates, and greenhouse gas emissions
D. Reduce travel times for low-income households

Access & Comfort

A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
B. Address barriers so that vulnerable populations can take part in the improvements
C. Support public transit service
D. Prioritize the needs and trip patterns of vulnerable populations
E. Prioritize universal design standards

Affordability

A. Reduce the overall household transportation costs for all residents, both anticipated and existing
B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments

Maintain & Expand the Network

A. Integrate bicycle and pedestrian network and facility needs into all Perris planning documents and capital improvement projects
B. Leverage existing funding to maximize project delivery
C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

COMMUNITY PRIORITIES

Community and stakeholder participation played a central role in shaping the project, from walk audits and pop-up events to community surveys, presentations to the Community Advisory Committee, and events with the City of Perris. During this planning process, community members expressed support for:

- Improved health and equity for all residents of Perris
- Improved access to community destinations like Downtown Perris, schools, and parks
- Improved infrastructure to support safe walking and biking
- Improved amenities such as shade, street furniture, and lighting

Similarly, community members also shared many concerns that guided the recommendations in this Plan, including:

- Safety concerns for students walking and biking to school
- Lack of connectivity to certain areas of the City as well as neighboring community amenities
- Dangerous traffic speeds and cars not respecting stop signs
- Poor pavement condition and excessive debris along many streets

Thank you to the many residents who helped shape this Plan, and who are committed to improving access, safety, and health for all.

OUR COMMUNITY'S NEW APPROACH

The Plan was created through intensive collaboration between various City departments, the Community Advisory Committee (CAC), multiple community organizations, and most importantly, our residents. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan designates an ambitious active transportation system and introduces a comprehensive collection of programs and policies. **Altogether, the recommendations for our streets envision over 120 new miles of bikeways and sidewalks, and represent a significant investment in multi-modal, equitable transportation in our community.** The street recommendations provide new, low-stress connections between schools, Downtown Perris, the Downtown and South Metrolink Stations, parks, and commercial centers, helping ensure that people can more comfortably and safely access everyday needs.

The recommended programs work to address key community concerns, and include training for all roadway users, so that all of our community members can be responsible for safe travel behaviors, and equitable enforcement. Programs such as Safe Routes to School (SRTS) and Vision Zero are key recommendations to ensure these community concerns.

Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in Perris, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

The Plan envisions an active transportation network that improves access, health, and quality of life for all of our residents.

Bicycle Facility Types

CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III

Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB

Bicycle Boulevard

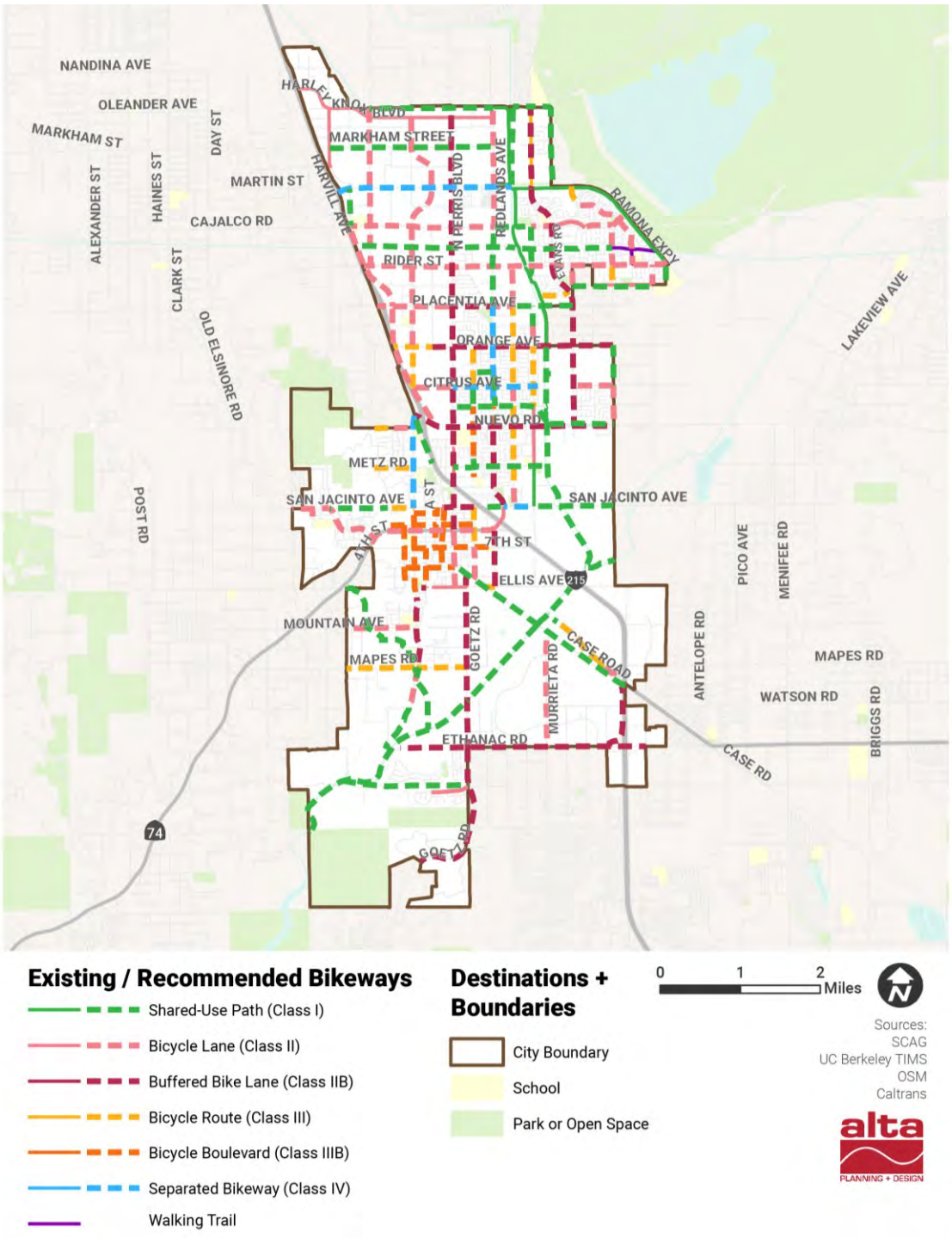
- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

CLASS IV

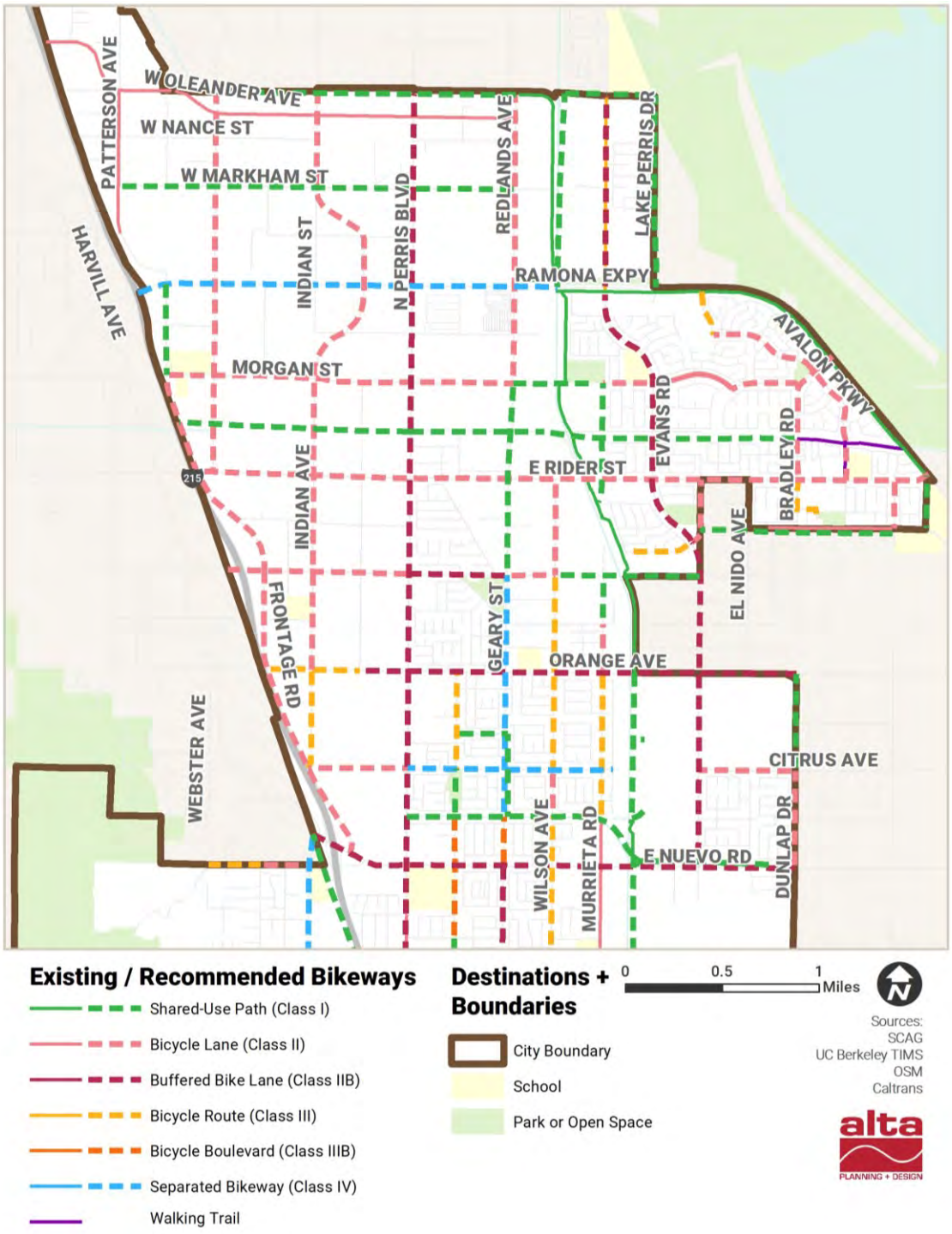
Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

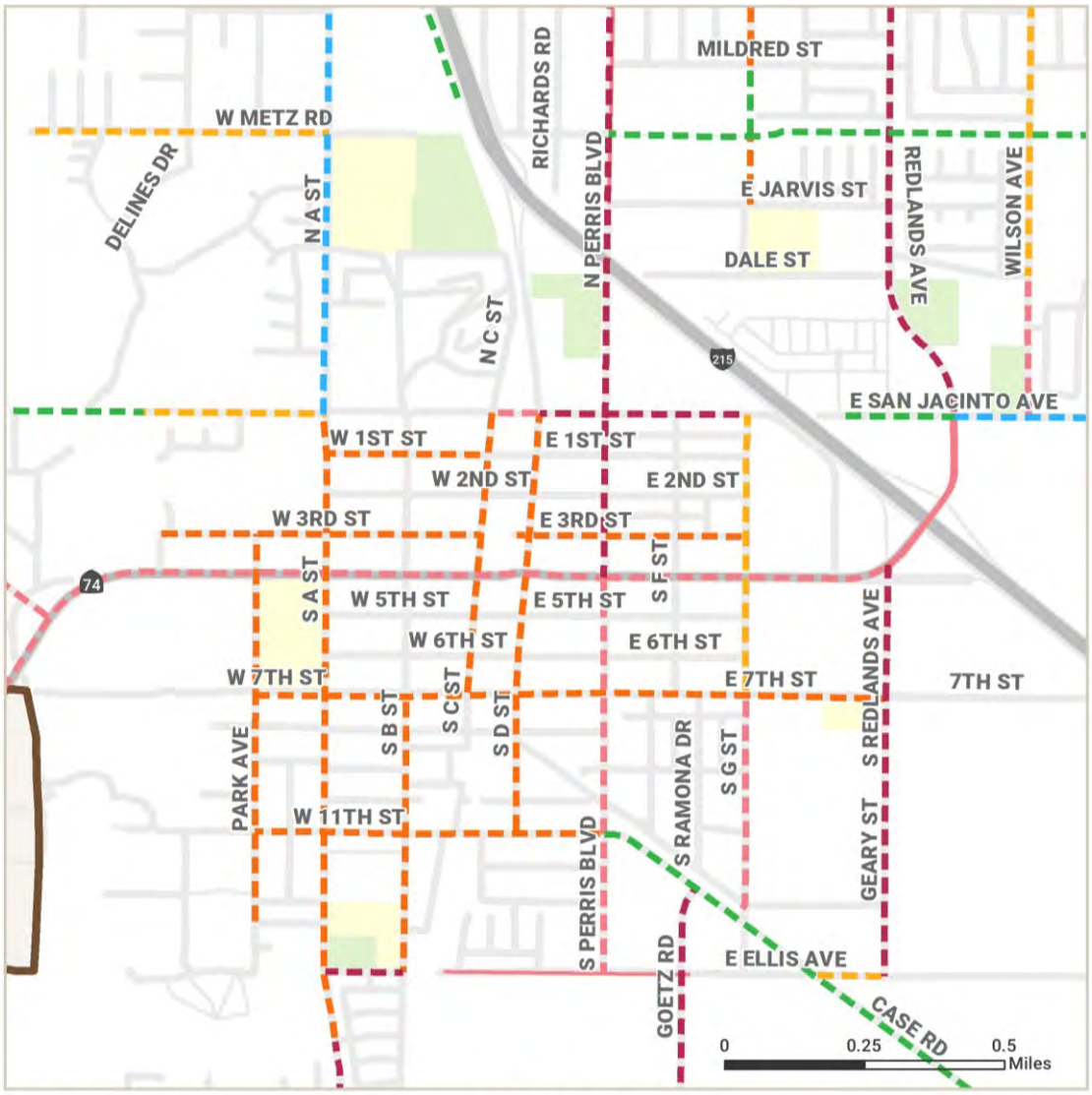
Recommended Bicycle Network



Recommended Bicycle Network: North Perris



Recommended Bicycle Network: Downtown



Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.

Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.
- Leading pedestrian intervals allow a pedestrian to begin crossing the street before the traffic signal turns green.

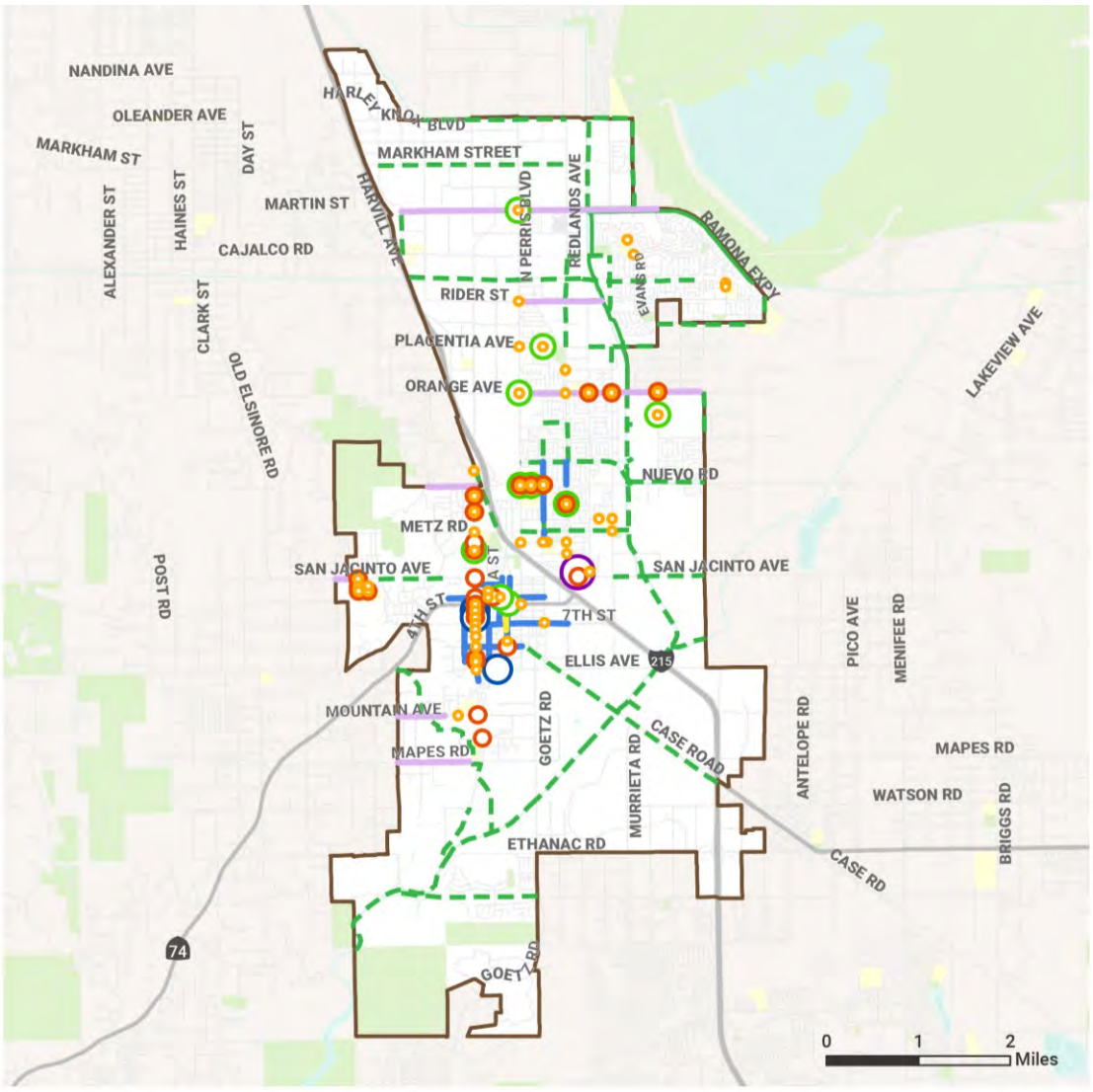
Traffic Calming

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- Can be used at targeted locations such as a dangerous intersection, or along corridors.

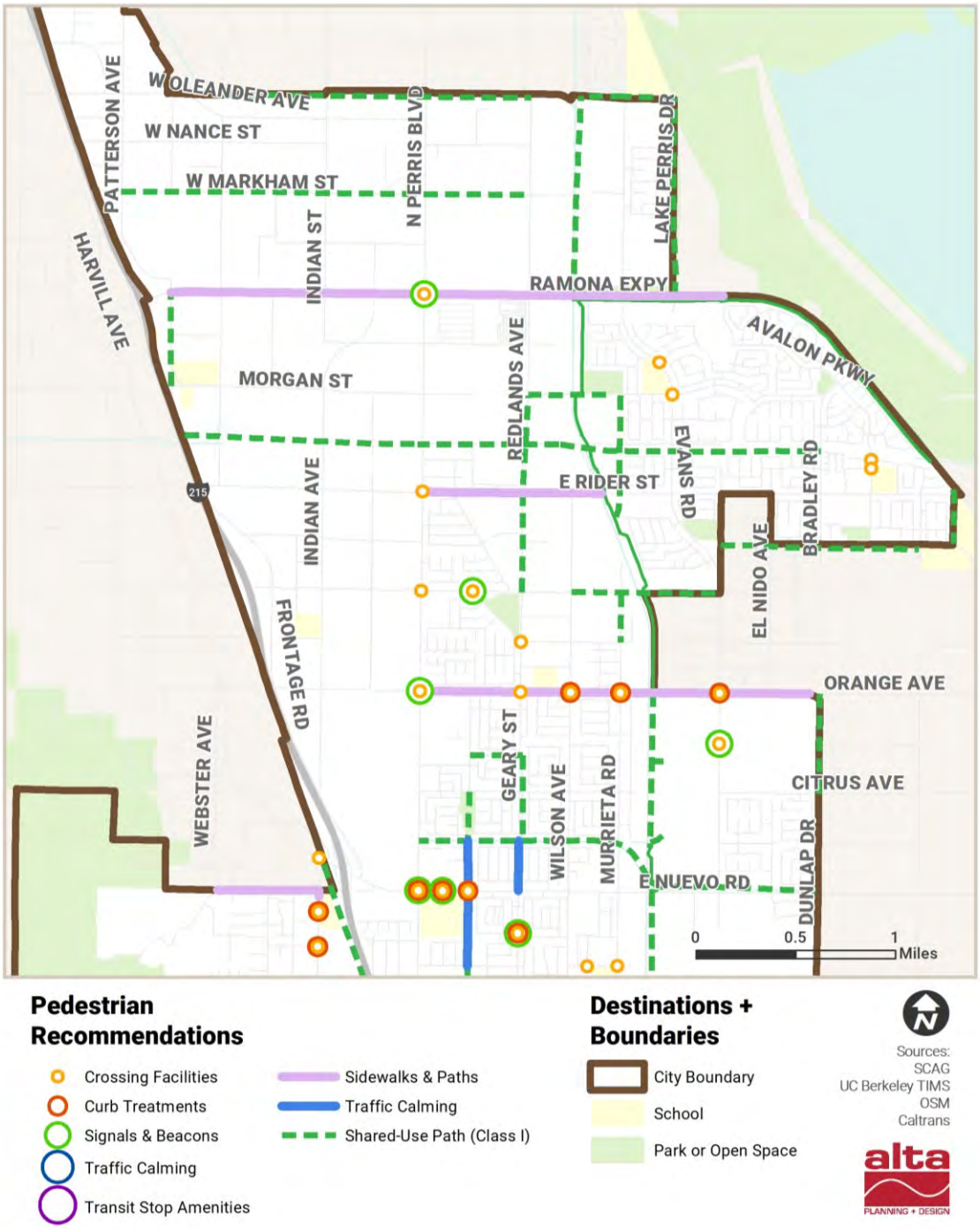
Pedestrian-scale Lighting

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.

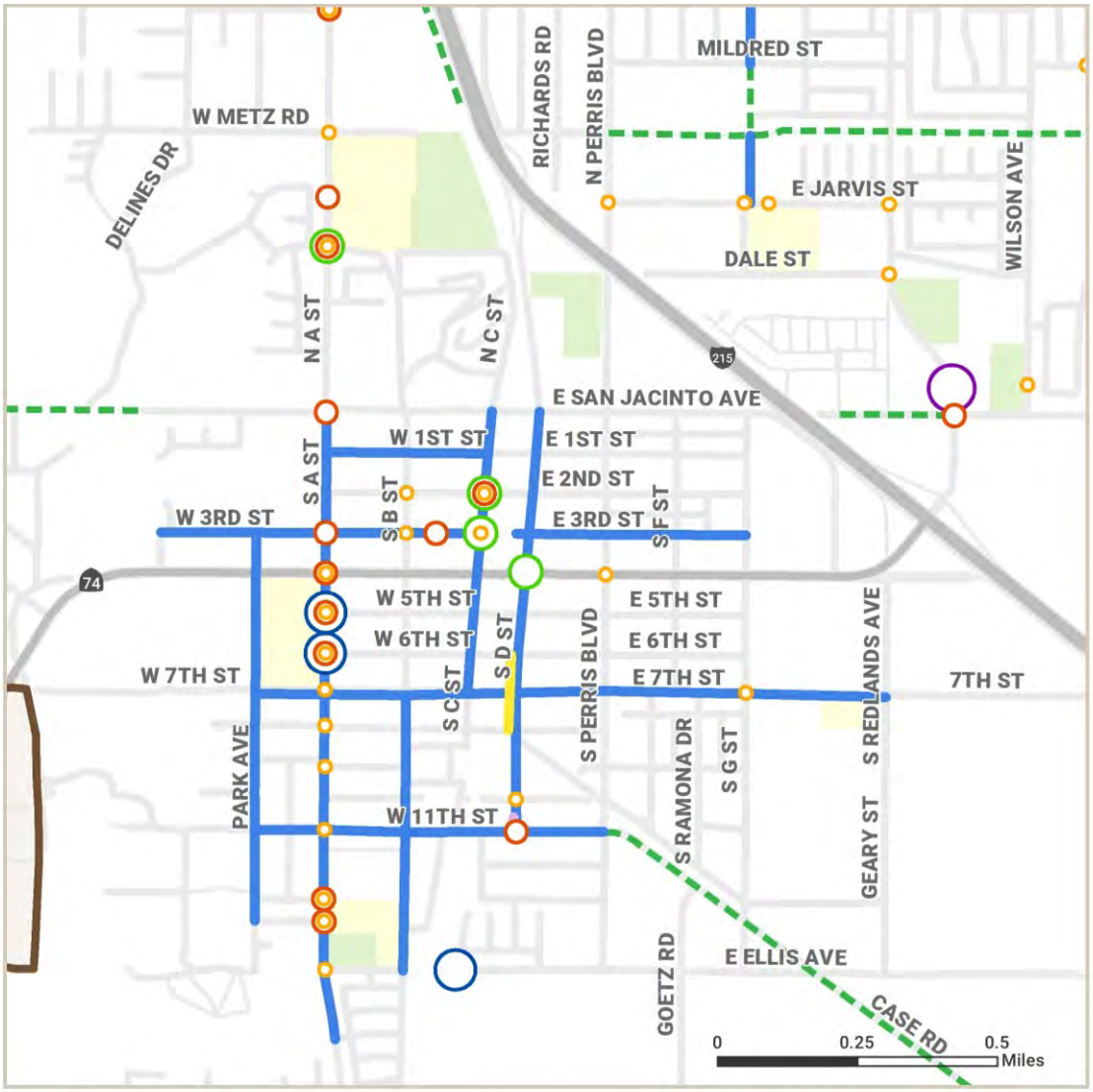
Recommended Pedestrian Projects



Recommended Pedestrian Projects: North Perris



Recommended Pedestrian Projects: Downtown



Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- Shared-Use Path (Class I)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

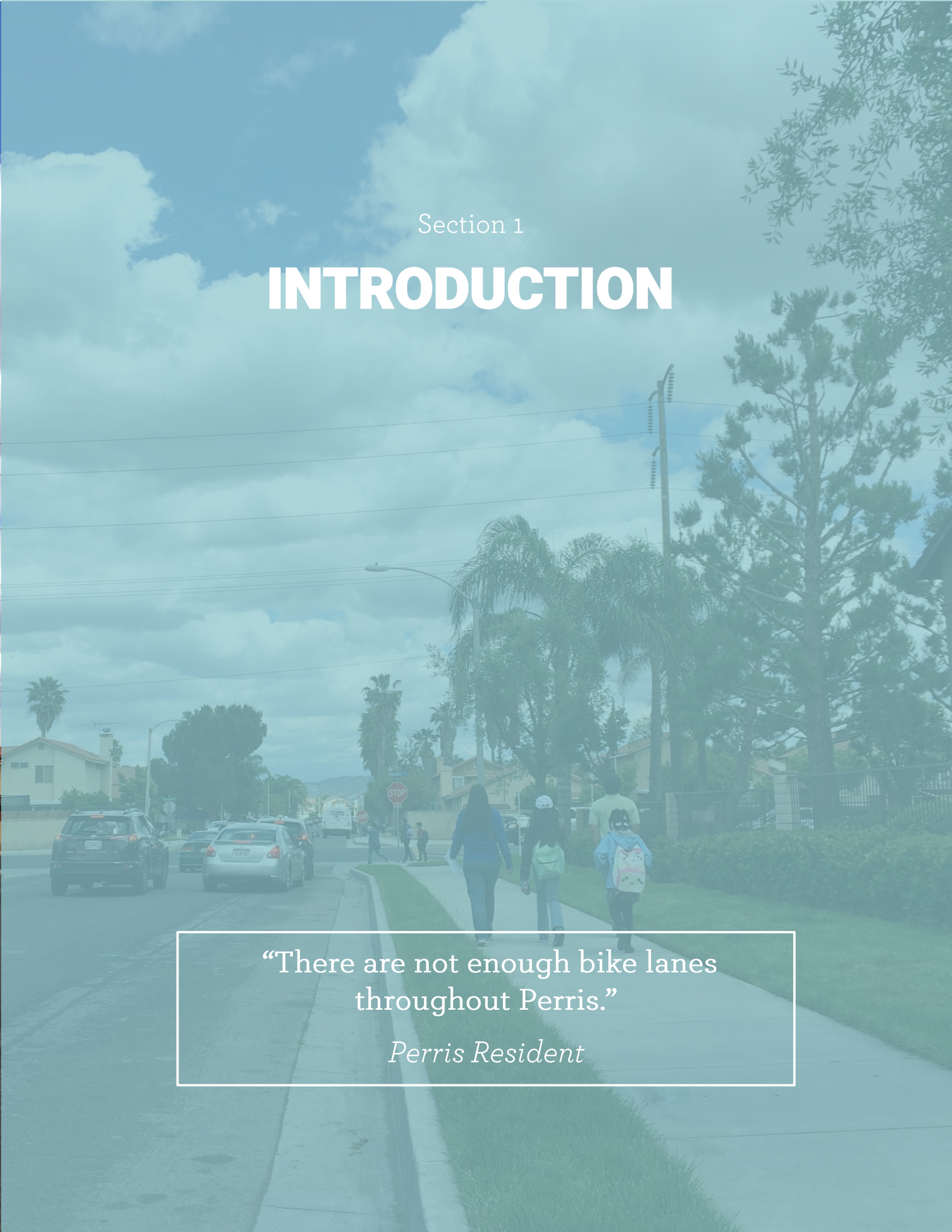
Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans

alta PLANNING + DESIGN

MAKING THIS VISION A REALITY

Following the implementation strategy outlined in Chapter 8, the City will work to secure funding for high-priority projects and programs, with the hopes of expanding our network by over 90% by 2040. As Perris works to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework.

This Plan sets Perris on track to expand walking and biking routes by 90% by 2040.



Section 1

INTRODUCTION

"There are not enough bike lanes throughout Perris."

Perris Resident

1. Introduction

THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

Perris is committed to improving the quality of life for residents and visitors by ensuring walking and biking are convenient, comfortable, and healthy modes of transportation and recreation. This Active Transportation Plan establishes a long-term vision for improving walking and biking in Perris. The Plan is a critical tool for guiding City staff and the development community in building a balanced transportation system that encourages biking and walking. The ultimate goal is shifting more automobile trips to walking and biking as a normal part of daily life.

Our community aims to build an active transportation network that improves mobility options for all of our residents.

BENEFITS OF WALKING, BIKING, AND BEING ACTIVE

Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but from insufficient or ineffective design. Encouraging development that supports biking and walking can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.[1] Shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. However, existing transportation networks

[1] Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.

Providing safe and accessible facilities is a priority in our community.

are often designed primarily for safe and efficient motor vehicle travel. Most roadways poorly protect bicyclists and pedestrians, making them more vulnerable to injury and, in some cases, death. Non-motorists are more likely to suffer injury or death in a collision and are about 1.5 times more likely than motorists to die when getting around.[2]

There are many ways to improve safety for bicyclists and pedestrians while maintaining an efficient transportation system for motor vehicle travel. Successful bicycle and pedestrian improvements on existing facilities tend to focus on changing traffic volume and speed[3] and increasing the separation from vehicles.[4] Additional methods include the design of smarter multi-modal streets, reduced vehicle/bike or vehicle/pedestrian conflict zones, enhanced visibility, and requiring new facility design standards that consider bike/pedestrian safety as a top priority.

This Plan outlines an active transportation network and programmatic changes to help us reduce collisions, improve traffic safety, and protect the historically marginalized members of our community.

Public Health Improvements

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study

[2] Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009. Morbidity and Mortality Weekly Report*. 2012.
[3] Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.
[4] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street.* 2011.

published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors: Nearly half of the U.S. population doesn't participate in any outdoor recreation at all, and only 17.9% got out at least once a week in 2018. The result? One billion fewer hikes, climbs, rides, and other outdoor excursions in 2018 than in 2008. The report also found an alarming impact on youth: Children took part in 15% fewer outdoor activities in 2018 than they did six years before.[5] However, walking and biking is highly impacted by people's ability, or rather inability, to access safe places to do so. Studies demonstrate disparities in the quantity and quality of park spaces between low-income and affluent communities.

Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases.

Creating infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity. Better yet, it has been shown to have substantial benefits on public health with relatively minimal public investment. Biking and walking can help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, improve air quality, and offer an affordable way to have fun. The World Health Organization identified atmospheric particulate matter (PM) with a diameter of less than 2.5 micrometers ($PM_{2.5}$), ozone (O_3), and oxides of nitrogen (NOx), all of which are related to automobile emissions, as the primary pollutants of concern for environmental

[5] Outdoor Foundation. *2019 Outdoor Participation Report*. 29 January 2019. https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

and human health.[6] These pollutants have both short- and long-term effects on respiratory health, cardiovascular health, cancer, reproductive health, and premature mortality in humans.[7] Further, there is increasing evidence that links these emissions to increased systematic inflammation and diabetes risk.[8] Nitrogen dioxide from motor vehicles was found to cause 60% of pediatric asthma cases in urban areas worldwide.[9] Poor air quality particularly impacts vulnerable populations such as older adults, youth, and people with respiratory ailments.

Reducing our reliance on motor vehicles and increasing the use of active transportation will help break the cycle of air pollution and the corresponding negative health impacts. Altogether, the Plan will identify interventions that support safe walking, biking, and recreation opportunities as effective strategies for addressing public health concerns in our community.

Environmental Benefits

Fossil-fuel driven **transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and surpassing those generated from electricity production and industry.10**

Transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States: 30%.

Biking and walking cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings,

---

[6] World Health Organization. *Review of Evidence on Health Aspects of Air Pollution: REVIHAAP Project.* Copenhagen, Denmark: WHO Regional Office for Europe; 2013.
[7] U.S. Environmental Protection Agency. *Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure.* Washington DC 2012.
[8] Jerrett M, Brook R, White LF, et al. Ambient ozone and incident diabetes: A prospective analysis in a large cohort of African American women. *Environment International.* 2017;102:42-47.
[9] Pattanun A, Brauer M, Hystad P, Anenberg S. Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO2 pollution: estimates from global datasets. *The Lancet Planetary Health.* 2019.
[10] United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.

food production, and housing. Replacing driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

Implementation of this Plan not only reduces our contribution to climate change, but will also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and provides options for people to remain mobile when other transportation modes are disrupted by climate events. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.

Equity

Many people in our community, including children, older adults, people with physical disabilities, low-income community members, and those who do not own or have access to a vehicle, rely on walking, biking, and transit to get where they need to go on a daily basis. When age and physical abilities are not a barrier, costs associated with car ownership can still significantly inhibit mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found **that households in automobile-dependent communities devote 50% more of their income to transportation (more than**

Ensuring everyone has access to safe and affordable transportation options helps improve the wellbeing of our community.

$8,500 annually) than households in communities with better conditions for walking and biking (less than $5,500 annually). Indeed, transportation typically accounts for a household's second-largest expenditure behind housing. For low or under-resourced households, however, this high cost of driving can consume a high portion of peoples' incomes and make them transportation burdened. Unsurprisingly, people with low incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.[11]

When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to exercise and rest, and less time for obligations like picking up children from childcare, visiting the doctor, or grocery shopping. Impeding access to these and other basic necessities can have health consequences and exacerbate health inequities.[12]

Active transportation options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.

Environmental factors and infrastructure deficiencies also disproportionally affect low-income and minority communities. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. Bicyclists and pedestrians in low-income communities and communities of color have higher injury and fatality rates. In the United States, Latinx and African American bicyclist/pedestrian fatality rates are double that of White Americans.[13] Children[14]

[11] Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity.* 2015.
[12] PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research.* 2009.
[13] Safe Routes to School. 2015.
[14] Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.

and older adults[15] are especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speed and volume, as well as available or missing infrastructure that creates safe or unsafe environments. Further, when these populations choose to walk or bike, often times, they are faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,[16] and people with low incomes and people of color are more likely to live near major roads, highways, or truck routes.[17]

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.[18] Active transportation plans that improve biking and walking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a motor vehicle, enabling safe, affordable access to economic and social opportunities that are known to predict health later in life.

The Plan will enhance the accessibility of pedestrian and bicycle networks in our community, making daily transportation and physical activity more viable for children, older adults, people of color, and people with physical disabilities. The Plan will be designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.

Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability and sense of connectedness, and by extension, residents' quality of life. Communities become more pleasant when noise and air pollution are reduced, and when urban space is reserved for facilities that

[15] Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of qualitative studies*. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.
[16] Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis.* 2014.
[17] Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions.* 2007.
[18] Policy Link Prevention Institute. 2009.

enable people of all ages and abilities to travel in safe and enjoyable settings. This Plan works to increase the quality of life for all residents in our community.

Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than $147 billion.[19]

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.[20] Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. **Active transportation investments allow cities to do more with fewer taxpayer dollars.** And in many cases, such projects result in higher spending at local businesses.[21] This Plan sets Perris on track to help residents spend less on transportation, and our community to do more with our existing resources.

[19] Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, https://www.cdc.gov/obesity/adult/causes.html.
[20] Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, https://www.bls.gov/news.release/cesan.nr0.htm.
[21] New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

Section 2

THE VISION

"I think it is honorable that the City of Perris would undertake a plan to make commuting safer for myself and the rest of the citizens of Perris, as my primary method of transportation is a road bicycle." *Perris Resident*

2. The Vision

EQUITY FRAMEWORK

This Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in the community?
- What outcomes do the most vulnerable residents want to see come from this planning effort?
- How can implementation of the Plan work towards these outcomes?

The Plan identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity safety and health, access and comfort, affordability, and an enhanced network. The Plan also defined future actions and ways to measure progress on these four goals.

Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Perris' transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Black, Indigenous, Latinx, and other People of color
- People identifying as women, queer, and transgender

Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments.

This Plan aims to serve existing residents and reduce disparities in access to affordable, safe, and comfortable transportation.

- People of no- and low-income/under-resourced
- People with limited English proficiency
- People with disabilities
- Children and older adults
- Single parents
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

State-Identified "Disadvantaged Communities"

This Plan also works to improve conditions in state-identified "disadvantaged communities" within Perris. In 2012, the California Senate passed SB 535 requiring that a portion of all revenue from the state's Greenhouse Gas Reduction Fund be spent on projects that benefit disadvantaged communities, and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as "disadvantaged." CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Census tracts scoring in the top 25% qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans Active Transportation Program (ATP), also defines communities with median household incomes at or below 80% of the state median as "disadvantaged." For Safe Routes to School projects, Caltrans accepts communities in which at least 75% of students qualify for free or reduced-price meals as "disadvantaged."

Serving Current Residents

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants,

rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

The project recommendations have been shaped by—and designed for—the existing residents of Perris. **Consistent with the Equity Framework, this Plan supports current residents' right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized.** The City will prioritize the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.

The Equity Framework not only guides the recommendations in this Plan, but will continue to guide Perris during implementation.

VISION

Perris is a community where every street conveniently promotes walking and biking in a safe and comfortable atmosphere for people of all ages and abilities.

GOALS, OBJECTIVES, AND ACTIONS

Safety & Health

This Plan will empower residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.

Asking the Right Questions

- Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?

How Do We Measure Progress?

- Reduce the number of severe and fatal collisions to zero by 2040
- Begin providing K-12 students with education on safe walking and biking.
- Increase outreach and education events throughout Perris, particularly in disadvantaged neighborhoods, by 20%
- Increase walk/bike mode share by 5%
- Decrease the number of poor air quality/smog days by 25%
- Decrease rates or prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	1. Prioritize quick implementation of bicycle and pedestrian facilities on streets with high rates of traffic collisions (such as Perris Boulevard and West 4th Street) according to the Statewide Integrated Traffic Records System (SWITRS), and as collisions occur. 2. Annually evaluate data on bicyclist and pedestrian stops by local law enforcement. Determine if stops disproportionately impact a specific group of residents (e.g., based on race, gender, age, or other identity). 3. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices. 4. Implement best practice facilities, including flashing beacons, bulb-outs, and protected intersections, to improve safety and reduce collisions throughout the city. 5. Fund safety education programs for both people driving and people biking that encourage safe behaviors. 6. Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.
B.	Promote an active lifestyle that includes biking and walking	1. Dedicate City staff to implement programs that encourage residents to walk and bike together on city streets. 2. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding or resources for educational activities. 3. Provide more opportunities for outdoor recreation via parks and other open spaces, "recreation-friendly streets," and joint-use agreements with school facilities. 4. Develop a citywide bicycle map for public use. 5. Establish a bicycle-friendly business program to encourage biking and walking by employees and customers. 6. Integrate active transportation and walkable/bikeable character into new development projects.

Objective		Action
C.	Reduce air pollution, asthma rates, and greenhouse gas emissions	1. Build an active transportation network that encourages residents to choose modes of transportation other than driving by providing low-stress facilities, robust pedestrian networks, and first/last mile access to transit. 2. Achieve a 5% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit. 3. Support walkable and bikeable land use, including diversity of activities, strategic placement of high density and mixed-use development, and connectivity between key destinations.
D.	Reduce travel times for low-income households	1. Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2030.

Access & Comfort

This Plan will support increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan prioritize the needs and trip patterns of vulnerable users? • Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements? • Does the Plan support and not impede public transit service?	• Increase the share of people walking and bicycling to work to 3% by 2030 and 5% by 2040 • Increase the share of students walking or bicycling to school to 10% by 2030 and 20% by 2040 • Reduce the percent of streets that are Level of Traffic Stress (LTS) 4 from 17% to 5% by 2040

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan consider universal design principles that serve all users, including those with physical disabilities?	• Implement a Complete Streets policy • Implement a Safe Routes to School (SRTS) Program • Implement a Vision Zero program • Make a SCAG Safety Pledge • Complete Tier 1 projects recommended in this Plan by 2030 and Tier 2 projects by 2040

Objective		Action
A.	Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations	1. Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods with destinations like employment centers, grocery stores, community centers, schools, and shopping areas. 2. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. 3. Pursue grant funding for the installation of new bicycle and pedestrian facilities. 4. Evaluate all streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis. 5. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans. 6. Install wayfinding signage, informational kiosks, and other amenities at key destinations to help guide bicyclists and pedestrians.

Objective		Action
		7. Ensure street furniture supports active transportation. Allocate benches, shade, and hydration amenities in areas with high volumes of people walking and biking. 8. Maintain a pedestrian through zone free from all types of obstructions including poles, benches, utility boxes, etc. Work with local businesses to prevent obstruction of pedestrian walkways by items such as restaurant seating and merchandise.
B.	Address barriers so that vulnerable populations can take part in the improvements	1. Continue to support existing bike raffle giveaways that occur in conjunction with special events. Seek funding to provide opportunities for walking/biking supplies giveaways. 2. Provide free basic bicycle maintenance training and bicycle tool lending at libraries to empower residents to fix bicycle issues for minimal cost. 3. Provide bike parking, fix-it stations, and hydration stations at key community destinations.
C.	Support public transit service	1. Design bikeways on transit streets using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g. floating bus islands, bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), produced by the National Association of City Transportation Officials' (NACTO). 2. Work with Riverside Transit Authority (RTA) to improve bicycle and pedestrian access (first/last mile connections) to transit stations and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3. Work with RTA to require and install rear wheel guards on all agency buses. 4. Install more secure, long-term bicycle parking at major transit hubs.

Objective		Action
D.	Prioritize the needs and trip patterns of vulnerable populations	1. Increase the overall mileage of the sidewalks and low-stress bicycle network in low-income neighborhoods by 25% by 2030. 2. Prioritize the construction of facilities that connect existing active transportation networks and address disparities between neighborhoods. 3. Develop Safe Routes to School Plans for each K-12 school in Perris in collaboration with the schools and school districts to identify specific improvements for school-age pedestrians and bicyclists through focused studies.
E.	Prioritize universal design standards	1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc. 2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards. 3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance. 4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities.

Affordability

This Plan will work to reduce the burden of transportation costs on households.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan help reduce the burden of transportation costs? • Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)? • Does the Plan enhance affordability for existing residents?	• Build a complete network of low-stress bikeways by 2040 • Connect all major transit stops and community destinations with bicycle and pedestrian facilities by 2030 • Demonstrate a reduction in vehicular trips and an increase in walking and bicycling with traffic counts by 2030

Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for people, particularly those in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation. 2. Build facilities that provide first- and last- mile connections to public transit stations and major bus stops. 3. Integrate sustainable transportation improvements with housing projects, particularly affordable housing. 4. Establish "Cultural Corridors" around large transportation investments to bolster cultural celebration, local economic growth, and ability to stay in place. 5. Develop an "Equity Scorecard" to assess new projects within the community to ensure priorities, goals, and desired outcomes related to equity are being met.
B.	Reduce long-term transportation costs by reducing the need	1. Review the Perris Planning Code and identify opportunities to reduce or eliminate parking minimums.

Objective	Action
for vehicle ownership or for parking in new developments	2. Update the Perris Planning Code to require more bicycle parking in major development projects. 3. Update the Perris Planning Code to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments. 4. Update the Perris Planning Code to require pedestrian improvements (such as sidewalks, bulb-outs, and ADA compliant curb ramps) in major development projects. 5. Revise the menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.

Maintain & Expand the Network

This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan adequately position our community for successful implementation? • Does the Plan ensure equitable distribution of proposed facilities?	• More than triple the mileage of existing bikeways by 2030 • Double the number of short-term and secure long-term bicycle parking locations by 2030 • Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities. • Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB) by 2030

Objective		Action
A.	Integrate bicycle and pedestrian network and facility needs into all Perris planning documents and capital improvement projects	1. Review the City's Capital Improvement Program (CIP) list on an annual basis to ensure that recommended projects from this Plan are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities. 2. Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied. 3. Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities.

Objective		Action
		4. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations. 5. Conduct regular pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB. 6. Conduct a report every three years on the implementation status of the Plan.
B.	Leverage existing funding to maximize project delivery	1. Utilizing City funds as a local match if needed, aggressively pursue funding from available grant sources. 2. Actively develop projects from the Plan to position the City to best compete for grant funding. 3. Follow the Plan's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring. 4. Continue preparing an annual Work Plan including the status of pedestrian and bicycle projects in this Plan that have been completed, are in progress, and are proposed for the budget year showing scope, schedule, and budget by fund source. 5. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.
C.	Maintain designated facilities to be comfortable and free of hazards to biking and walking	1. Sweep streets regularly, with priority given to those with higher pedestrian and bicycle traffic. 2. Trim overhanging and encroaching vegetation to maintain a clear path of travel along pedestrian and bicycle facilities. 3. When an off-street facility is constructed, establish an inspection and maintenance program. 4. Develop a procedure for inspection and maintenance of bicycle parking facilities.

Objective	Action
	5. When roadway projects occur, require roadway to be of satisfactory quality for smoothness and restriping suitable for bicycling. 6. Publish a triennial report on the state of walking and bicycling in Perris to monitor and evaluate the City's progress on implementing the Plan.

Section 3

LOCAL BACKGROUND

"Rider is a street with a lot of suburban homes. It would also be a great bicycle route as well. It should span all of Rider Street." *Perris Resident*

3. Local Background

HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Perris, the topography is relatively flat, mild weather, with great views of Mt. San Jacinto. The City is located in Riverside County, 71 miles southeast of Los Angeles. The railroad played an important role in the establishment of Perris, but as the rail service was terminated in the early 1890's, agriculture began to play a more important role. On May 26, 1911 Perris became an incorporated city. Dry grain farming was the main crop before the Eastern Municipal Water District brought water into the valley in the early 1950's. The construction of Lake Perris in the early 70's allowed Perris to become an attractive recreational area. Hot air ballooning, the Orange Empire Railway Museum, and skydiving activities all attract visitors to Perris. Today, the largest industries in Perris are retail trade, construction, transportation and warehousing, health care, and social services.

EQUITY ANALYSIS

To better understand the demographics and needs of our community, the project team conducted an equity analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Perris. For this analysis, the following indicators were used:

- Age: Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- Race: This indicator measures the percentage of the population that identifies as non-white.
- No Access to a Vehicle: This indicator measures the percentage of households who do not have regular access to a vehicle.
- Income: This indicator measures the median household income.
- CalEnviroScreen 3.0: This indicator identifies disadvantaged communities as compared to other places in California.

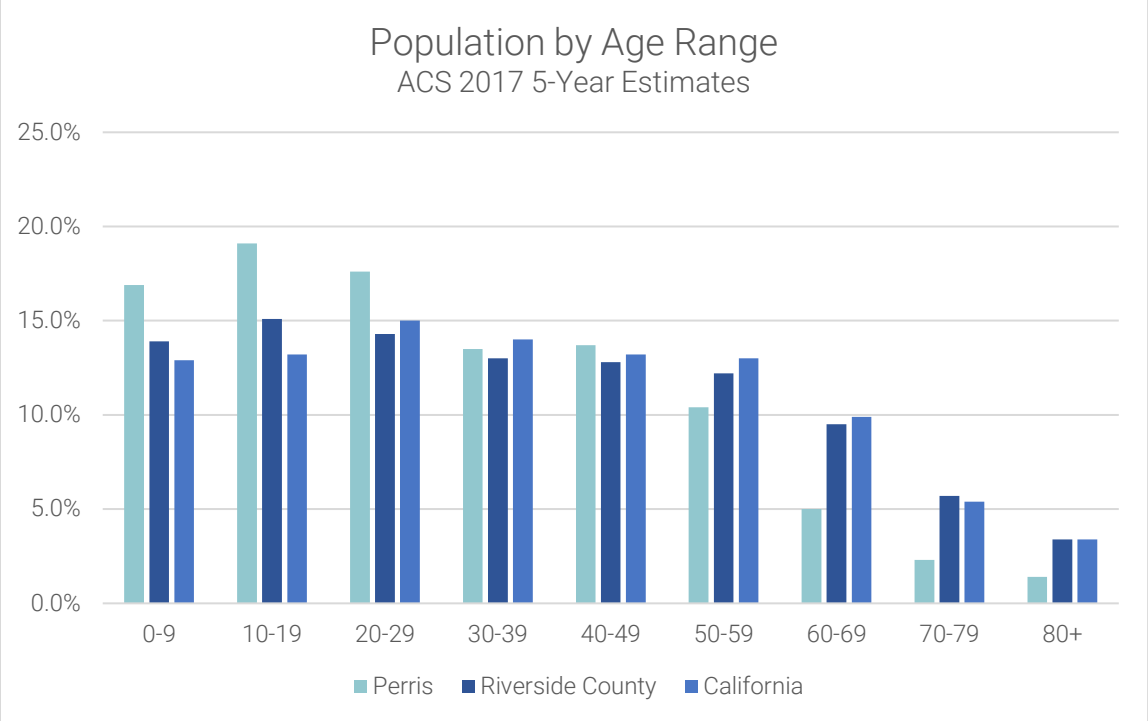
Demographics

Perris is home to approximately 75,000 residents. Riverside County, on the other hand, has a population of over 2.35 million people.

Age

When compared to the county population, Perris is younger, with more people between 0 and 39 years old, as shown in Figure 1. In Perris, more than 36% of residents are under the age of 19; in Riverside County, that proportion is only 29%. The median age in Perris is 27 years, whereas the median age for the county is 35 years. Conversely, Perris has a much lower proportion of older adults in our community than found in the county or state.

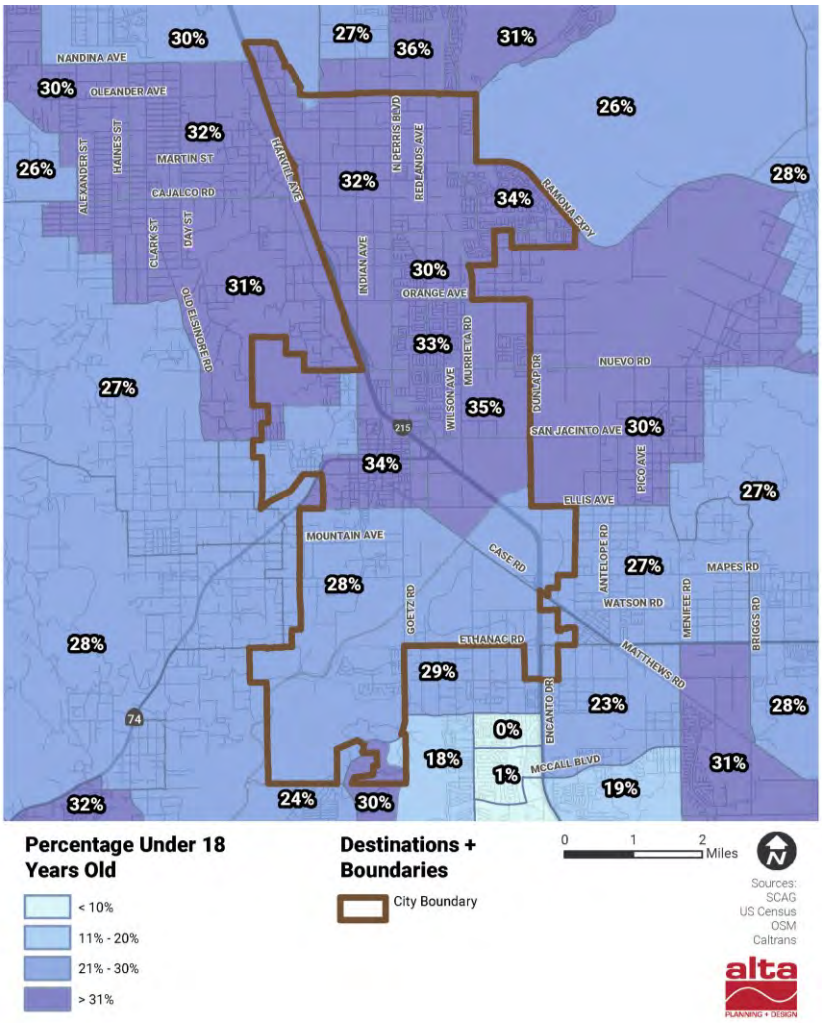
Figure 1. Distribution of Ages



UNDER 18

The youth populationis fairly evenly distributed throughout the City of Perris and in several census tracts in the northern part of the City. Youth comprise between 28% and 35% of the population across all census tracts, and make up 35% of our overall population.

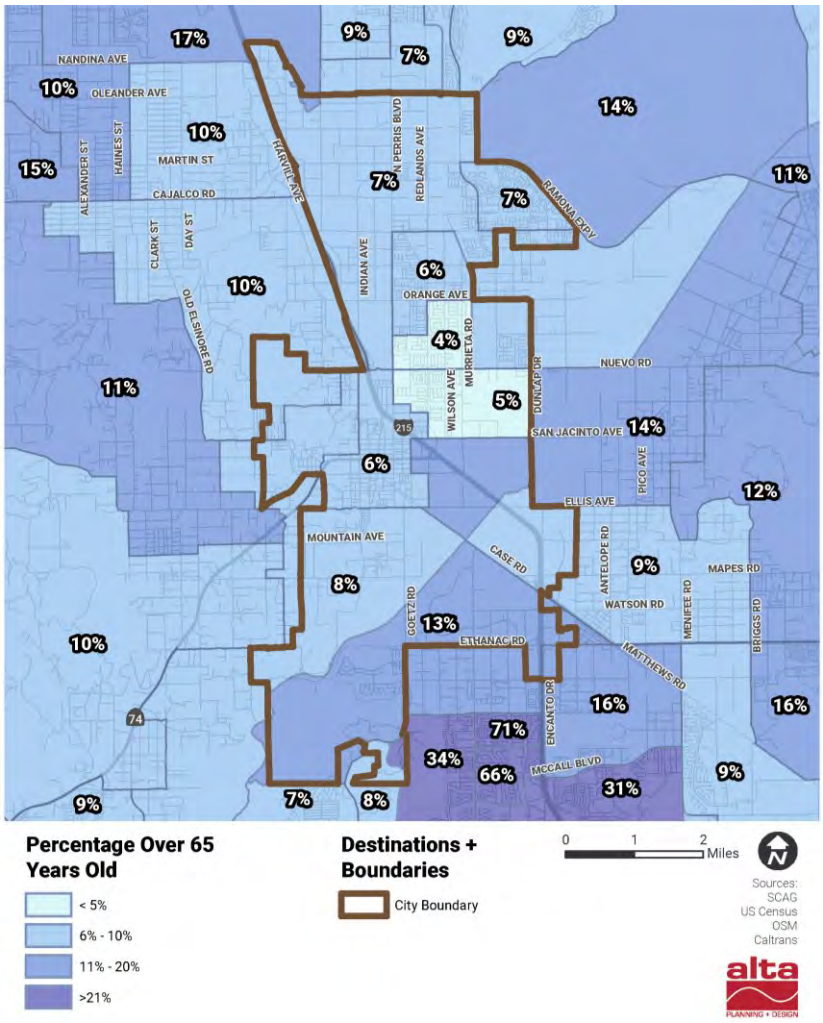
Figure 2. Percentage of Population Under 18



OVER 65

The concentration of population over the age of 65 has a different spatial distribution to that of the population under the age of 18, with higher concentrations of older adults in southern Perris than elsewhere. Census tracts range from having 4% to 13% or residents over 65. Higher concentrations of those over the age of 65 are in close proximity to the existing nursing and retirement home facilities in Perris.

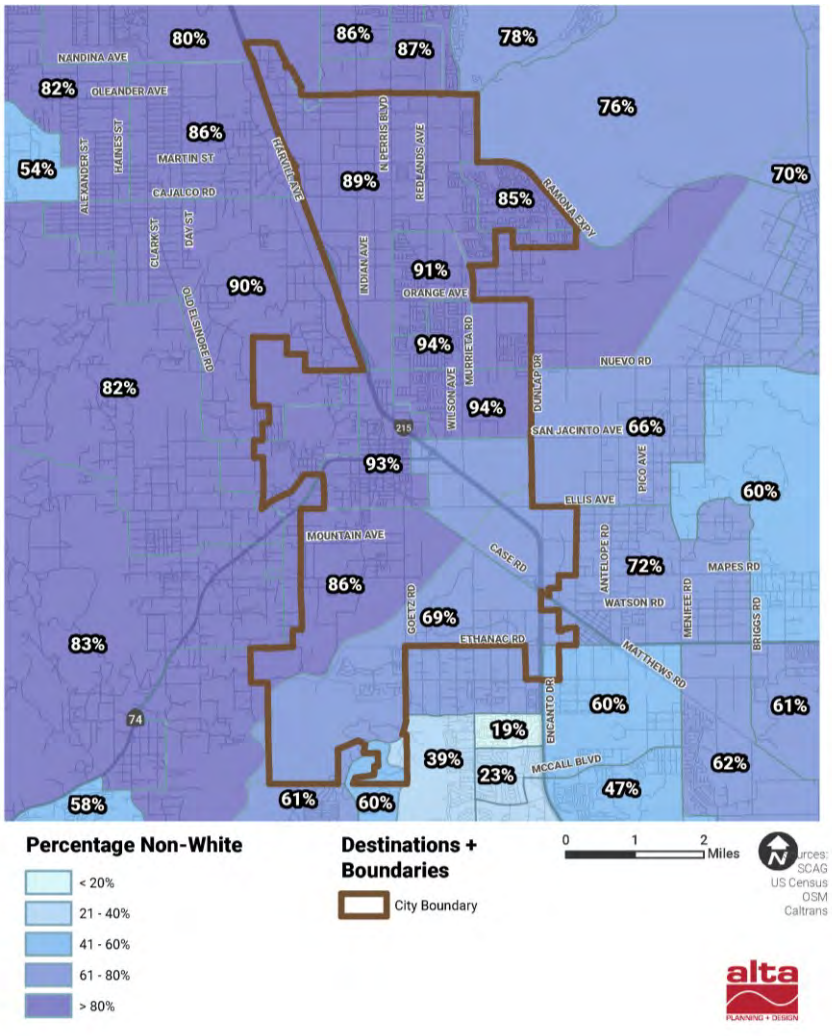
Figure 3. Percentage of Population 65 and Older



People of Color

Approximately 90% of Perris residents identify as non-white. Census tracts' populations can range from 69% people of color to 94%. Higher concentrations of non-white populations are located within central Perris and are located near existing transit corridors.

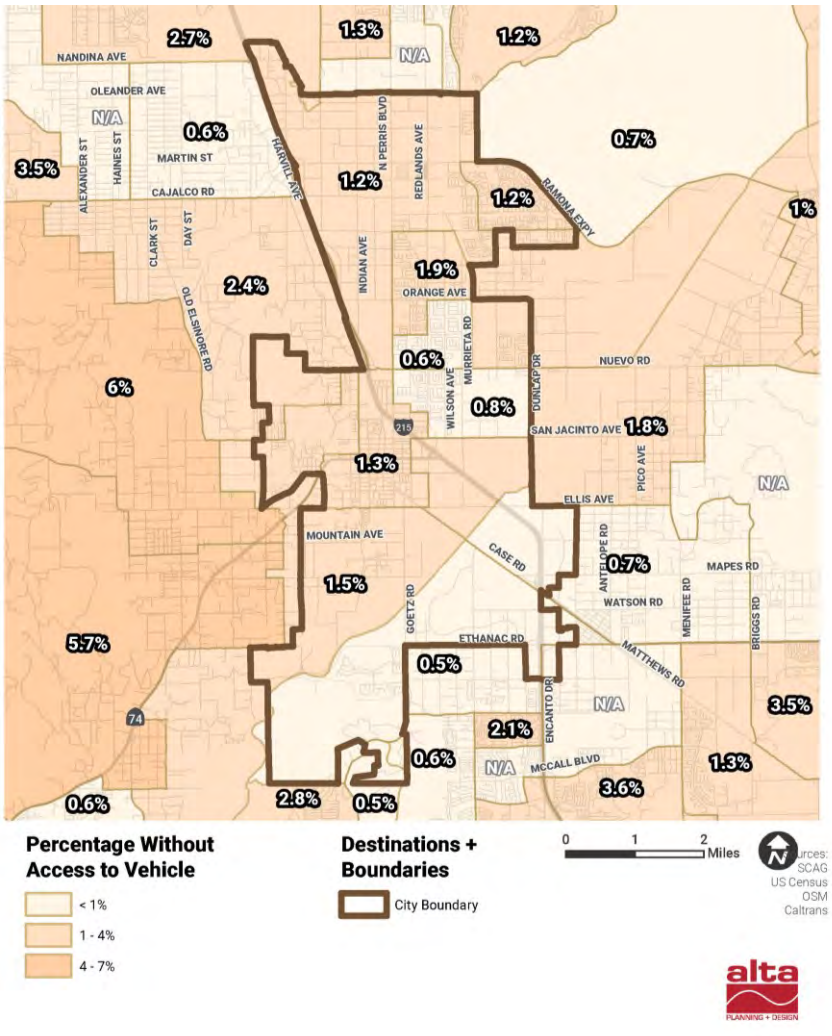
Figure 4. Percentage of Population that is Non-White



No Access to Vehicles

In general, areas with higher concentrations of no motor vehicle access are found in the northeast and southeastern part of the City. Census tracts range from 1% of households without access to a motor vehicle, up to nearly 2% of households. However, the mean percentage citywide is just over 1.2%, which is somewhat lower than in Riverside County overall (1.8%).

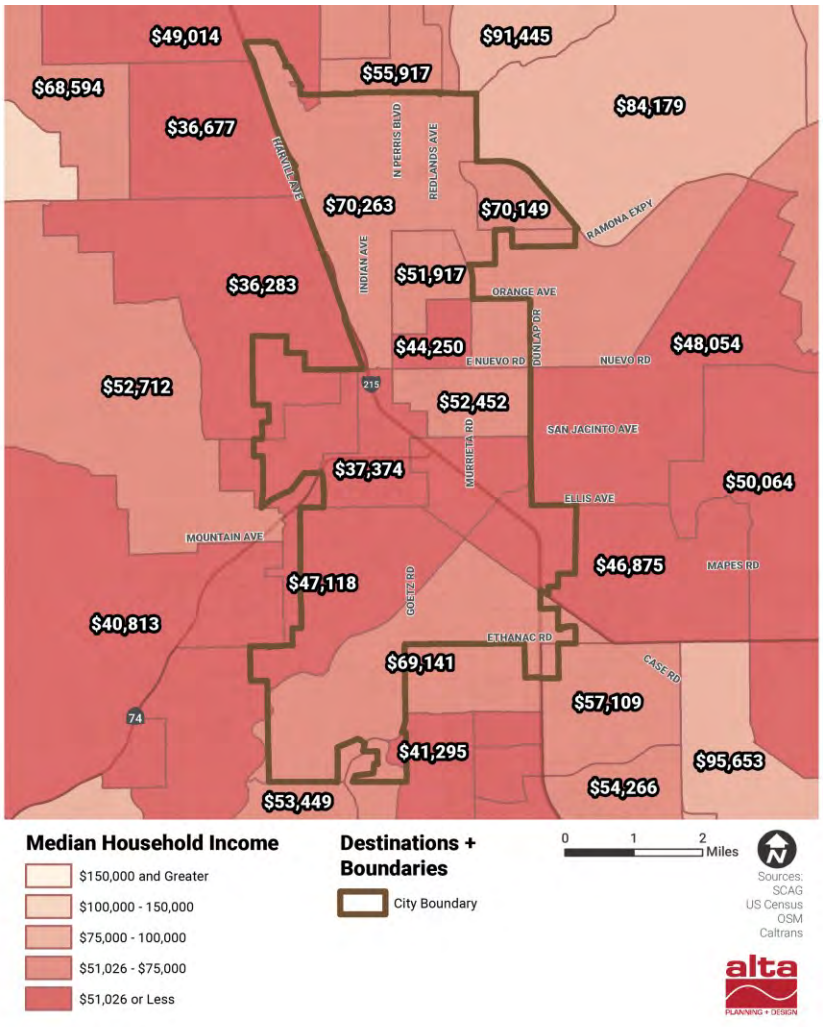
Figure 5. Percentage of Households without Access to an Automobile



Median Household Income

The overall median household income in Perris is $54,657, which is slightly lower than the County's median household income of $60,807. Households in the north as well as the southeast corner have significantly higher household incomes compared to the rest of the city.

Figure 6. Median Household Income



CalEnviroScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Areas in Perris that meet this threshold are indicated in Figure 7.

LAND USE & DESTINATIONS

Land uses in Perris are shown in Figure 8. Perris is primarily comprised of agriculture, single-family residential, and industrial uses. Parks and open spaces can be found at the southern end of the City and Perris Reservoir to the northeast. Major transit hubs include the Downtown Perris Station Transit Center, and the South Perris Metrolink Station is located in the heart of downtown Perris and now serves as both hub for RTA buses and Metrolink's Perris Valley Line. The South Perris Metrolink was created in 2016 to accommodate the expansion of the Metrolink service to Perris, and is located in southeast Perris. It is not at present connected by bicycle or pedestrian facilities. All major public buildings such as City Hall, the Police Department, and the Department of Public Health are located downtown. Our city has 25 schools served by the Perris Elementary School District, Perris Union High School District, and Val Verde Unified School Districts. There are also 10 private schools located in the city. The major shopping centers in the city include Perris Plaza on North Perris Boulevard and Perris Crossing on Case Road, which also serve as major employment centers. The Perris Valley Historical Museum is located downtown on 4th Street. The Southern California Railway Museum is located in the southern part of town as is the Perris Valley Airport. Lake Perris is located northeast of the City of Perris, and is a major recreational area serving the region.

Figure 7. CalEnviroScreen 3.0 Scores by Census Tract

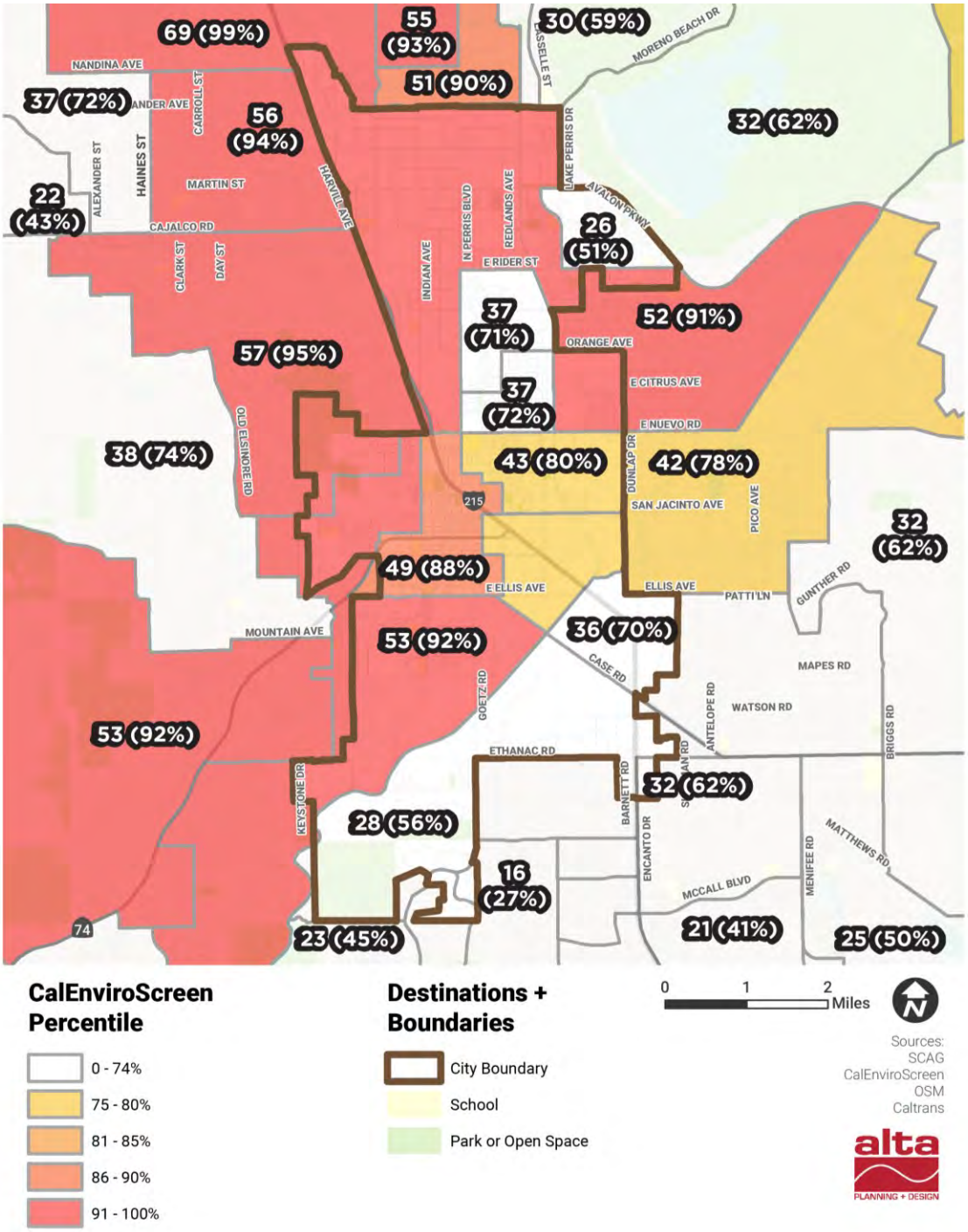
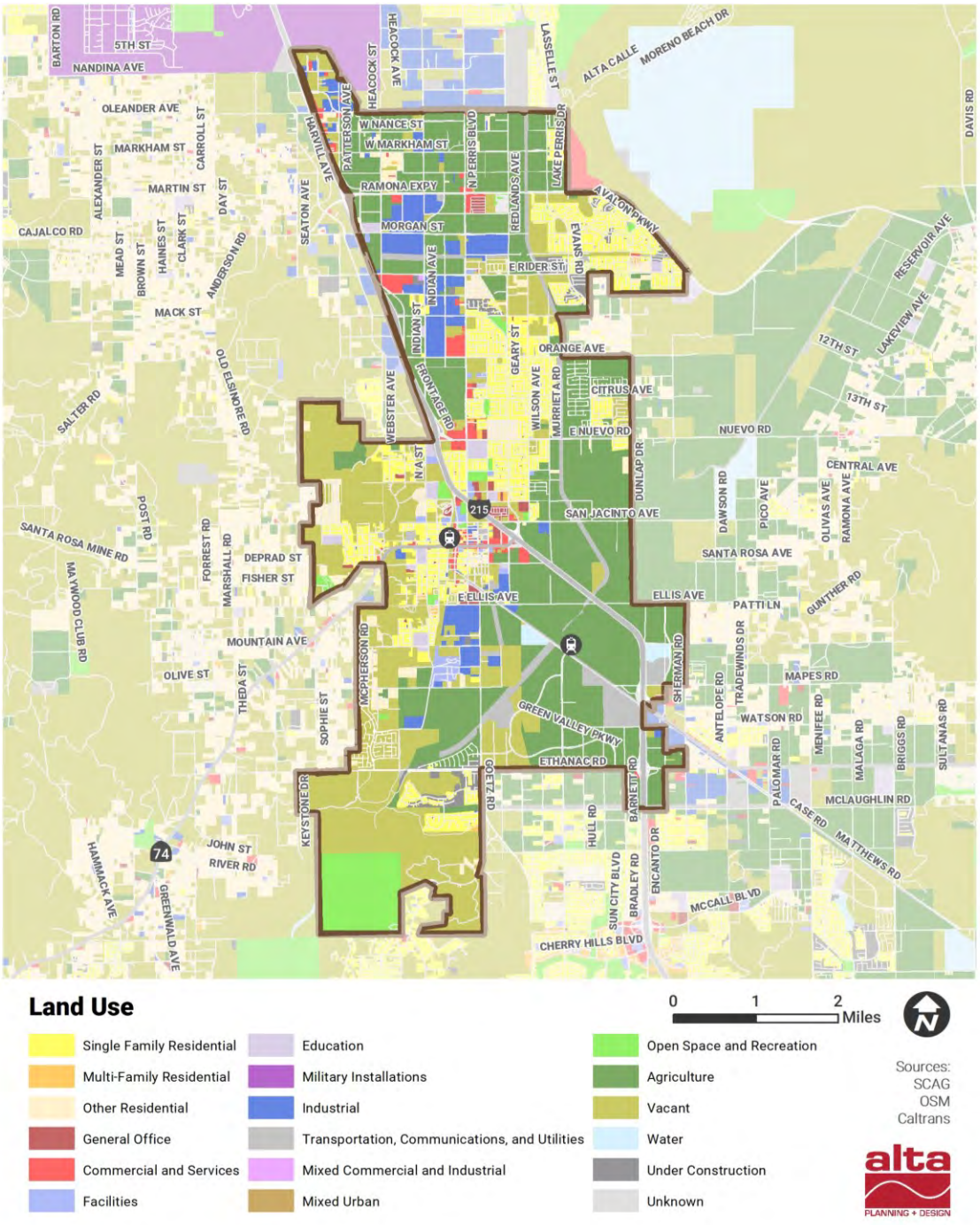


Figure 8. Land Use



Transit Access

Perris is served by several transit providers and routes that offer connections to local and regional destinations. Major transit hubs include the Perris Station Transit Center located in the heart of downtown Perris. The station provides easy access to Metrolink's 91/Perris Valley Line which goes to downtown Los Angeles. The station provides connections to nine Riverside Transit Agency (RTA) bus routes and Dial-A-Ride vehicles, serving more than 1,000 passengers per weekday. Also located at the station is a park-and-ride facility. Overall, ten RTA bus routes serve our city; all RTA buses on fixed-routes feature bike racks. The South Perris Metrolink Station is located on Case Road and is served by three RTA bus routes as well as Metrolink's 91/Perris Valley Line. The Downtown Perris Transit Station serves as the main transit hub in Perris, providing connections to regional buses and Metrolink's Perris Valley Line.

The Downtown Perris Transit Station serves as the main transit hub in Perris, providing connections to regional buses and Metrolink's Perris Valley Line.

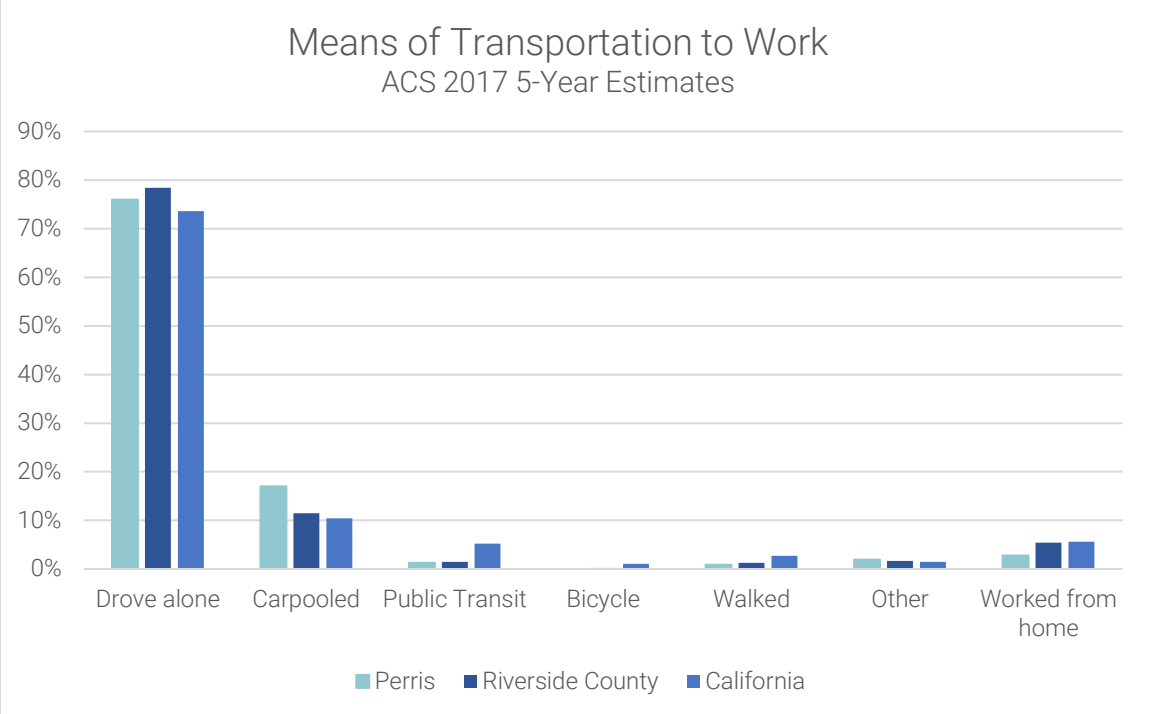
EXISTING TRAVEL PATTERNS

Mode Share

Of the 28,708 Perris residents 16 or older officially in the workforce as of 2017, less than 1% are estimated to walk and only seven residents are estimated to use a bicycle to commute (see Figure 9). However, rates of biking and walking are likely higher than this, as the ACS does not factor recreational trips or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination.

Approximately 1% of workers (about 353) are estimated to not have access to an automobile. These workers would rely on transit, walking, bicycling, or carpooling to get to work. Although only 12% of our city's workforce is estimated to live and work in Perris (approximately 2,455 workers) whereas many workers commute to other cities for work, many non-commute trips are short, local journeys that could be done by bike or on foot.

Figure 9. Means of Transportation to Work



PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents. These include Perris' own documents, such as the General Plan, Specific Plans, Climate Action Plan, and Trail Master Plan. Perris also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Riverside County, and the State of California.

This Plan will help Perris continue to meet the following goals. See Appendix D for all of the relevant plans and policies.

Local

General Plan

- Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.
- Require traffic calming improvements in areas zoned for residential use, areas zoned for single-family use, along streets adjacent to school sites, and in the downtown area where such techniques will improve safety and manage traffic flow.
- Facilitate safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space and schools that service those neighborhoods.
- Encourage land uses and new development that support alternatives to the single occupant vehicle.
- Install bike paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
- Support efforts to create transportation options beyond an auto-centric focus.

Trail Master Plan

- Develop a complete bikeways and trails network that supports commuter and recreational user needs.
- Accommodate bicycle use through supportive amenities and facilities.
- Improve bicycle and pedestrian safety.
- Increase funding for pedestrian and bicycle facilities.
- Promote bicycling as a positive alternative for commuting and recreation.
- Maintain roadways and bicycle and pedestrian related facilities so they provide safe and comfortable conditions for the user.

Regional

Western Riverside Active Transportation Plan

- Establish a "regional network of bicycle and pedestrian facilities through prioritization of local projects" to maximize regional mobility as stated in the Sustainability Framework.

Riverside County Comprehensive Trails Plan

- A backbone trail network that is feasible, compatible with other plans, leverages trails within other jurisdictions, and closes gaps in a countywide trail system.

State

Toward an Active California: State Bicycle and Pedestrian Plan

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010).

Section 4

EXISTING CONDITIONS

"The bike path is started on Nuevo Rd but it is not complete. It would be great if it was connected to the bike path that begins on Orange Ave" *Perris Resident*

4. Existing Conditions

ACTIVE TRANSPORTATION OVERVIEW

Types of Active Transportation

Any human-powered mobility classifies as "active transportation." Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, and using a wheelchair or other mobility device. In addition to people walking, "pedestrian" also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Active transportation promotes positive public health outcomes, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

The increased prevalence of technology such as electric bicycles ("e-bikes") and other motor-assisted vehicles has introduced a new element to "active transportation" considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

Types of Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue to enhance the pedestrian experience in Perris.

SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Most streets in the community have sidewalks or pathways on at least one side, particularly in newer developments and in the downtown core. Sidewalks in Downtown Perris feature stylized paving, benches, ample street trees, and pedestrian-scale lighting, which together enhance the pedestrian experience there. Sidewalks and pedestrian improvements are particularly important around

Landscaping and shade trees create pleasant walking conditions on this sidewalk.

schools. Arrival and dismissal periods can cause congestion that increases the potential for conflicts between people walking and driving.

Many sidewalks on large collectors and arterials are immediately adjacent to the roadway. Sidewalks in newer, residential developments are often buffered by a planting strip. Some older neighborhoods, such as Enchanted Heights, lack sidewalks altogether. Roads with missing or intermittent sidewalks include:

- Case Road
- Goetz Road
- Metz Road
- Nuevo Road
- Orange Avenue
- Perris Boulevard
- Ramona Expressway

CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked, however marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be standard parallel lines or the "continental" high visibility pattern shown in the image to the right, which enhances visibility of the crossing and is becoming best practice. Crosswalks in school zones are yellow.

Continental crosswalks enhance the visibility of pedestrians in this intersection.

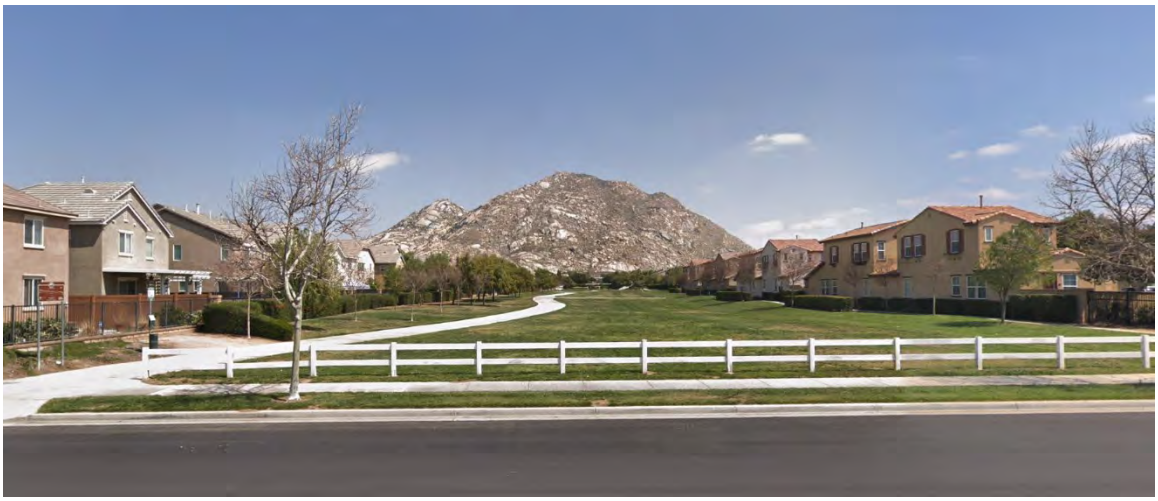
CURB RAMPS

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk or vice versa. A sidewalk without a curb ramp can be useless to someone in a wheelchair or pushing a stroller, forcing them back to a driveway and out into the street for access. Many streets in our downtown have curb ramps; however, most feature the "diagonal" approach as opposed to the recommended "perpendicular" approach of placing curb ramps in both directions of travel.

Mid-block crossings are enhanced with high-visibility markings, such as the "continental" ladder lines used here. However, this crossing lacks curb ramps, making it inaccessible to people using mobility devices or strollers.

REGIONAL HIKING TRAILS

As outlined in the Villages of Avalon Specific Plan, the Avalon development near the Perris Reservoir utilized a half-mile portion of the Metropolitan Water District Aqueduct (between Bradley Road and Ramona Expressway) to create a public linear park. Fit with 0.8 miles of regional hiking trails, the park offers recreational opportunities for walking and riding bicycles and is planned to continue further west.



View of the linear park from Bradley Road facing east. (Google Streetview 2018)

View of the linear park from Bradley Road facing west. (Google Streetview 2018)

Bicycle Facilities

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 15 miles of bikeways (see Figure 10).

Descriptions of each bikeway class are included in the following section, and bikeways are mapped in Figure 11 to show where they currently exist in Perris.

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

There are currently 6.5 miles of Class I shared use paths in Perris along Ramona Expressway.

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars where people may open doors into the bicycle lane (buffered bicycle lanes are referred to in this Plan as "Class IIB").

There are currently 8 miles of Class II bicycle lanes and throughout the city of Perris.

Class I shared use path provides low-stress routes for people of all ages and abilities.

Class II bike lanes can be improved by providing painted buffers. A Class II bike lane on Perris Boulevard

Above: *Class III facilities provide bike routes on low-speed streets.*

Below: *Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.*

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as "bicycle boulevards" (referred to in this Plan as "Class IIIB"). The Perris Fire Department will be included in discussions about new or altered features on bicycle boulevards, to ensure access for emergency responders is maintained.

The only existing Class III bicycle routes in Perris are along Evans Road north of Ramona Expressway. A four-lane road with a posted speed limit of 45 miles per hour, Evans Road does not meet the low-speed, low-traffic volume typically recommended for Class III facilities.

CLASS IV SEPARATED BIKEWAYS

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No Class IV separated bikeways exist in Perris.

A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.

Figure 10. Existing Bikeways by Class and Length

Previously Planned Facilities

While Perris' existing bikeway network covers over 15 miles, previous planning efforts have offered visions for a larger and more connected network spanning more than 150 total miles. Figure 12 shows the locations and types of bicycle facilities recommended in the Perris Trail Master Plan and the Western Riverside Active Transportation Plan. This planning effort builds on those recommendations and provides an updated vision of Perris' active transportation network.

Figure 11. Existing Bikeways

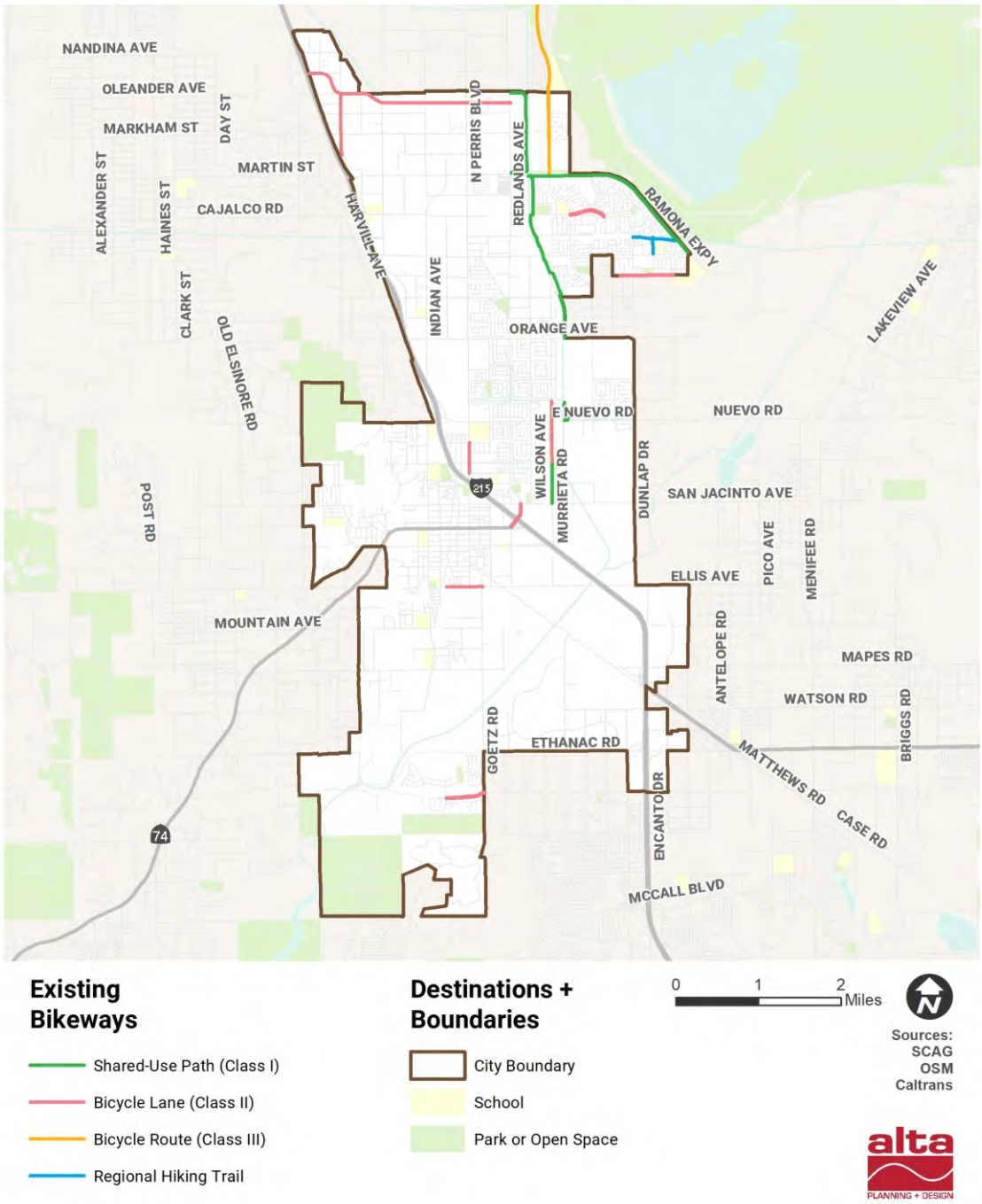
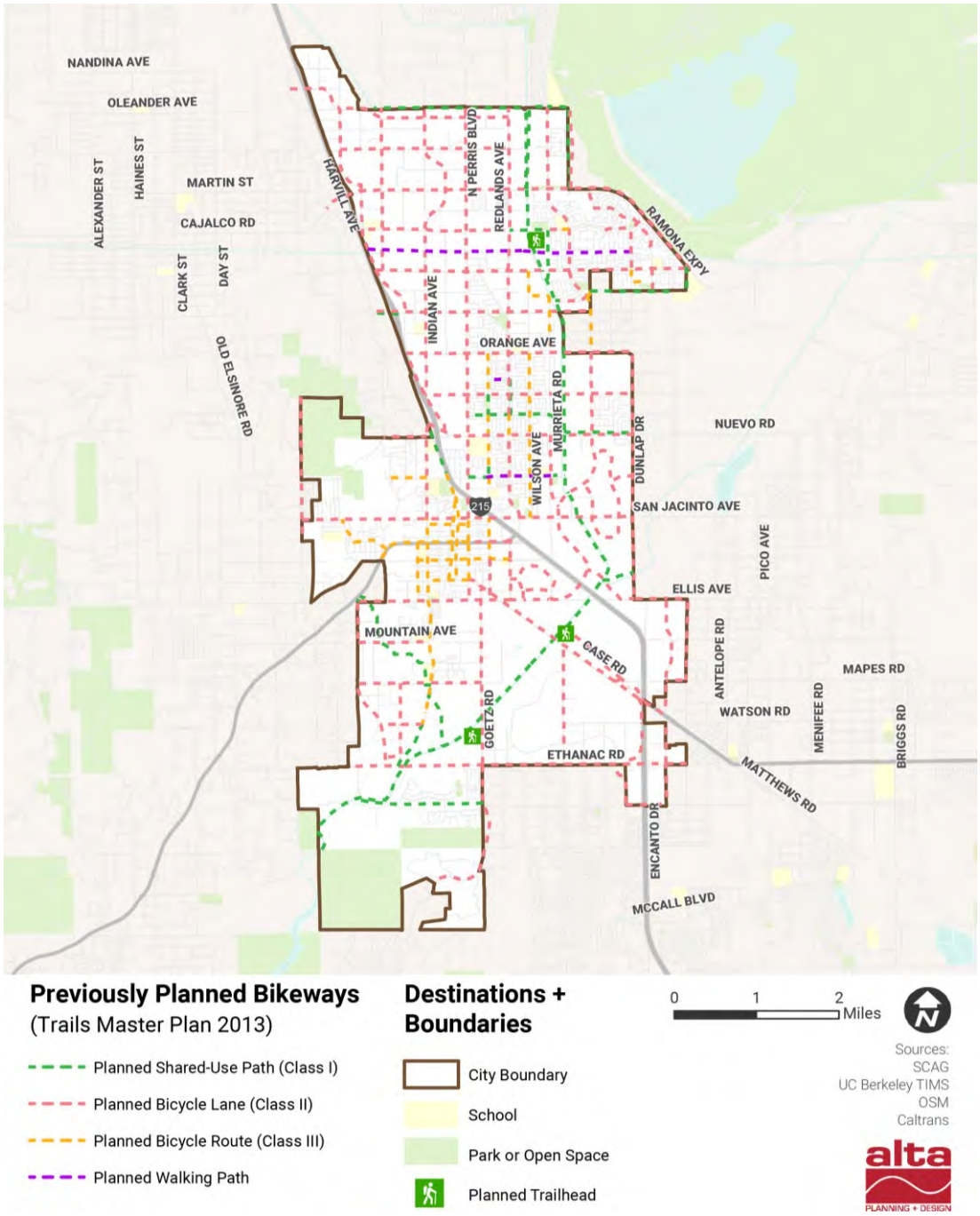


Figure 12. Previously Planned Bikeways



FRAMING ACTIVE TRANSPORTATION

For the Future

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.

Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.

Although called "bikeways," such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

This Plan works to advance all sustainable mobility options in our community, and considers the benefits, inclusion and potential impacts of non-traditional active transportation modes when making recommendations.

EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, and wayfinding or guide signs to help people navigate along the way.

Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

Bike racks can be found near the Downtown Metrolink Station.

Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for relatively short periods of time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock. Both the Downtown and South Perris Metrolink Stations offer bike racks; however, the u-racks provided do not offer two points of contact for bikes and are not considered best practices.

Best practices for bike parking allow for two points of contact between bikes and the rack.

Long-Term Bicycle Parking

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for longer periods of time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Our community has long-term parking that can be found at both the Downtown and South Perris Metrolink Stations.

*Bike lockers provide long-term parking options and protection from the elements at the both the South Perris Metrolink Station (**right**) and the Downtown Metrolink Station (**below**).*

Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. Downtown Perris features wayfinding signs to help visitors reach key locations, but the city lacks a comprehensive wayfinding system designed to direct people walking or biking.

Wayfinding in Downtown Perris orients visitors to major landmarks and destinations in the city.

Wayfinding signage should include decision, turn, and confirmation signage.

NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a "6 Es" approach, with five types of programs complementing **Engineering** improvements:

Group rides give confidence and experience to new cyclists.

- **Engagement:** Listening to community members and working with existing community organizations.
- **Equity:** Increasing access and opportunity for all residents, including disadvantaged minority, and low-income populations
- **Encouragement:** Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Education:** Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Evaluation:** Monitoring the success of the effort through counts, surveys, and review of relevant data

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking.

Live Well Perris

A City program since 2013, Live Well Perris inspires healthier lifestyles among residents by promoting healthy diet and nutrition, sponsoring physical fitness programs and activities, and through adopting City design and planning principles that support healthy neighborhoods via the built environment. Live Well

Perris offers free work-out sessions, healthy cooking and nutrition classes, senior citizen walking club, community hikes, and more family-friendly community events all accessible to Perris residents. Active transportation related events include:

- Take A Hike: A three-part event series inviting residents to join guided, three-mile hikes on challenging local trails
- Walk This Way: A weekly walking club for seniors encouraging activity and social connections among Perris residents

G.E.A.R. Program

An initiative of Live Well Perris, the G.E.A.R. Program (or Getting Employees to Actively Ride) was established in 2018 as a means of promoting active transportation and reducing greenhouse gas emissions in the city. Through the G.E.A.R. Program, City employees are encouraged to ride City-owned E-bikes for work-related trips and breaks throughout the work day. The program includes monthly trainings and group rides for interested employees. Those who participate are assigned an identification code used to access the E-bikes that tracks their bicycling miles and makes them eligible for various incentives. Currently 50% of City staff actively participate in the program.

USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can differ greatly throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.[22] However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.

Not all community members are able to choose their bicycling routes based on comfort, but instead must ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other route exists.

[22] *Roger Geller, City of Portland Bureau of Transportation. Four Types of Cyclists.* https://www.portlandoregon.gov/transportation/44597?a=237507*; Dill, J., McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential. 2012.*

Bicycle Level of Traffic Stress

For people on bikes, the Level of Traffic Stress (LTS) is the perceived sense of discomfort associated with riding in or next to fast vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. **The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population.** A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they are on low volume roadways with slow speeds (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

A rating given to a road segment or crossing, the LTS indicates the amount of traffic stress use of a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facility and land use context to calculate a bicyclist's comfort level.

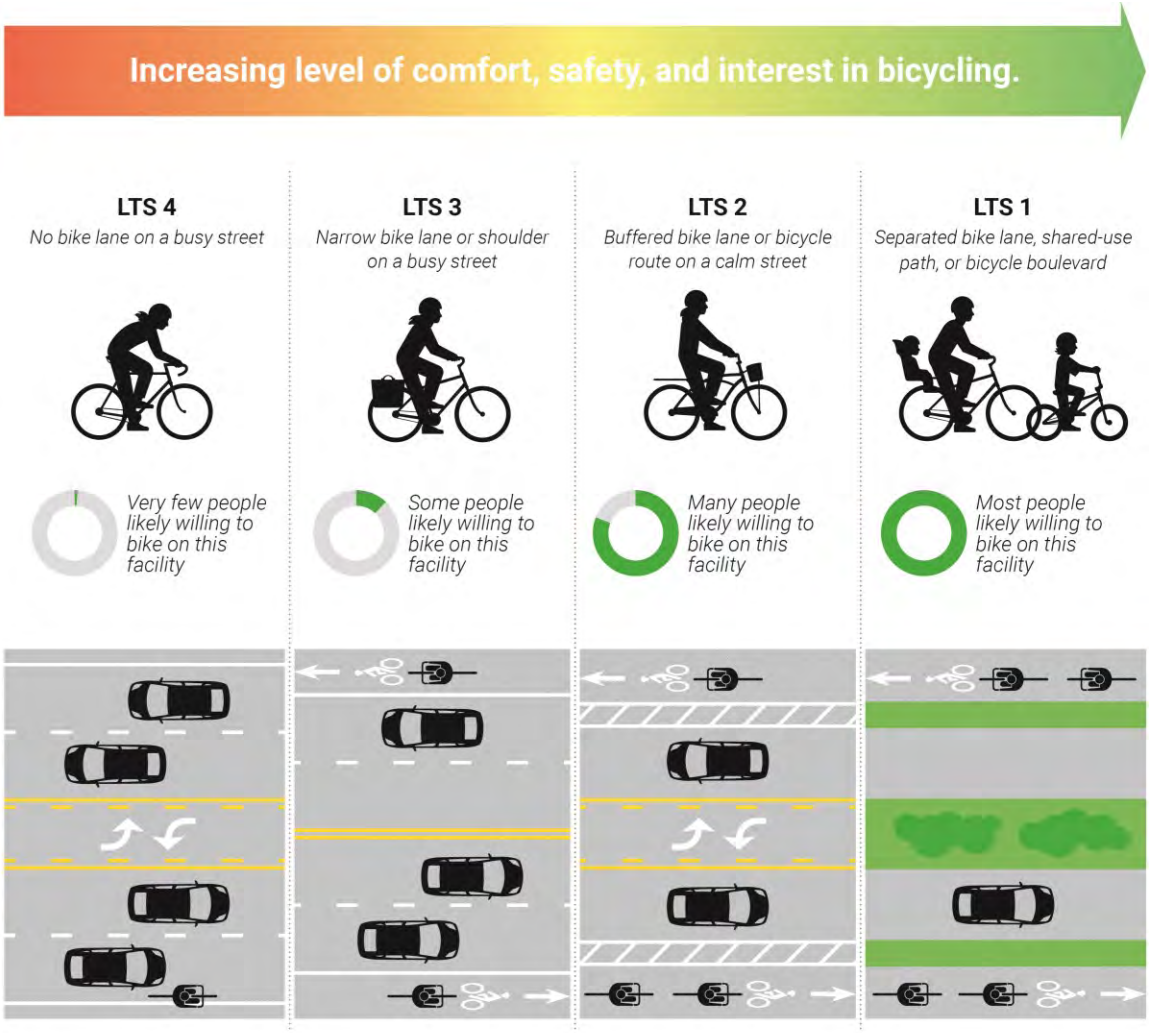
The combination of these criteria creates four levels of traffic stress for the existing roadway network. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets without specific bike improvements which nevertheless remain low-speed and low-stress for most people on bikes, versus streets with specific improvements and facilities to create a low-stress experience for riders (LTS 1). The principal of the scale remains the same: the lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1 and 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists. For this analysis, levels of traffic stress range from 1 to 4:

- LTS 1 – Most Comfortable: Strong separation from traffic and improvements for people on bikes. Simple crossings. Suitable for children.
- *LTS 1.5: Streets with low speeds and low traffic volumes, but does not feature a bicycle facility.
- LTS 2: Physical separation from higher speed and multilane traffic. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
- LTS 3: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."

- LTS 4 – Least Comfortable: Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

  **Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute's approach.*

Figure 13. Bicycle Level of Traffic Stress



Findings

The level of traffic stress scores shown in Figure 14 illustrate the low stress connections and gaps throughout Perris. The Bicycle LTS results map approximates the user experience for the majority of Perris residents; however, people may have differing opinions of traffic stress depending on their own experiences. While a majority of Perris' entire network scored a Level 1 and 2 (83% total), these facilities are minor local roads or off-street paths typically surrounded by higher stress arterials where most average adults would not feel comfortable riding.

Multi-use trails offer a low stress route that helps cut across these barriers, however the majority of residents may not feel comfortable bicycling outside their immediate neighborhood using local streets. This means that getting from residential areas to major destinations may not be possible given most people's tolerance for mixing with traffic—even on streets that have bicycle lanes.

Figure 14. Bicycle Level of Traffic Stress Percentage of Perris Streets

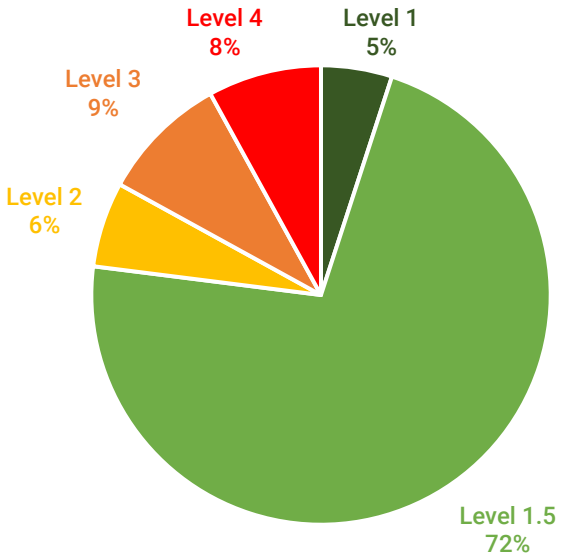
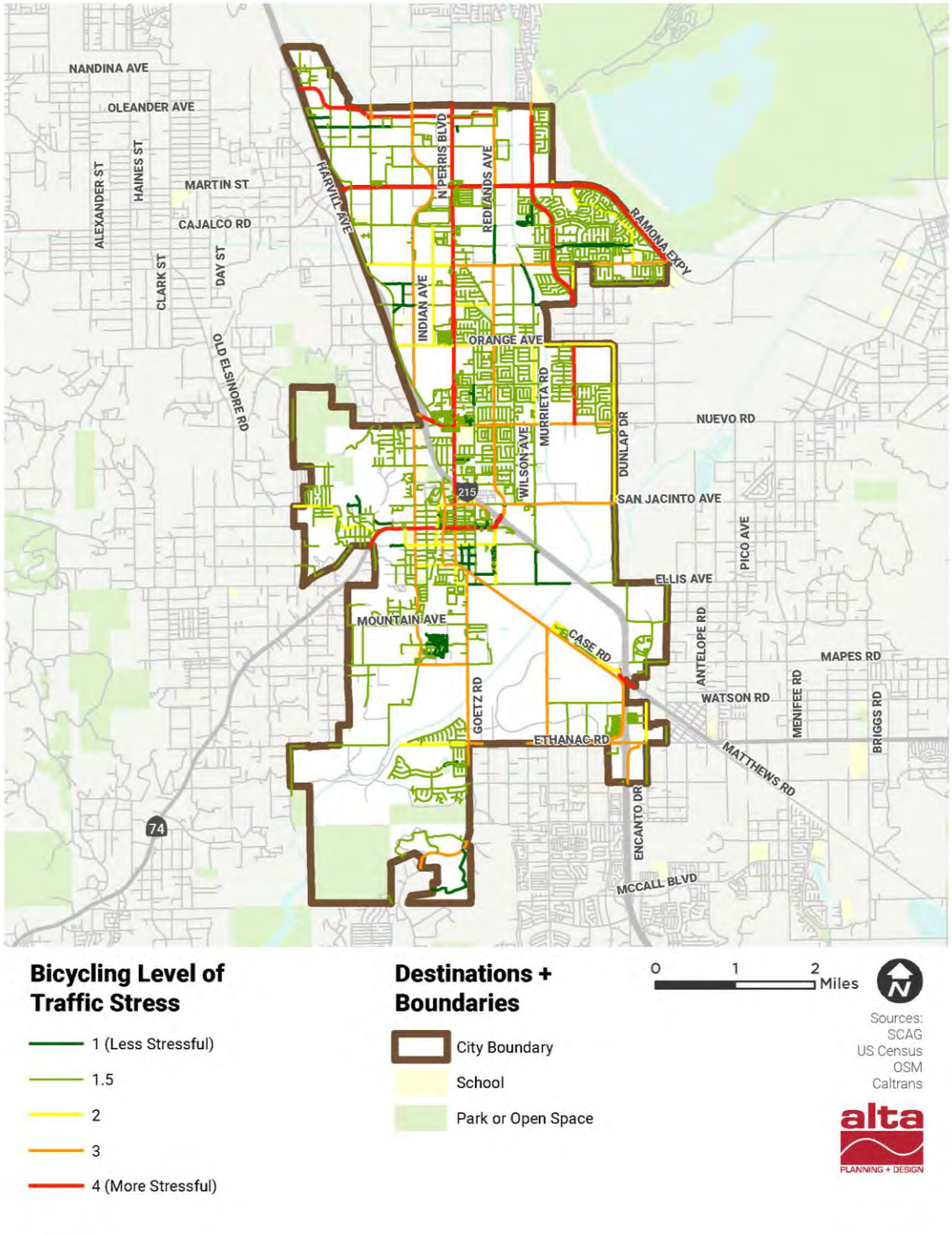


Figure 15. Bicycle Level of Traffic Stress on All Roads



EXISTING BARRIERS

Many residential streets in Perris are two-lane roads that are ideal for biking. However, high-volume arterials and freeways (such as Ramona Expressway, A Street, 4th Street, Orange Avenue, Nuevo Road, and Goetz Road) that intersect these streets often act as barriers to walking and biking by presenting difficult conditions for crossings and through-movements, and for the overall experience of being a pedestrian or bicyclist. In Perris, these barriers are exacerbated when large roadways lack sidewalks or sufficient crossings. Although high-volume arterials often act as barriers to walking and biking, they frequently experience significant volumes of active transportation users as they have many destinations and transit facilities, and are often the most direct route. They also tend to be the most challenging to modify to make safer and more comfortable for active transportation users due to the pressures associated with moving vehicles. As a result, high-volume roadways produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.[23] This Plan acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.

Large arterials often lack shade, buffers from traffic, and other amenities that help create comfortable pedestrian conditions.

[23] Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide*. 2005.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights informed the recommendations in this Plan, helping us to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Statewide Integrated Traffic Records System (SWITRS), where the California Highway Patrol and local law enforcement agencies upload collision reports. Five years of data were evaluated, from January 1, 2014 through December 31, 2018.

A total of 1,290 collisions were reported in Perris during the study period, 6.3% of which involved people bicycling and 5.2% of which involved people walking. With less than 2% of residents estimated to be walking or biking to work, pedestrians and bicyclists are disproportionately represented in traffic collisions in our community.

Pedestrian-Involved Collisions

During the study period, 82 collisions in Perris involved a person walking. Eighteen of these were fatal collisions, and over 9 resulted in an injury (see Figure 16). During the study period, just under 22% of pedestrian collisions were fatal. Nearly 11% resulted in severe injury.

32% of victims of pedestrian-involved collisions were children.

Of the 81 collisions, about 27% occurred when drivers did not yield to people walking in crosswalks and another 33% are attributed to people walking outside of crosswalks and not yielding to vehicles. Four collisions were attributed to the pedestrian failing to walk close to the edge of the roadway when no sidewalk is present. While almost half of the pedestrian-involved collisions occurred during daylight hours, most happened during morning commute hours or during the afternoon and early evening. Approximately two-thirds of the victims were male. **Pedestrian-involved collisions disproportionately impacted youth, with 32% of victims 9 years or younger**; the most common victims were the following ages:

- **14 or younger:** 16 victims (17%)
- **15 – 19 years:** 14 victims (15%)
- **35 – 39 years:** 11 victims (11%)

Bicycle-Involved Collisions

During the study period, 67 collisions in Perris involved a person riding a bicycle (see Figure 17). Four of these were fatal collisions, and over four resulted in an injury. During the study period, just under 6% of bicyclist collisions were fatal.

As with those involving pedestrians, collisions involving people on bicycles also occurred along Perris Boulevard and West 4th Street. Intersections along Perris Boulevard with high frequencies of collisions include Ramona Expressway, Orange Avenue, and Nuevo Road.

*47% of victims of bicycle-involved collisions **were under the age of 19.***

Of the 67 collisions, about 33% occurred when riding on the wrong side of the road and another 26% are attributed to riding without the right of way. Fourteen percent of collisions were attributed to improper turning movements. While a majority of the pedestrian-involved collisions occurred during daylight hours, with a concentration of collisions that happened during morning commute hours. **As with pedestrian-involved collisions, the majority of victims were male, with 85% of victims and almost half (47%) were 19 years of age or younger.**; the most common victims were the following ages:

- **14 or younger:** 19 victims (28%)
- **15 – 19 years:** 13 victims (19%)

No other age group had more than four total victims, underscoring the high rate of children involved in these collisions.

Figure 16. Pedestrian-Involved Collisions

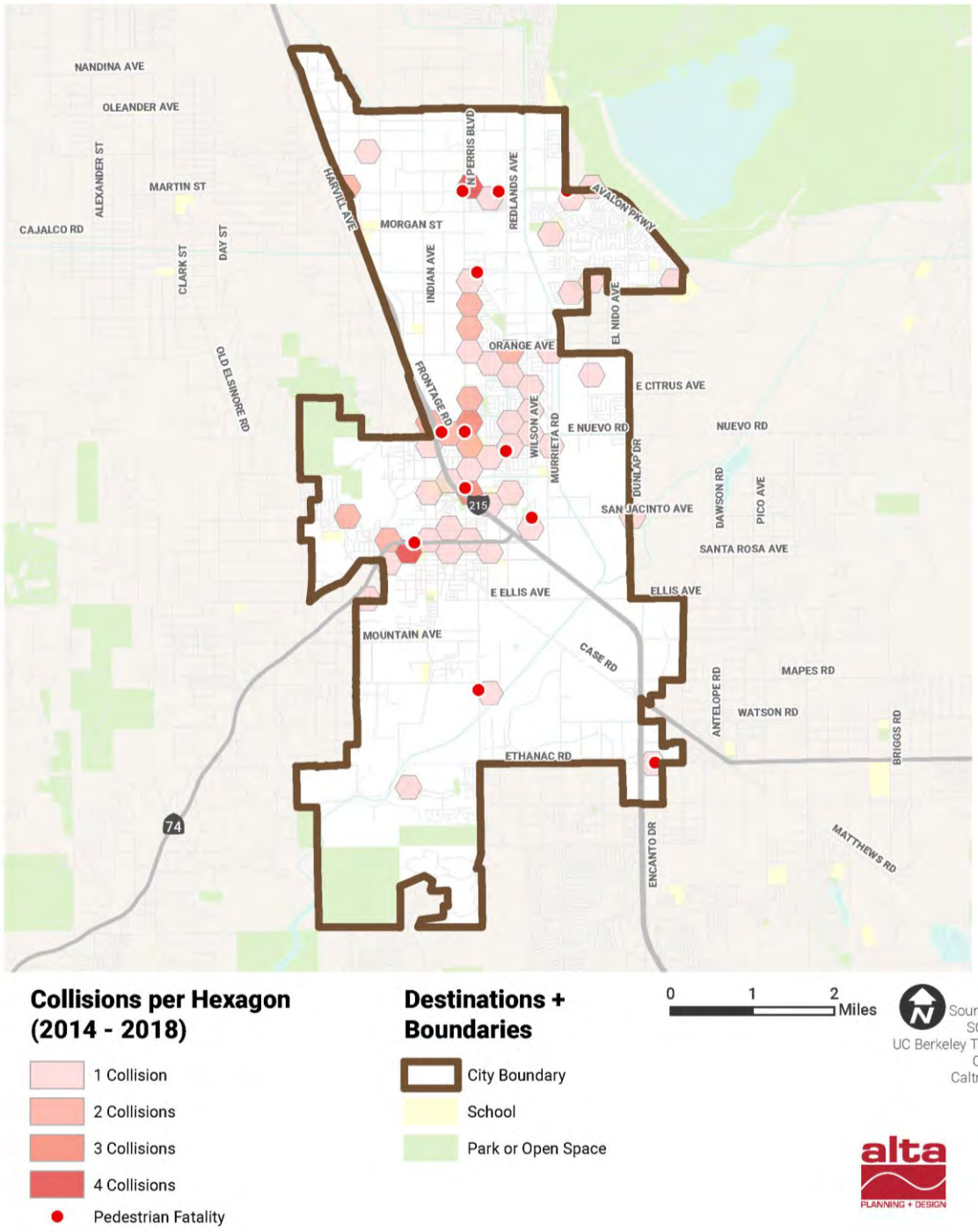
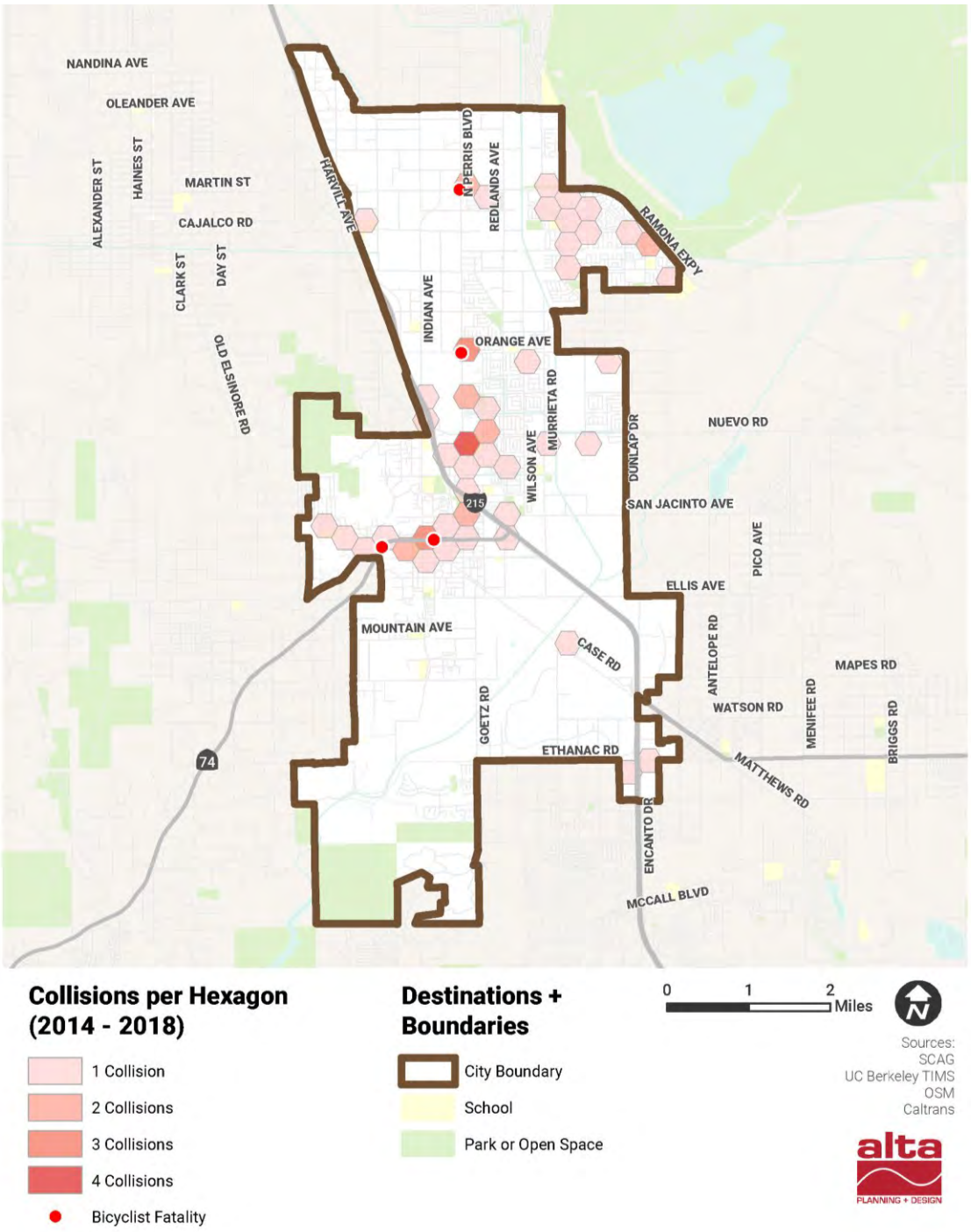


Figure 17. Bicycle Involved Collisions



NEEDS ASSESSMENT

City-Level

To further understand existing conditions in Perris, the project team conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index[24] (HPI). The HPI, which pools data from 2006 to 2018 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. The higher the score, the healthier the community conditions based on 25 community characteristics. The HPI is another tool used in California's Active Transportation Program grant application program. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. However, the HPI also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

Perris has healthier community conditions than 37.3% of other California cities.

Overall, the HPI suggests that Perris has healthier community conditions than 37.3% of other California cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for Perris. This custom score suggests that Perris experiences healthier community conditions related to active transportation than 32.7% of other cities in California—or worse conditions than 62.7% of California cities. However, Perris' performance differs for each variable, which are detailed in the following sections on health and built environment.

[24] https://map.healthyplacesindex.org/

Variables were then assessed by level of concern for this planning effort. Variables in which Perris experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which Perris experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Perris experiences poorer conditions than 39% or less of comparison cities. Table 1 illustrates the number of health variables that are high, medium, or low priority consideration during this planning effort. Seventeen of the 26 health related variables in Perris classify as high priority (65%). Only 12% classify as medium priority and 23% as low priority. Table 2 lists the specific high priority variables.

Table 1. Number of Health Variables of Low, Medium, and High Priority

Category	Low	Medium	High
Physical Activity	2	2	8
Safety	0	0	1
Environment	0	0	5
Health Equity	4	1	3
Total Count	6	3	17
Total Percent	23%	12%	65%

Table 2. High Priority Health Variables

Category	Variables in which Perris experiences worse conditions than 61% or more of California cities
Physical Activity	1. Active Commuting: Low % of workers who walk, bike, or take transit to work 2. Obesity: Higher prevalence of obesity among adults 3. Physical Health Not Good: Higher prevalence of poor physical health 4. Diagnosed Diabetes: Higher prevalence of diagnosed diabetes 5. Life Expectancy at Birth: Lower life expectancy 6. No Leisure Time Physical Activity: High % of people who do not exercise or participate in physical activities (outside of their regular job)

Category	Variables in which Perris experiences worse conditions than 61% or more of California cities
	7. Heart Attack ER Admissions: High rate of emergency department visits for AMI 10,000 8. Mental Health Not Good: Higher prevalence of poor mental health
Safety	9. Pedestrian Injuries: High rate of severe and fatal injuries, over the past five years, to people walking (per 100,000 people)
Environment	10. Clean Air - Ozone: High ozone concentration (ppm) in summer 11. Clean Air - Diesel PM: High exposure to diesel PM emissions in summer 12. Clean Air - PM 2.5: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) 13. Asthma ER Admissions: High rate of emergency department visits for asthma 14. Asthma: High prevalence of current asthma among adults
Health Equity	15. Employed: Lower % of people aged 25-64 who are employed 16. Park Access: Lower % of people within walkable distance of a park/beach/open space greater than 1 acre 17. Tree Canopy: Low % of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

PHYSICAL ACTIVITY

In Perris, 31% of people did not participate in physical activities or exercise, other than their regular job. This exceeds only 9.7% of cities in California, suggesting that Perris residents could benefit greatly from increased opportunities for physical activity. Only 2.8% of workers (16 years and older) commute to work by transit, walking, or biking; 75% of the other cities have higher rates of active commuting. Increasing the percentage of active commuters in Perris may help to increase rates of physical activity, especially for those who do not meet the recommended amount via leisure-time activities and exercise. Perris has a Walk Score[25] of 24 out of a possible 100 points. This score indicates that almost all trips within the City require the use of a motorized vehicle.

HEALTH CONDITIONS

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. **In Perris, 16% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is higher than 85% of other California cities. Similarly, approximately 16% of adults reported 14 or more days during the past 30 days during which their mental health was not good – a rate higher than 88% of other California cities.** As a result, both physical and mental health are of high concern in this planning process.

When considering body mass index, 33% of adults in our community have a score greater than or equal to 30.0 kg/m² – a rate that is higher than 90% of other California cities – making obesity another high priority for the community. In addition, 28% of adults have high blood pressure, 5% of adults have angina or coronary heart disease, 12% of adults have diabetes (other than during pregnancy), and 4% of adults have cancer (except skin cancer). Of these three, diabetes is the only variable for which Perris performs worse than more than 61% of other California cities making it of high concern.

Approximately 10% of Perris residents have asthma – higher than 83% of other California cities. Furthermore, 50.41 per 10,000 emergency department visits were for asthma, a rate that exceeds 63% of other cities.

SAFETY

The 5-year annual average rate of severe and fatal pedestrian injuries in Perris per 100,000 people is 5.83, which is a higher average rate than 38% of other California cities. To see more details regarding

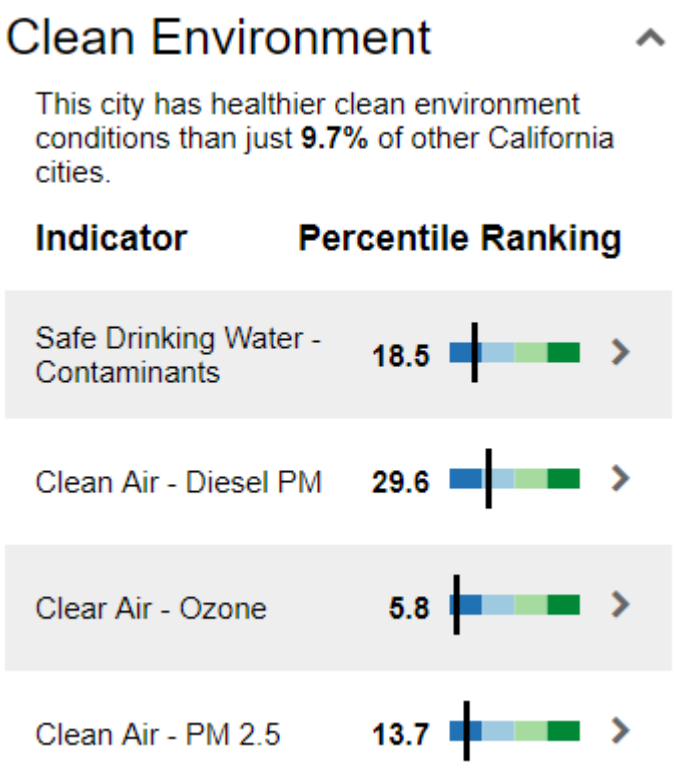
[25] https://www.walkscore.com/

where pedestrian- and bicycle-involved collisions have occurred in the City, refer to the Collision Analysis.

ENVIRONMENT

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people's exposure to harmful pollutants. **With low rates of active commuting and high rates of vehicle ownership, it is not surprising that Perris has healthier environmental conditions than just 9.7% of other California cities** (see Figure 18).

Figure 18. Clean Environment Conditions in Perris Compared to Other Cities in California

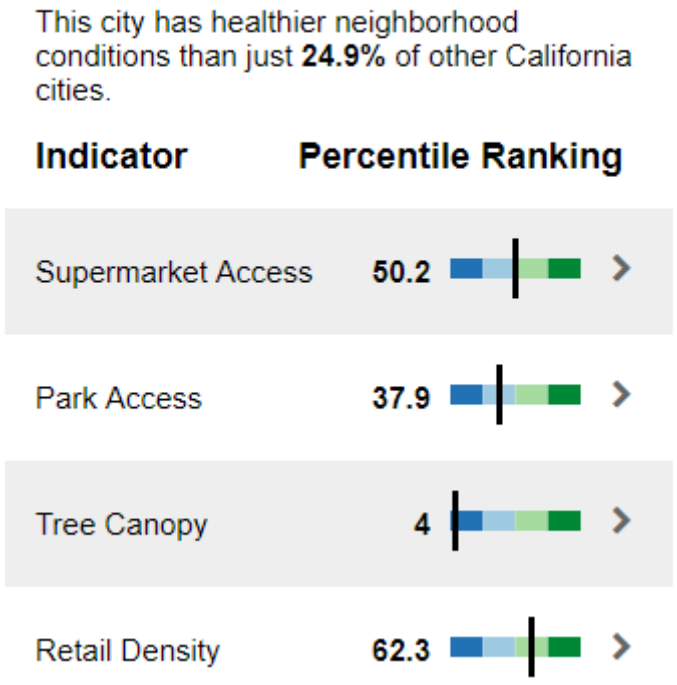


In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) is 12.49 µg/m^3, which is a higher yearly average than 86% of other California cities. The average daily amount of particulate pollution (very small particles) from diesel sources (for July) is 12.24 kg/day, which is a higher average than 70% of other California cities. The average of daily maximum eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) was 0.06 ppm – a rate that exceeds 94% of other California cities.

Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy. Compared to other cities in California, Perris experiences moderate levels of supermarket access, park access, and retail density. **However, Perris has one of the lowest tree canopy coverages in the state.**

Figure 19. Neighborhood Conditions in Perris Compared to Other Cities in California



Using data provided on the California Healthy Places Index website, the current built environment conditions for Perris are described in more detail below.

ACCESS TO SUPERMARKETS

Having nearby supermarkets that are convenient to access by walking or biking can encourage a better diet and eating behaviors, lower the costs of obtaining food, reduce chronic diseases, and lower the risk of food insecurity. In Perris, 28% of people in urban areas reside less than half-mile from a supermarket or large grocery store. Perris has a lower percentage of people in urban areas who live less than a half mile from a supermarket/large grocery store, or less than one mile in rural areas than 50% of other California cities.

DESTINATIONS

Living in a community with a mix of uses and destinations can improve health by reducing household transportation costs, encouraging active transportation, and fostering community connections. One measure of destinations includes employment sites, which serve as destinations for both employees and patrons. In Perris, the number of retail, entertainment, and education jobs per acre on unprotected land amounts to .44, which is a lower than 62% of other California cities.

PARKS

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. In Perris, 50% of people live within walkable distance (half-mile) of a park, beach, or open space greater than one acre. Over 60% of other California cities have higher proportions of people living within walkable distances of parks.

TREES

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. **According to the Healthy Places Index, only 1.45% of land in Perris has tree canopy – an amount that exceeds only 4% of other California cities.** However, this percentage is a likely underestimation of overall tree canopy in Perris, as the Healthy Places Index data only captures trees within the public right-of-way.

Findings

The top ten variables for which Perris overall experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

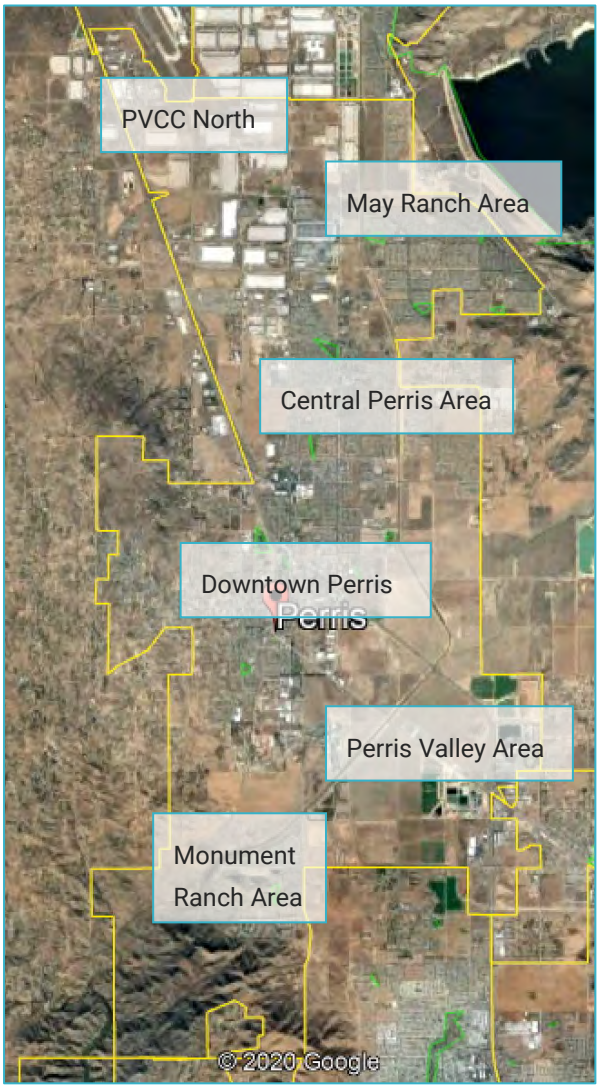
1. Low Tree Canopy
2. High Rates of Ozone
3. High Rates of Obesity
4. Low Rates of Physical Activity
5. Poor Mental Health
6. High Rates of Heart Attack ER Admissions
7. High Rates of Particulate Matter (PM 2.5)
8. High Rates of Poverty
9. High Rates of Poor Physical Health
10. High Rates of Asthma

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. This Plan is another extension of our efforts to improve health and wellness in our community.

Sub-City Level

To further understand existing conditions in Perris, the project team conducted an assessment of health and community conditions related to active transportation at a sub-city level. This information is used to assist with community outreach and project selection processes. The sub-city needs assessment uses customized scores and

Figure 20. Sub-city areas around Perris



maps from the California Healthy Places Index[26] (HPI), Walk Score and Bike Score[27], Redfin Labs[28], CalEnviroScreen[29], and the Bureau of Transportation Statistics[30].

The City of Perris was divided into six sub-city areas, as shown in Figure 20.

1. Downtown Perris
2. Central Perris Area
3. May Ranch Area
4. PVCC North
5. Downtown Perris
6. Monument Ranch Area
7. Perris Valley Area

The assessment compares the differences between the Perris Health Priority Variables (identified in the *Needs Assessment: City Level* section above) for each sub-area, plus additional comparisons of conditions as measured by Walk Score, Bike Score, Opportunity Score, and the pedestrian and bicyclist fatalities from the Statewide Integrated Traffic Records System (SWITRS). The sub-area values are shown in Table 3. HPI based values show the percentile ranking of this area as compared to other California Cities, where 0 would be the worse condition and 100 would be the best. The Walk Score and Redfin scores are scores based on 0-100, where higher is better. The SWITRS numbers are the counts of fatalities in that area between 2014 and 2018.

Walk Score

Walk Score "[m]easures walkability on a scale from 0 - 100 based on walking routes to destinations such as grocery stores, schools, parks, restaurants, and retail."[31] It is a measure provided for cities and street addresses. A higher Walk Score indicates that an area has more common destinations nearby. In

[26] https://map.healthyplacesindex.org/
[27] https://www.walkscore.com/
[28] https://labs.redfin.com/opportunity-score
[29] https://oehha.ca.gov/calenviroscreen
[30] https://maps.bts.dot.gov/arcgis/apps/webappviewer/index.html?id=a303ff5924c9474790464cc0e9d5c9fb
[31] https://www.walkscore.com/professional/research.php (Viewed July 14, 2020)

addition to the website providing information on the walking environment of a location, it also provides a score related to bicycling[32]and transit (if present).[33]

Figure 21 shows the Walk Score Map for Perris. Downtown Perris and areas to the north along Perris Boulevard have a higher Walk Score than other parts of the city. Most of the area has a very poor Walk Score, requiring almost all travel to be by a motorized vehicle.

Figure 21. Walk Score of Perris

[32] Measures bike accessibility on a scale from 0 - 100 based on bike infrastructure, topography, destinations and road connectivity. https://www.walkscore.com/professional/research.php (Viewed July 14, 2020)
[33] Measures transit accessibility on a scale from 0 - 100. Calculates distance to closest stop on each route, analyzes route frequency and type. https://www.walkscore.com/professional/research.php (Viewed July 14, 2020)

Table 3. Sub-city Area Health Evaluation Metrics

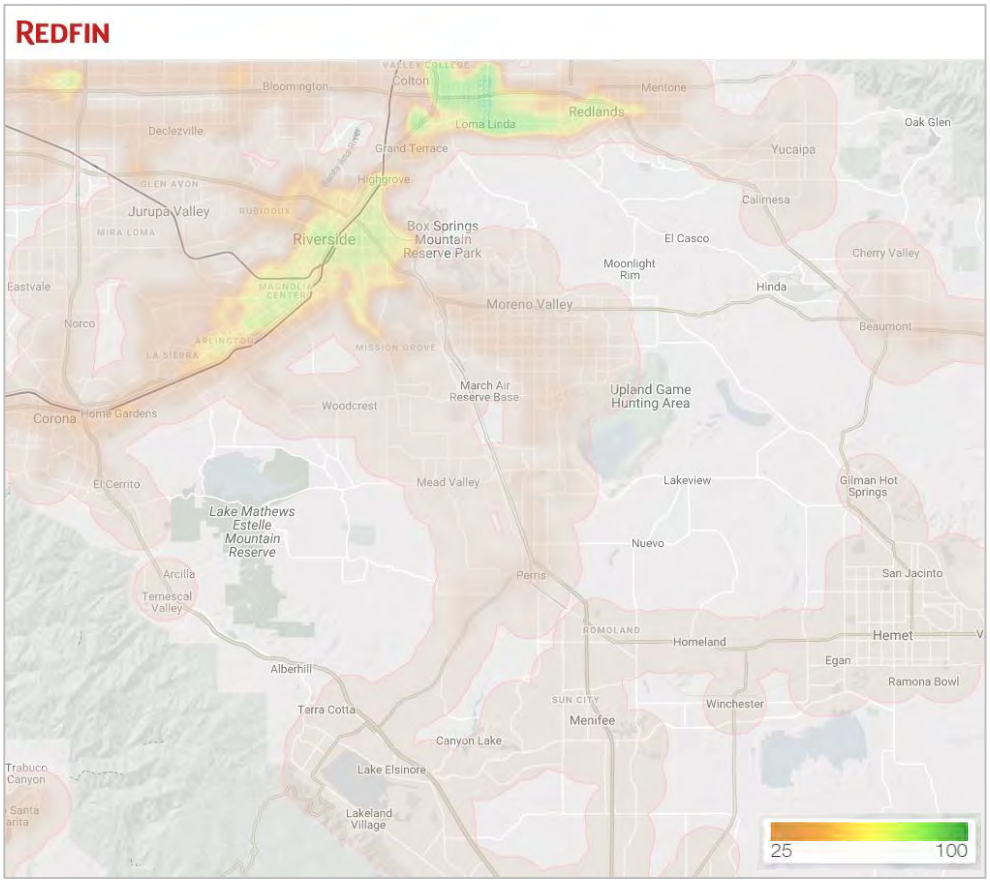
Evaluation Metrics (Source)		Downtown Perris	Central Perris Area	May Ranch Area	PVCC North	Monument Ranch Area	Perris Valley Area
Physical Activity	**Active Commuting** (HPI)	35	18	9	7	13	15
	Obesity (HPI)	3	8	27	17	35	18
	Physical Health Not Good (HPI)	10	16	61	38	21	27
	Diagnosed Diabetes (HPI)	22	22	78	53	8	33
	Life Expectancy at Birth (HPI)	14	19	45	38	14	17
	No Leisure Time Physical Activity (HPI)	6	11	49	30	26	24
	Heart Attack ER Admissions (HPI)	10	7	7	8	60	34
	Mental Health Not Good (HPI)	7	14	42	30	55	26
	Walk Score (Walk Score)	80	74	4	21	1	37
	Bike Score (Walk Score)	50	50	27	32	11	38
	Opportunity Score (Redfin)	14	11	8	0	NA	NA
Safety	**Pedestrian Injuries** (HPI)	77	58	20	93	47	90
	Pedestrian Fatalities (SWITRS)	3	3	0	3	0	2
	Bicyclist Fatalities (SWITRS)	2	1	0	1	0	0
Environment	**Clean Air – Ozone** (HPI)	5	5	5	5	11	11
	Clean Air - Diesel PM (HPI)	62	46	75	61	86	81
	Clean Air - PM 2.5 (HPI)	17	12	17	17	46	32
	Asthma ER Admissions (HPI)	42	43	43	43	84	61
	Asthma (HPI)	7	16	40	28	37	28
Health Equity	**Employed** (HPI)	9	7	43	38	30	9
	Park Access (HPI)	20	81	21	12	10	2
	Tree Canopy (HPI)	3	2	2	1	2	1

Opportunity Score

The Opportunity Score "[m]easures ease of accessibility to nearby jobs without a car on a scale from 0 - 100 adjusted for population."[34] When comparing the Opportunity Scores of areas, a higher score indicates that an area has more jobs nearby than the other area. Figure 22 shows the Opportunity Score map of Perris, indicating the number of jobs that can be reached within 30 minutes without a car.

All of Perris shows low values of opportunity scores when compared to other cities, such as Riverside, to the northwest.

Figure 22. Opportunity Score for Perris (Jobs within 30 minutes without a car)

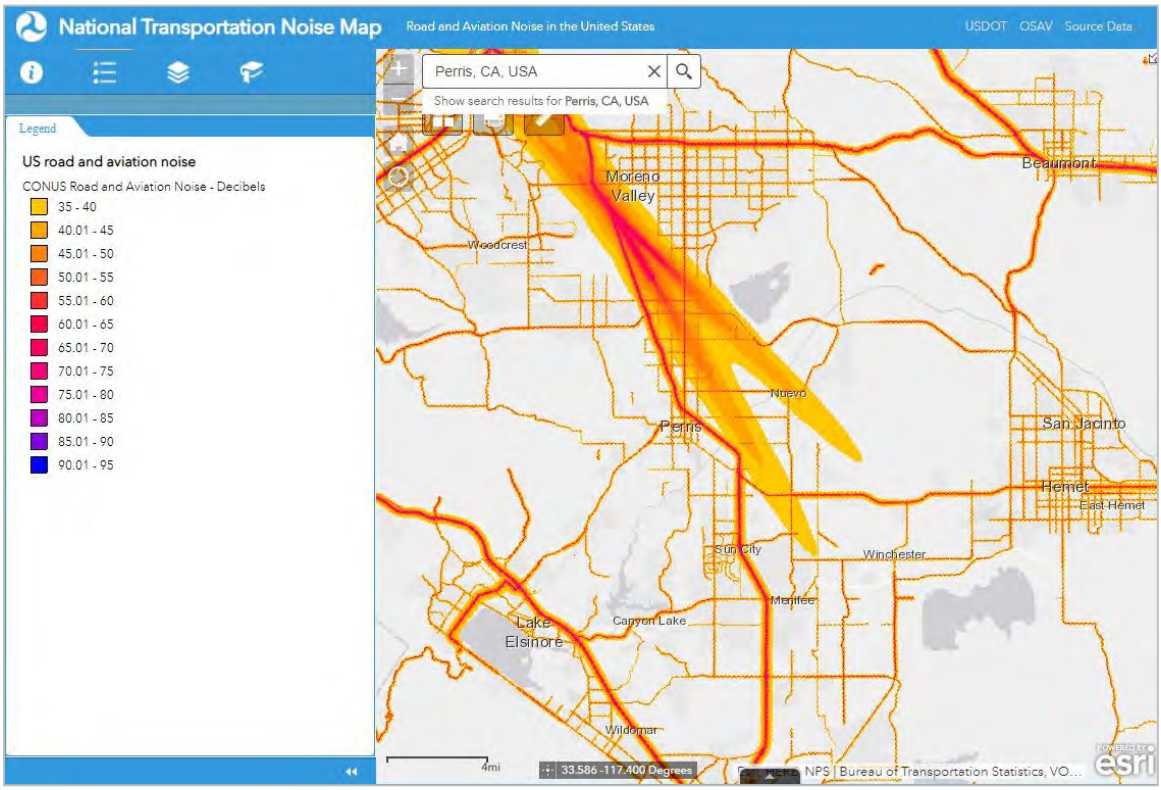


[34] https://www.walkscore.com/professional/research.php (Viewed July 14, 2020).

Noise Pollution

Noise pollution in Perris is primarily generated by air traffic from the March Air Reserve Base and road traffic on I-215.[35] The air traffic noise impacts the northern and eastern neighborhoods, including Val Verde, Ranchos Las Perris, and the Evans Road area. Figure 23 shows the spatial distribution of estimated noise levels across the City and as the distance from roads increases.

Figure 23. Air and Road Traffic Noise Pollution



[35] Developed by the U.S. Bureaus of Transportation Statistics. "The results are A-weighted noise levels that represent the approximate average noise energy due to transportation noise sources over the 24-hour period at the defined receptors. This map includes simplified noise modeling and is intended for the tracking of trends, it should not be used to evaluate noise levels in individual locations and/or at specific times." https://osav-usdot.opendata.arcgis.com/datasets/48c893f8efff49afa93997a3e13d6f89

Economic Opportunity Zones

Economic Opportunity Zones are designated areas in economically-distressed communities where new private sector investment, under certain conditions, may be eligible for tax incentives. Communities qualify to be part of the Opportunity Zone program if the state has nominated them, and the U.S. Internal Revenue Service has certified that nomination.[36] The program is designed to spur economic investment in low-income communities. It is useful to identify if areas of the community being examined are Opportunity Zones. Figure 24 shows the location of the Opportunity Zones in Perris.

Additional Health Findings

Figure 25 shows the spatial variation of an asthma indicator (census tract)[37] across Perris, and the distribution of small particulate matter 2.5µm ($PM_{2.5}$, census block group)[38] throughout the City. The highest levels of asthma are concentrated in Downtown and Central Perris, along the I-295 and S.R. 74 corridors. The northwest areas of the City and the areas west of the I-215 Corridor have high concentrations of $PM_{2.5}$ (a respiratory irritant) and include tracts with asthma rates in the second highest category. $PM_{2.5}$, and other transport generated pollutants, may be able to be reduced in these areas through reduced vehicle travel and decreased pollution from manufacturing and other industries, and increased walking and bicycling.

Similar to the previous map, Figure 26 shows the spatial variation of an asthma indicator (census tract)[39] across Perris. It also shows areas within and near the City that have a higher concentration of poverty[40]. A higher presence of asthma is found primarily in the west, central-eastern, and center parts of Perris. Higher concentrations of poverty follow a similar pattern, with the highest levels located in both the most urbanized, as well as semi-rural parts of the City and surrounding area. This comparison

---

[36] Opportunity Zone Overview, Internal Revenue Service, 2018.
[37] Healthy Places Index Health, Public Health Alliance of Southern California. Asthma indicator technical definition: Percent of population who report ever having been told by a doctor, nurse, or other health professional that they have asthma AND still have asthma. CDC 500 Cities / BRFSS. 2016.
[38] Environmental Justice Screen, U.S. EPA, 2019. High concentrations of PM2.5 is defined as the top third (>11.5 concentration score) of all block groups in Riverside County, CA.
[39] Healthy Places Index Health, Public Health Alliance of Southern California. Asthma indicator technical definition: Percent of population who report ever having been told by a doctor, nurse, or other health professional that they have asthma AND still have asthma. CDC 500 Cities / BRFSS. 2016.
[40] Environmental Justice Screen, U.S. EPA, 2019. Concentrated poverty is defined as the top quarter of the percent of a block group's population in households where the household income is less than or equal to twice the federally defined "poverty level." American Community Survey 5-Year Estimates, U.S. Census Bureau, 2016.

of health status and socio-demographics (in this case income) throughout the city show which areas may uniquely benefit from enhanced walking and bicycling investments.

Figure 24. Economic Opportunity Zone & Pedestrian Project Recommendations

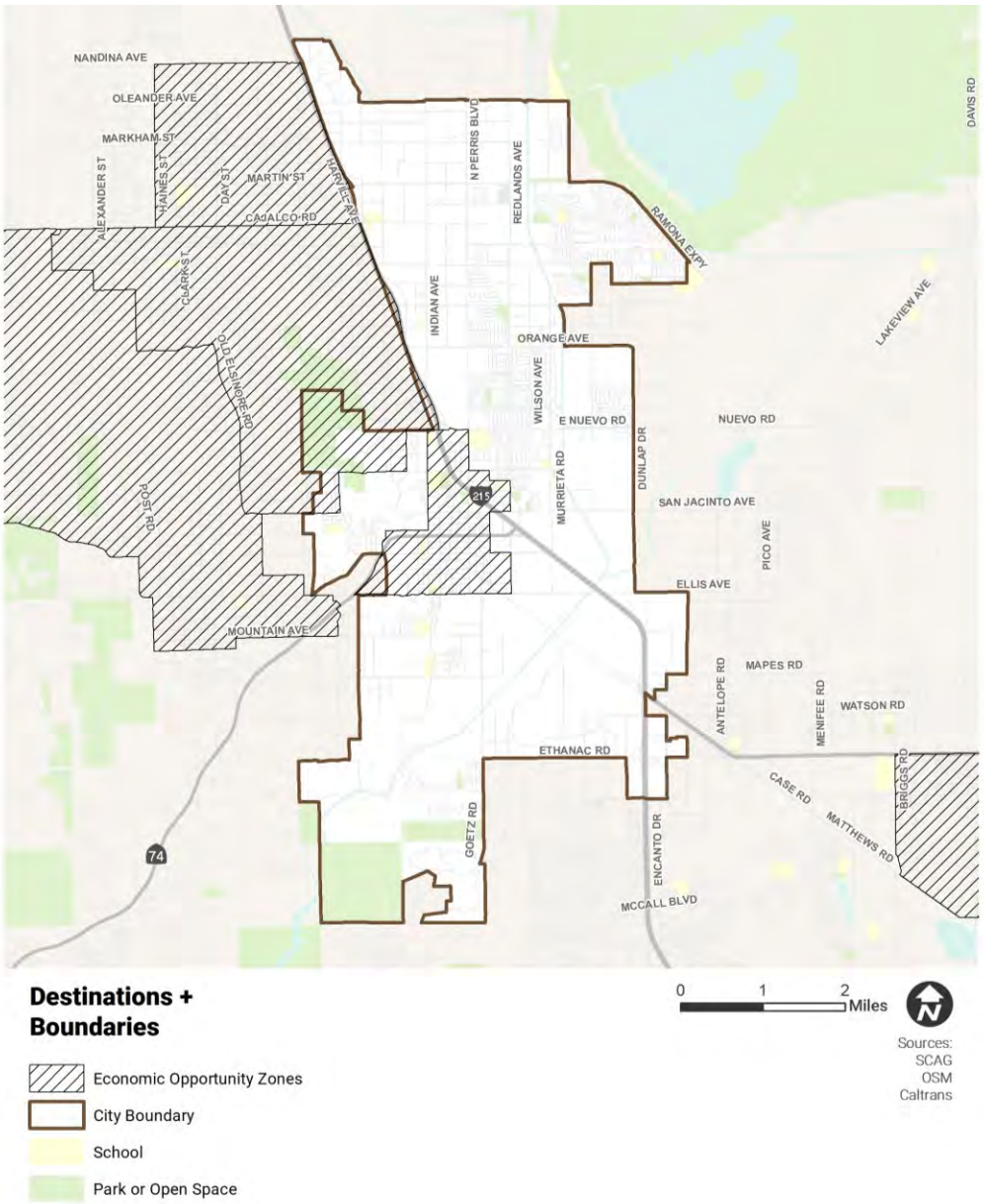
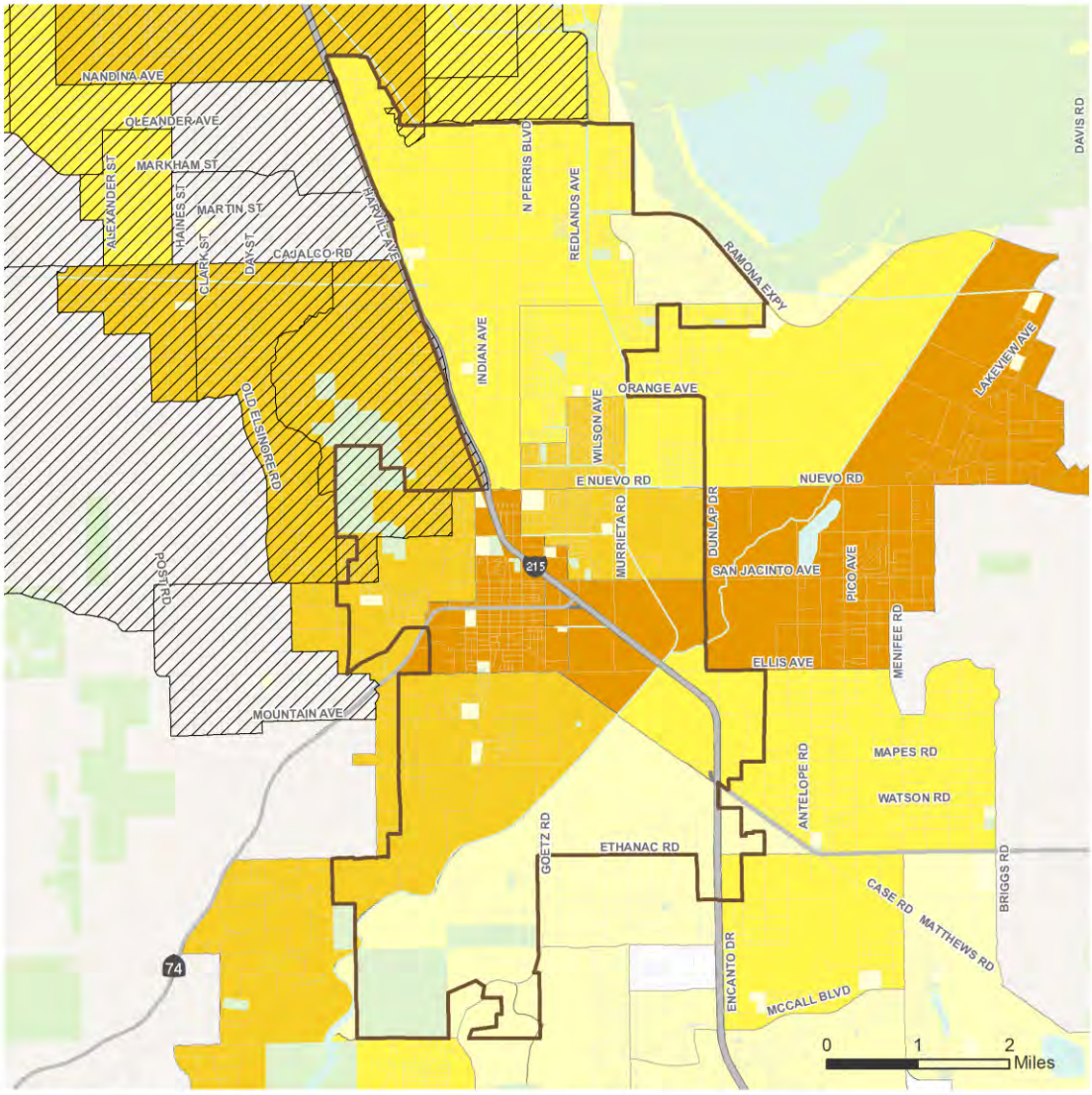


Figure 25. Asthma & Particulate Matter 2.5µm (PM2.5)



Current Asthma

- 7.4% - 8.4%
- 8.4% - 9.1%
- 9.1% - 9.8%
- 9.8% - 10.5%
- 10.5% - 12.0%

Destinations + Boundaries

- Concentrated High PM 2.5
- City Boundary
- School
- Park or Open Space

Sources:
SCAG
HPI
OSM
Caltrans

Figure 26. Asthma & Poverty

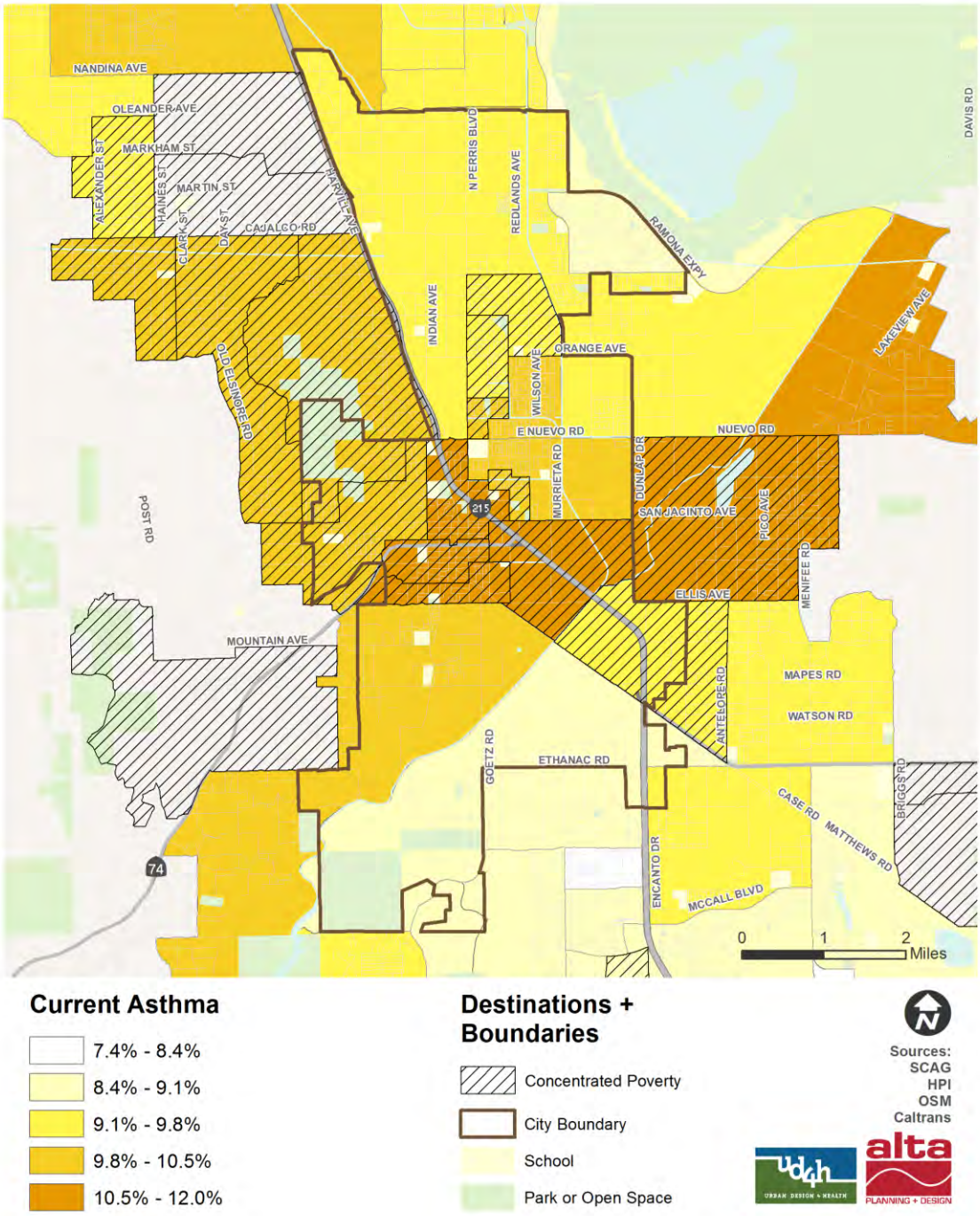


Figure 27 shows the spatial variation of the percentage of people with a body mass index (BMI) over 30 (obese) at the census tract level[41] across Perris. It also shows areas near and within the City that have a higher concentration of poverty[42]. Nearly all areas within Perris have obesity levels above 30%, except for the May Ranch neighborhood in the northeast and the more sparsely populated areas in the extreme south of the City. The majority of tracts with high concentrations of poverty also have high levels of obesity. Expanding walking and bicycling options can benefit these areas by encouraging increased physical activity and by creating more affordable travel options.

Figure 28 looks at the spatial variation in walkability[43] and concentrated poverty[44] throughout Perris. The highest concentrations of walkable areas are located in the most urbanized areas of Perris, including Downtown. Areas of concentrated poverty span the range of walkability. A review of where walkability is low and poverty is high can be used to identify areas where pedestrian improvements should be implemented to increase utilitarian walking trips (trips that are for completing daily tasks instead of recreation) in those areas.

[41] Healthy Places Index Health, Public Health Alliance of Southern California. Crude prevalence of obesity (BMI >30, adults aged ≥18 years of age. CDC 500 Cities / BRFSS. 2016.
[42] Environmental Justice Screen, U.S. EPA, 2019. Concentrated poverty is defined as the top quarter of the percent of a block group's population in households where the household income is less than or equal to twice the federally defined "poverty level." American Community Survey 5-Year Estimates, U.S. Census Bureau, 2016.
[43] Smart Location Database, U.S. EPA, 2014. The walkability index is a composite measure comprised of the following component variables: 1) mix of employment types and occupied housing, 2) 8-tier employment entropy, 3) pedestrian-orientated street intersection density and 4) predicted commute carpool mode split. The SLD is a nationally consistent database of demographic, employment and built environment variables including transit access and regional accessibility developed by the U.S. EPA. Each measure is summarized at the census block group level for every state and county in the country. U.S. 2013 American Community Survey 5-Year Estimates, U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), U.S. Census, U.S. EPA.
[44] Environmental Justice Screen, U.S. EPA, 2019. Concentrated poverty is defined as the top quarter of the percent of a block group's population in households where the household income is less than or equal to twice the federally defined "poverty level." American Community Survey 5-Year Estimates, U.S. Census Bureau, 2016.

Figure 27. Obesity (Body Mass Index >30) & Concentrated Poverty

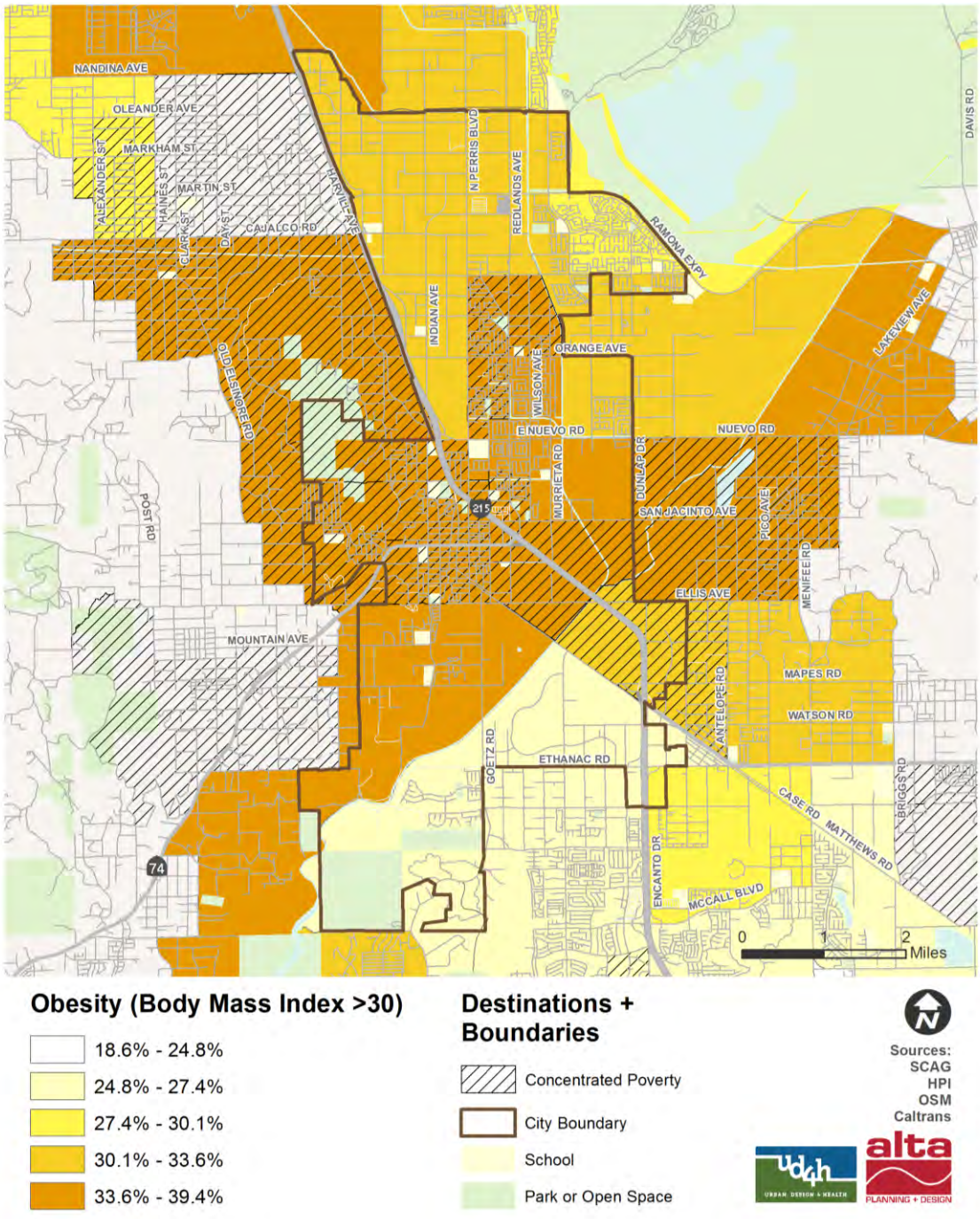


Figure 28. Walkability Index & Concentrated Poverty

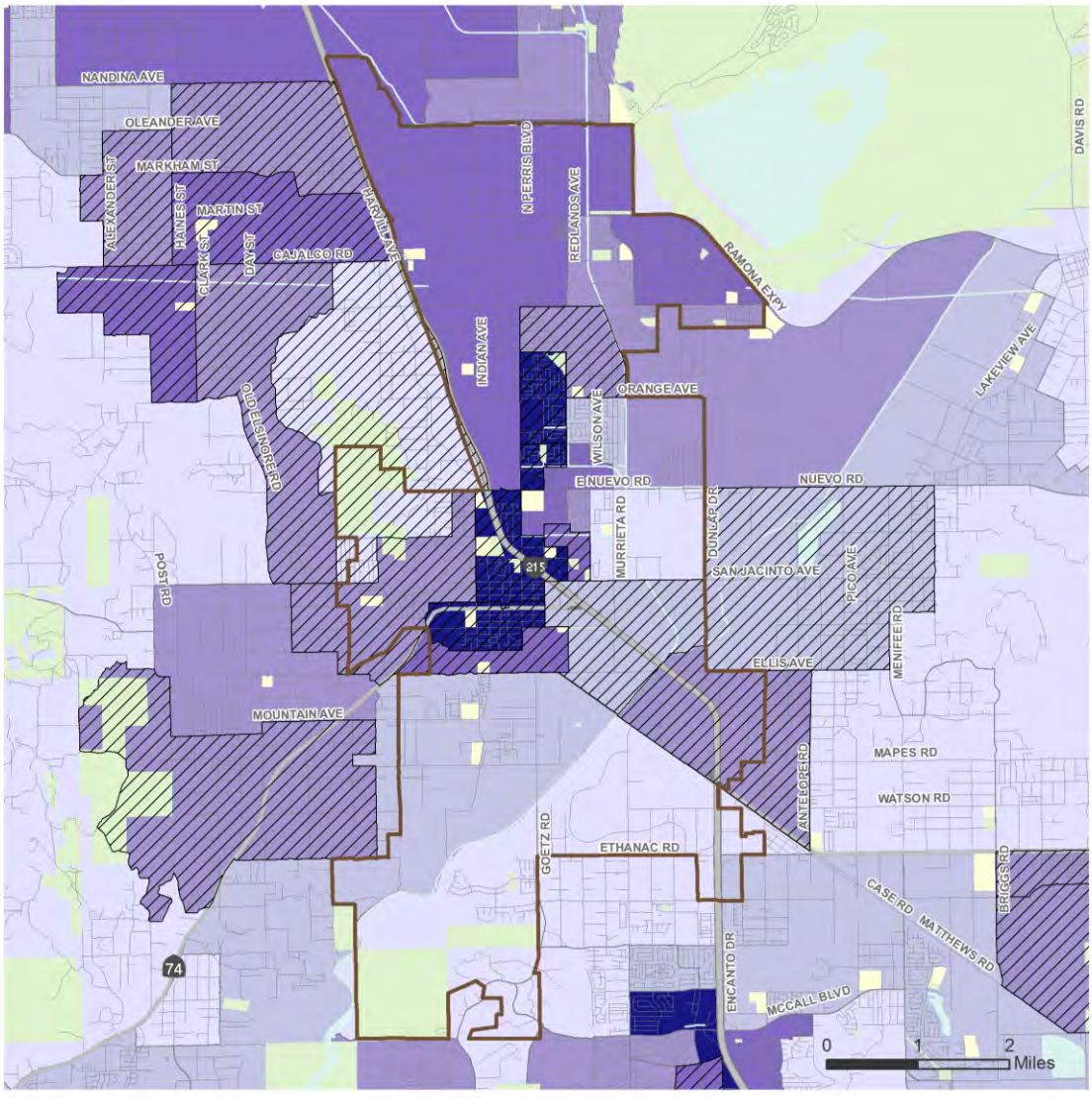
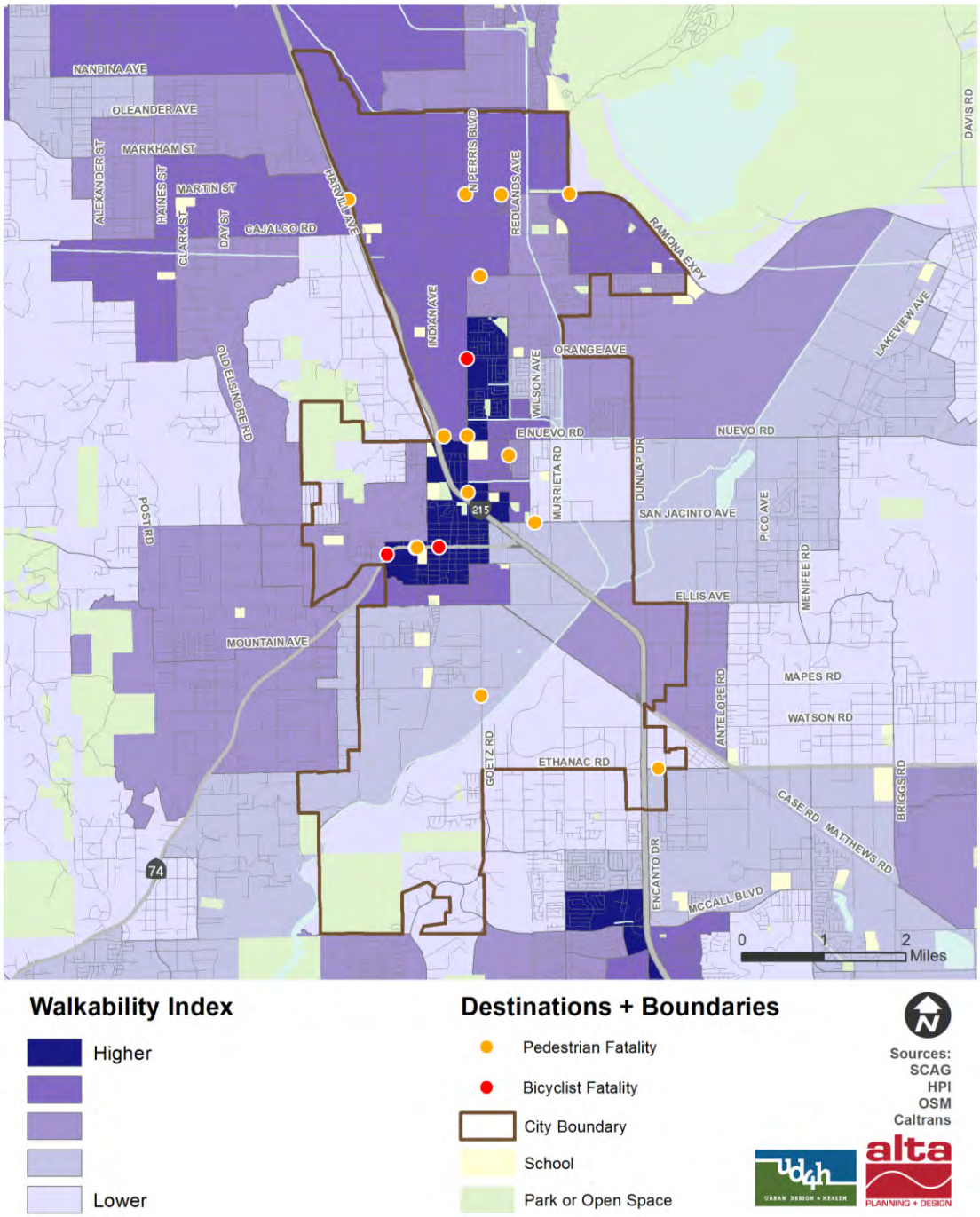


Figure 29 shows the spatial variation in walkability[45] and the locations of pedestrian and bicyclist fatalities[46] in Perris. Each dot on the map represents at least one fatality over the most recent five-year period. Many of the fatalities are located in areas with higher levels of walkability. With higher numbers of people walking (and bicycling), the opportunity for fatal crashes can be higher (increased exposure). However, through design, enforcement, and education, these tragedies can be eliminated, and pedestrian and bicyclist-involved collisions with vehicles can be significantly reduced.

[45] Smart Location Database, U.S. EPA, 2014.

[46] The Statewide Integrated Traffic Records System (SWITRS) (California Highway Patrol, 2020) is responsible for maintaining data for all traffic crashes in the state. Attribute information, such as the type of collision, time of day, cause and geographic location are provided for all traffic crashes Understanding the share of all traffic crashes that impact pedestrian and bicyclist is most important to target and prioritize investment in infrastructure and safety programs that promote health. The Transportation Injury Mapping System (University of California Berkeley, 2020) gathers and summarizes SWITRS data on a regular basis and makes it easily accessible to the public for download. Each dot denoted on the map indicate the location of at least one pedestrian or bicyclist fatality over the most recent five-year period (2014-2018).

Figure 29. Walkability Index & Pedestrian/Bicyclist Fatalities



Section 5

COMMUNITY COLLABORATION

"The sidewalks need major repair, they are all buckling especially near the Shell station and the bus stop, which needs a bench or sun shelter." *Perris Resident*

5. Community Collaboration

Engaging the community has been a top priority throughout the planning process. A variety of opportunities were used to seek input from residents and community members. The plan development process also included extensive coordination with partner agencies such as RTA, WRCOG, Riverside County Sheriff's Department, Perris Unified School District, CR&R Incorporated, Chelsea Investment Corporation, Social Work Action Group, Hispanic Chamber of Commerce, and other City departments to ensure this Plan meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can feasibly be implemented. Overall, the project team engaged with stakeholders throughout the development of the Plan in order to:

- **Understand Walking and Biking Needs:** Residents weighed in on current barriers to biking and walking, and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the Perris network.
- **Develop a Vision for Active Transportation in the City:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations:** The City presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped the City clarify these recommendations, and identified additional areas for improvement.

The City used multiple avenues to gain authentic and robust community input on this Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 4).

Table 4. Key Themes from Community Feedback

Topic	What We Heard
Safety	**Biking and Walking Feel Unsafe** Many community members shared that existing conditions in Perris do not support safe walking and biking, and that the lack of infrastructure prevents them from walking and biking.
Connectivity	**Biking and Walking Facilities Do Not Get Me to Key Destinations** Although community members may feel comfortable walking or biking in their neighborhoods, many shared that the lack of bike facilities that connect to schools and recreation paths discourages them from using biking and walking for every day transportation purposes.
Traffic Calming	**Biking and Walking Challenges When Crossing Streets** Community members from various groups (including residents, members of the CAC, and partner agencies) shared that there are opportunities for traffic calming near schools as well as the Downtown Metrolink Station.

Members of the CAC and community helped identify locations in need of improvement to make it safer and more comfortable to walk and bicycle .

COMMUNITY ADVISORY COMMITTEE

To help guide this planning process, the City convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the many needs of the community. Altogether, twenty people served on the Plan's CAC, representing RTA, WRCOG, City of Perris, Riverside County Sheriff's Department, Perris Unified School District, Chamber of Commerce, and several local businesses and community organizations such as Love 4 Life Association. The CAC convened six times throughout the 19-month planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, this planning effort leveraged the project website, the City's website, social media accounts, and community-based organizations to share information about the Plan and to encourage our residents to engage with the project.

Website

The project team created a website (*PerrisATPlan.com*) available in both Spanish and English to provide information about the planning effort and engagement opportunities. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.

PerrisATPlan.com *featured information about the project schedule and opportunities to provide feedback.*

Social Media

The project team also utilized posts and targeted advertisements on Facebook to increase awareness of the planning process and website. The advertisements reached over 16,800 people and resulted in over 2,400 clicks. Throughout the planning process, posts on social media notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

EVENTS

Art Installation

To engage as many members of the public as possible, the project team collaborated with an existing community event early on in the planning process:

- Harvest Festival Art Installation: October 18, 2019, City Hall Campus, 500 estimated attendees

The project team used three interactive activities to hear from residents about how we can improve biking and walking: a survey on high-priority streets, a map where participants could spatially identify where they currently face walking and biking challenges in Perris, and a feedback board.

To ensure outreach events were accessible and family-friendly, community workshops were facilitated in Spanish and English and included interactive activities.

Survey: High Priority Streets?

When asked which streets in the city should be considered as highest priority for improvements for walking and biking, participants selected:

- 40% of respondents:
  - D Street
  - A Street
  - Ramona Expressway
  - Nueva Road
  - 4th Street
- Lower Priority Roads:
  - Case Rd
  - E San Jacinto Ave
  - Santa Ana River Trail

The City utilized a variety of events to reach as many residents as possible.

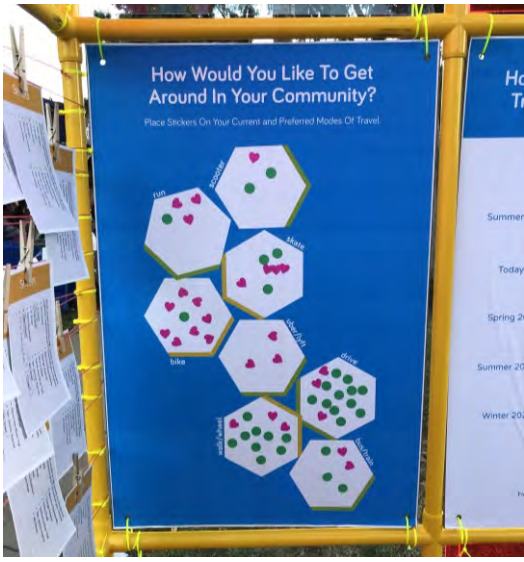
Map: Walking and Biking Challenges?

Participants placed color coded stickers on a map of Perris in locations where they face walking and biking challenges. The colored stickers corresponded to specific challenges: no street lights, no sidewalks, no safe crossings, no bike lanes, no shade, and speeding. The areas surrounding D Street and A Street received the most votes, indicating many barriers to walking and biking. Most of the barriers noted pertained to speeding and lack of sidewalks.

Participants indicated that D Street and A Street need improvements for walking and biking.

Feedback Board: How Would You Like to Get Around?

A popular activity among the kids at the Harvest Festival, the feedback board invited residents to place a green sticker on how they currently get around Perris and a pink heart on how they would like to get to get around our community. Almost 50% of participants travel by car and 25% walk, while the vast majority noted that they would prefer to bike, walk, skate, or scooter.



Community members expressed a strong desire to bike, walk, and roll more often.

Walking Tour

To help better understand existing conditions along one of the high-priority corridors identified during the Art Installation, the project team facilitated a bilingual walk audit on November 22, 2019 with community members along segments of 2nd Street, B Street, 3rd Street, C Street, 4th Street, Perris Boulevard, and San Jacinto Avenue.

The walking tour route consisted of a 1.6-mile loop beginning at the Downtown Metrolink Station and continuing along segments of 2nd Street, B Street, 3rd Street, C Street, 4th Street, Perris

Participants stopped at five locations along the route and responded to a series of questions at each of the stops. The first set of questions presented four prompts about existing conditions related to shade, sidewalks, crossings, lighting, bicycle facilities, and overall perception of safety.

Key issues highlighted by walking tour participants, and community members engaged along the route, include:

- High traffic volumes along C Street, 4th Street, and Perris Boulevard
- Unsafe intersections along C Street and 4th Street that hinder access to transit, commercial, and community destinations
- Lack of bicycle facilities and pedestrian exposure to automobile traffic create uncomfortable conditions along 4th Street and Perris Boulevard
- Broken sidewalks, missing curb ramps, and obstructions along 2nd and 3rd Streets
- Opportunities for traffic calming around St James School and the Downtown Metrolink Station

The walking tour highlighted the need for improved crossings along C Street for better access to the Downtown Metrolink Station.

GO HUMAN TRAININGS

The Go Human *trainings captured feedback on locations needing improvements for walking and biking.*

Before the COVID-19 pandemic and corresponding social distancing policies were enacted, the project team anticipated hosting a large demonstration event to showcase a preliminary recommendation on actual city streets. The event would have employed SCAG's *Go Human* demonstration kit to test out potential facilities and gain feedback. *Go Human*, SCAG's Active Transportation Safety and Encouragement Program, utilizes a variety of strategies to increase rates of walking and biking, while also decreasing collisions. To prepare for the demonstration event, the project team conducted two "*Go Human* Trainings" to familiarize community members with the demonstration kit and concept, and to build capacity for this and future efforts. Although the project team decided to forego the demonstration event due to the pandemic, the *Go Human* Trainings provided crucial insights regarding community needs.

The first *Go Human* Training occurred at the beginning of the planning process in July 2019 and involved members of the CAC. The second training occurred in February 2020, and involved participation from residents and other community stakeholders. Participants identified numerous locations and general issues concerning walking and biking in the community:

- Overall lack of pedestrian routes and facilities (e.g., sidewalks, crossings, ADA accessibility) and bikeways
- Lack of safe options for walking or biking to schools throughout Perris
- Difficulty crossing I-215 and the railroad tracks
- High need for improvements in the Enchanted Heights neighborhood

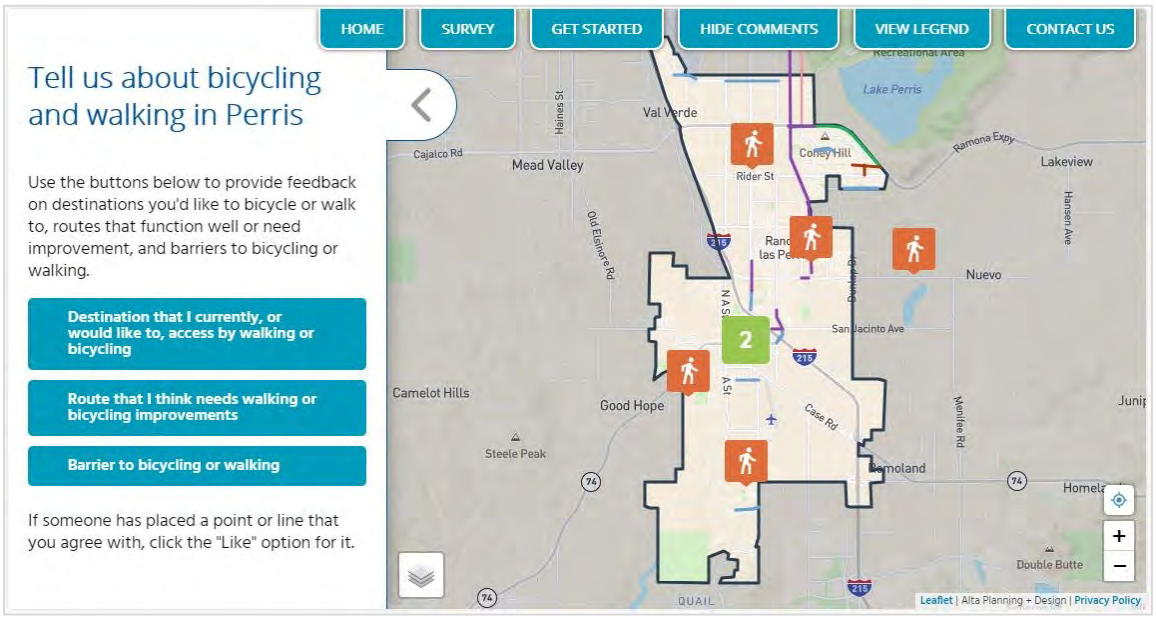
INTERACTIVE MAP

An interactive mapping tool was posted on the project website and used throughout development of this Plan to gather input and feedback from the community directly on a map of the city. Community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. The map also prompted users to take a quick survey to indicate what would encourage them to walk and bike more often. Altogether, seven survey responses and over 20 map comments were received while the interactive map was online.

Similar to feedback received during the Art Installation and Walking Tour, community members expressed concerns about pavement conditions, lack of facilities for biking and walking, and the need for improved visibility and lighting. Input addressed most major corridors in our city. Participants expressed support for:

- Bikeways on Nuevo Road and Rider Street
- Improvements to the Enchanted Heights neighborhood
- Completion of and landscaping along the Perris Valley Storm Drain trail / planned extension
- Trails along the San Jacinto River and other waterways
- Improved access to schools, downtown, and Lake Perris
- Calmer traffic in residential areas (e.g., speedbumps)

Figure 30. Online Public Input Map



REFINING THE DRAFT PLAN

After the preliminary recommendations had been developed, the project team released the draft Plan for public comment from August to September 2020. In addition to uploading the draft Plan to the project website, the team also utilized a suite of tools to capture the community's feedback on the draft Plan and preliminary recommendations.

Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, the project team also developed a survey that was distributed at local businesses through Love 4 Life Association. A longer version of the survey was posted online and presented more questions about preliminary recommendations. Altogether, 173 residents completed the recommendations survey. This feedback was used to help refine the draft Plan and preliminary recommendations.

Love 4 Life Association partnered with businesses throughout the city to provide printed recommendation surveys, including laundromats, restaurants, and babershops.

Virtual Town Hall + Office Hours

Finally, the project team hosted a virtual town hall on September 2, 2020., during which the project team discussed the draft Plan, listened to feedback, answered questions about the preliminary recommendations, and presented the recommendations survey using interactive polling. A recording of the virtual town hall was posted to the project website. To augment these web-based efforts, the project team also hosted "Office Hours" on September 8, 2020 allowing residents to call dedicated phone lines to learn about the draft Plan and provide input. Altogether, approximately 15 community members attended these events.

What did we hear?

Community members shared a variety of feedback during the public comment period. Key themes include:

During the public comment period, residents surveyed supported the highlighted recommendations at an average of **97%.**

- Widespread support for the preliminary recommendations. Across the survey responses (including online, paper, and poll results from the Virtual Town Hall), all recommendations received at least 90% of votes in support; most were even higher with an average of 97% of votes in favor.
- However, some residents expressed concern for Class III and IIIB bikeways, which they worried would not provide novice cyclists with enough protection from speeding cars. Residents also expressed concerns about costs, and wanted to ensure that the City was still able to address other pressing needs.

The project team revised the Plan to address these concerns and reflect community suggestions as best as possible.

KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings from our review of existing conditions data and public input guided the recommendations process:

- **Perris' existing pedestrian and bicycle networks are fragmented and incomplete.**
- **A network of relatively low-stress streets is interrupted by several high-stress corridors** which inhibit walking and biking, and make connecting to key destinations such as transit, jobs, and parks difficult.
- **Providing safe access to Perris' robust regional transit network** will be an important aspect of the Plan and one that will help expand mobility options for residents and commuters.
- Considering that a **high proportion of our residents are under 18 years—and that youth comprise the bulk of pedestrian- and bicycle-involved collisions**—this Plan will prioritize improving connections to schools and increasing youth-focused education programs.
- In part due to adjacent industrial activity and proximity to regional highways, **community members are overburdened with poor air quality**. Making active transportation safer and more appealing as a means to help reduce transportation-related emissions is imperative.
- **Much of Perris qualifies as "disadvantaged"** according to CalEnviroScreen 3.0, and supported by the findings of the health and built environment assessments. The Equity Framework outlined in Chapter 2 will continue to be a guiding principle as we move forward in this planning process and begin to develop recommendations that serve our most vulnerable populations.

This Plan envisions a comfortable, convenient, and complete active transportation network that improves mobility in Perris. Building on the City's existing plans and initiatives, the Plan establishes a comprehensive implementation strategy informed by this needs assessment and rooted in social equity.

Section 6

STREET RECOMMENDATIONS

"Lanes narrow beginning at Perris High; a painted bike lane would be ideal. In essence a continuation of the bike lane that already exists and ends a number of meters before Perris High School." *Perris Resident*

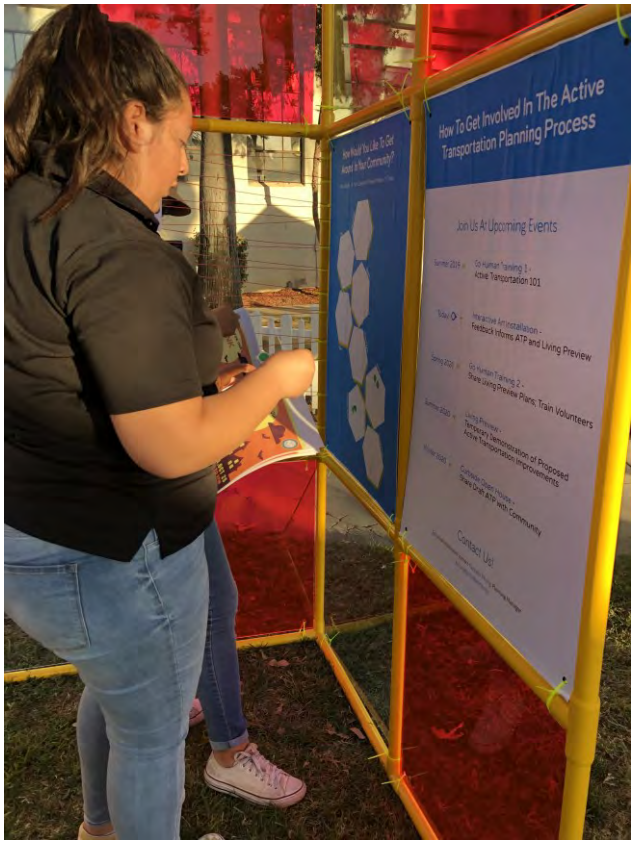
6. Street Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City intends to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following recommendations are considered planning-level meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

HOW WE DEVELOPED RECOMMENDED PROJECTS

Developing recommendations is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 31). Key themes from the public input guided our overall recommendations (see Table 5). Various outlets allowed for public desire for new and improved bicycle and pedestrian facilities to be voiced and recorded throughout the development of the Plan: community meetings and events, the online public input map, and the community survey. Roadways and areas that were mentioned multiple times across different outreach methods were examined as high priority for inclusion in the recommended projects.



The City listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.

Figure 31. Network Development Process

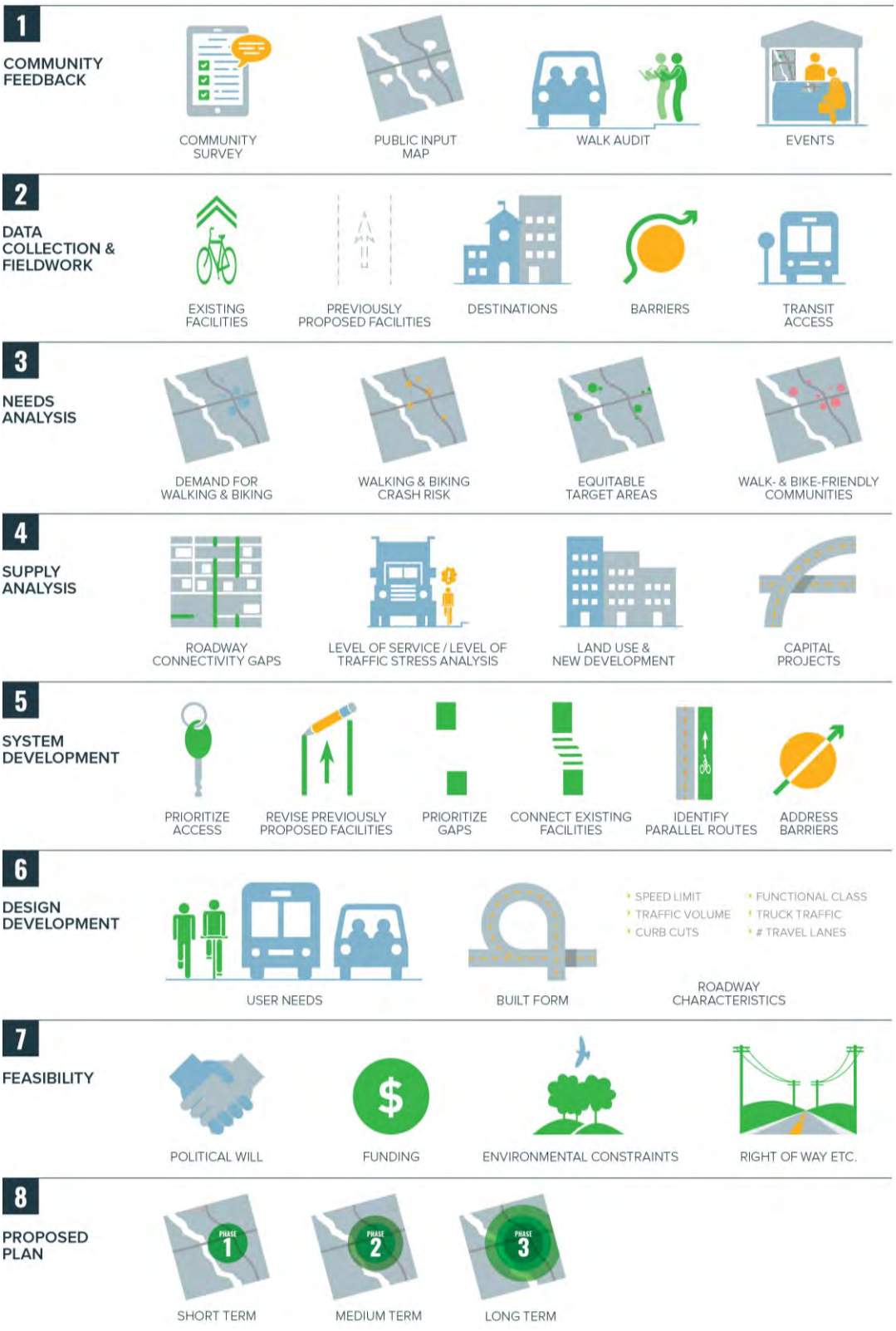


Table 5. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Access is limited	**Make it Accessible** Multiple cross-town corridors that help people bicycle and walk safely to Downtown Perris, schools, parks, Metrolink, and other key destinations from as many parts of Perris as possible.
Conditions do not support safe walking and biking	**Make it Safe** New bikeways, sidewalks, road diets, and highly visible crossings on streets that are currently stressful and have high collision rates to make it safer to walk and bike.
Connections throughout Perris' open spaces and to Menifee are needed	**Make it Connected** A comprehensive network of on-street facilities and shared use paths through our community's open spaces will connect to destinations, existing trails, and adjacent municipalities.
Cars speed and do not respect stop signs	**Make it Calm** Speed bumps, right-sizing roadways, crossing improvements, and other traffic calming measures work to deter speeding and disobedience of stop signs.

HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS

Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.

Access & Comfort

Network recommendations create continuous walking and cycling routes throughout the community, connecting neighborhoods to major destinations and to one another.

Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income households.

Enhance the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.

Bicycle Facility Types

CLASS I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking.
- Comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

CLASS II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

CLASS IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

CLASS III

Bicycle Route

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

CLASS IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.
- Comfortable facility for bicyclists with wider range of abilities.

CLASS IV

Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, the City had just over 15 miles of existing bikeways. An additional 115 miles are proposed in this Plan, including over 37 miles of Class I Shared Use Path and almost 6 miles of Class IV Separated Bikeways. Many recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing or previously planned bikeway. Recommended bicycle projects are shown in Figure 33, with mileage highlighted in Table 6 and Figure 32. More details about how recommendations in this Plan compare to previously planned facilities are available in Appendix E.

Table 6. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Existing (miles)	Proposed (miles)	Total (miles)
Class I	Shared Use Path	6.5	37.3	43.8
Class II	Bike Lane	7.9	29.6	37.5
Class IIB	Buffered Bike Lane	0.0	25.9	25.9
Class III	Bicycle Route	1.0	9.3	10.3
Class IIIB	Bicycle Boulevard	0.0	7.6	7.6
Class IV	Separated Bikeways	0.0	6.0	6.0
	TOTAL	15.4	115.8	131.2

Figure 32. Length of Recommended Bicycle Network

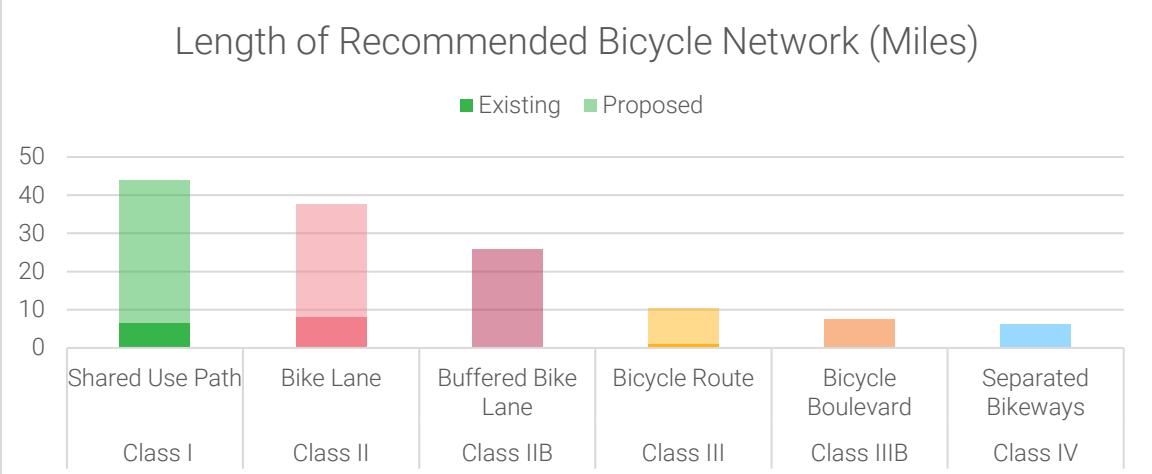


Figure 33. Recommended Bicycle Projects

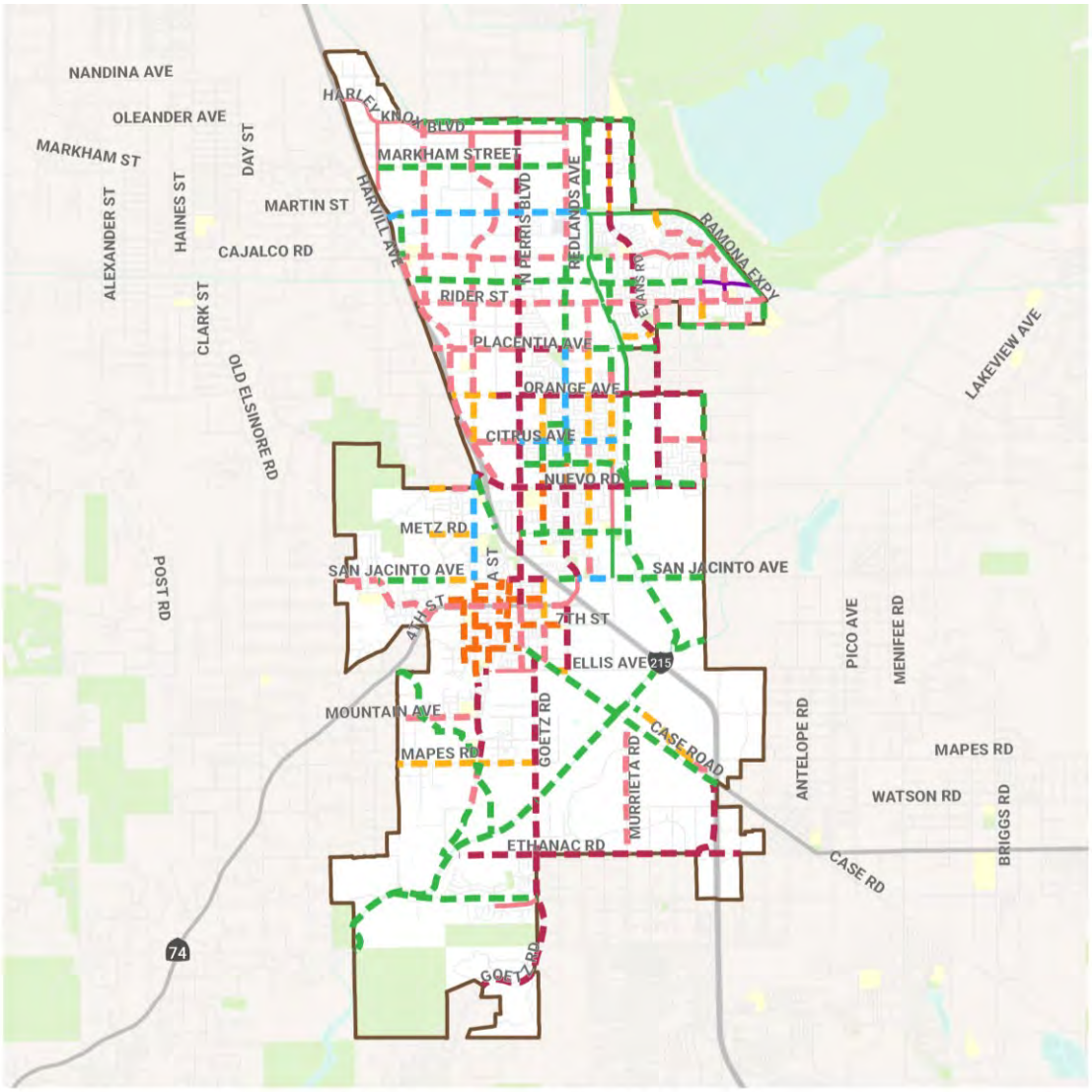


Figure 34. Recommended Bicycle Projects: North Perris

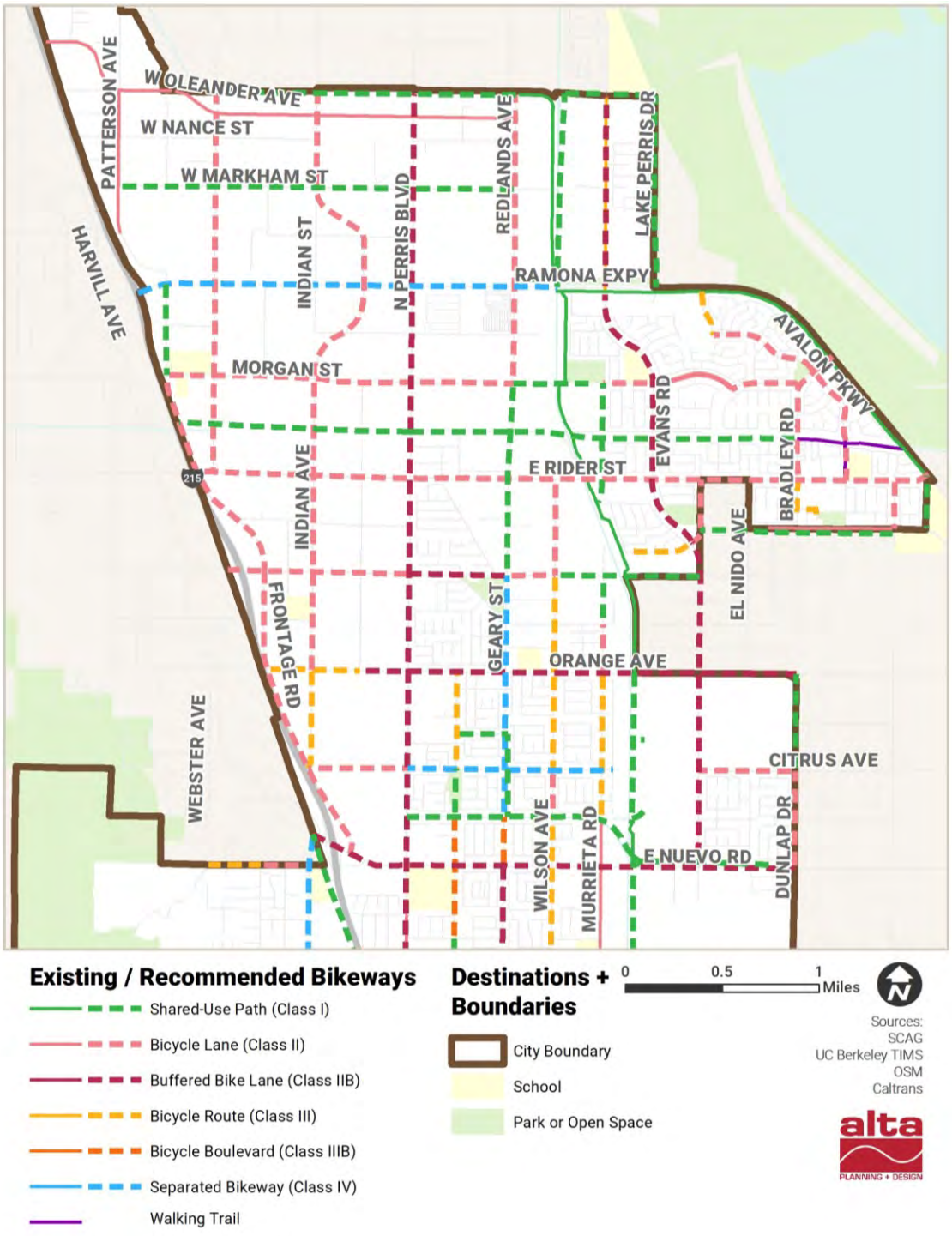


Figure 35. Recommended Bicycle Projects: Downtown

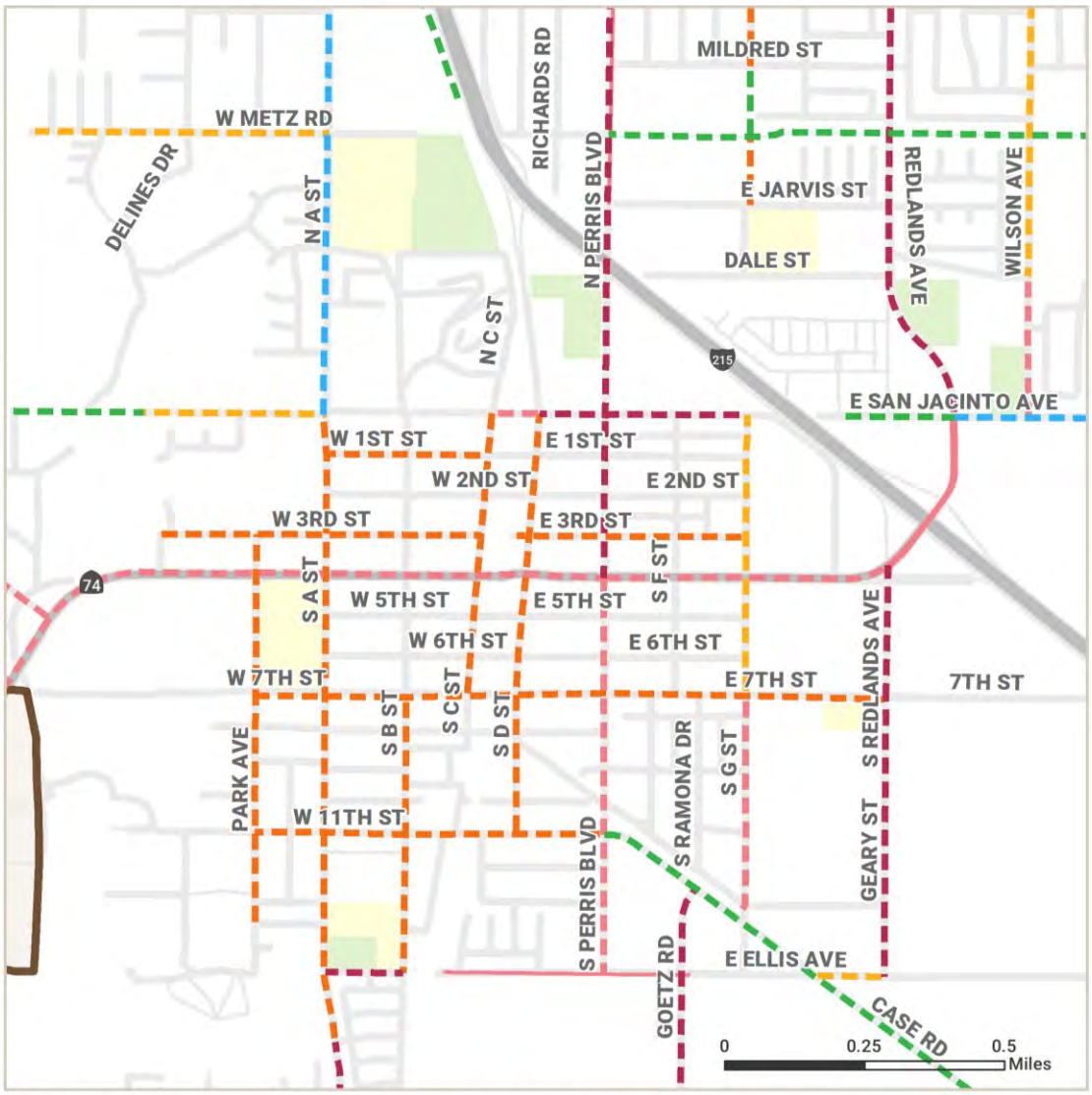


Table 7. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
11th Street	Park Avenue	Perris Boulevard	3B	0.62
1st Street	A Street	C Street	3B	0.29
3rd Street	D Street	G Street	3B	0.41
3rd Street	Kruse Street	C Street	3B	0.57
4th Street	7th Street	Perris Boulevard	2	1.18
4th Street	Perris Boulevard	Redlands Avenue	2	0.52
7th Street	Park Avenue	Redlands Avenue	3B	1.13
A Street	Mapes Road	Watson Road	2	0.52
A Street	Nuevo Road	San Jacinto Avenue	4	1.16
A Street	Red Maple Place	Mapes Road	2B	0.90
A Street	San Jacinto Avenue	Red Maple Place	3B	1.12
A Street Alignment	Watson Road	Ethanac Road	1	0.60
Adjacent to Railroad	Nuevo Road	Metz Park	1	0.64
Avalon Parkway	Cane Bay Lane	Rider Street	2	1.21
Avalon Parkway	Ramona Expressway	Cane Bay Lane	3	0.26
B Street	7th Street	Ellis Avenue	3B	0.49
Bonnie Drive	Mapes Road	SR 74	2	0.20
Bradley Road	Ramona Expressway	Rider Street	2	0.72
Bradley Road / Sorrel Lane	Rider Street	May Ranch Park	3	0.28
C Street	San Jacinto Avenue	7th Street	3B	0.51
Case Road	Perris Boulevard	I-215	1	2.61
Case Road	Watson Road (1,325' N)	Ethanac Road	2B	0.85
Citrus Avenue	Evans Road	Dunlap Road	2	0.50
Citrus Avenue	Perris Boulevard	Willowbrook Lane	4	1.06
Citrus Avenue Alignment	Indian Street	Perris Boulevard	2	0.51

Corridor	From	To	Facility Type	Length (Miles)
Copper Creek Park Path	Citrus Avenue	Turquoise Drive Flood Control Channel	1	0.25
D Street	San Jacinto Avenue	11th Street	3B	0.75
Diana Street	San Jacinto Avenue	Mount Baldy Street	2	0.13
Dunlap Drive	Citrus Avenue	Nuevo Road	2	0.50
Dunlap Drive	Orange Avenue	Citrus Avenue	1	0.50
Ellis Avenue	A Street	B Street	2B	0.14
Ellis Avenue	Case Road	Redlands Avenue	3	0.13
Ethanac Road	San Jacinto River	Sherman Road	2B	3.07
Evans Road	Northern City Limits	Ramona Expressway	2B	1.01
Evans Road	Old Evans Road	Orange Avenue	2B	0.68
Evans Road	Orange Avenue	Nuevo Road	2B	0.99
Evans Road	Ramona Expressway	Old Evans Road	2B	1.45
Flicker Way Flood Control Channel	Medical Center Drive	Redlands Avenue	1	0.27
G Street	7th Street	Case Road	2	0.40
G Street	San Jacinto Avenue	7th Street	3	0.50
Goetz Road	Case Road	Lesser Lane	2B	4.08
Harley Knox Boulevard Alignment	Perris Valley Channel	Lake Perris Drive	1	0.47
Harley Knox Boulevard Flood Control Channel	Heacock Street/ Webster Avenue	Redlands Avenue	1	1.55
I-215 Frontage Road	Morgan Street	Placentia Avenue	2	1.17
I-215 Frontage Road	Placentia Avenue	Nuevo Road	2	1.57
Indian Avenue	Harley Knox Boulevard Flood Control Channel	Orange Avenue	2	3.21
Indian Avenue	Orange Avenue	I-215 Frontage Road	3	0.51
Lake Perris Drive	North City Limits	Ramona Expressway	1	0.99
Lakeside Middle School Western Perimeter	Rider Street	Walnut Street	1	0.27

Corridor	From	To	Facility Type	Length (Miles)
Mapes Road	A Street	Goetz Road	3	0.62
Mapes Road	Case Road	South Perris Metrolink Station Drive	3	0.11
Mapes Road	McPherson Road	A Street	3	0.88
Markham Street	Patterson Avenue	Redlands Avenue	1	2.06
Medical Center Drive	Orange Avenue	Citrus Avenue	3	0.50
Metz Road	Georgiana Court	A Street	3	0.52
Metz Road Flood Control Channel	Perris Boulevard	Perris Valley Channel	1	1.18
Monument Ranch Greenway	San Jacinto River	Goetz Road	1	1.58
Morgan Park to Rider Street	Morgan Street	Rider Street	1	0.62
Morgan Street	May Ranch Parkway	Bradley Road	2	0.36
Morgan Street	Morgan Park	Evans Road	2	0.26
Morgan Street	Nevada Road	Redlands Avenue	2	1.80
Morgan Street Alignment	Redlands Avenue	Morgan Park	1	0.39
Mountain Avenue	McPherson Road	River Road	2	0.51
Mountain Avenue	River Road	A Street	2	0.36
Mountain Avenue Wash	Western City Limits	San Jacinto River	1	2.48
Murieta Road	Case Road	Ethanac Road	2	1.43
Murrieta Road	Orange Avenue	Turquoise Drive Flood Control Channel	3	0.76
Murrieta Road	Placentia Avenue	Water Avenue	1	0.25
Murrieta Road	Water Avenue	Orange Avenue	2	0.25
MWD Greenway	I-215 Frontage Road	Perris Boulevard	1	1.20
MWD Greenway	Perris Boulevard	Bradley Road	1	2.03
Navajo Road	San Jacinto Avenue	4th Street	2	0.78
Nevada Road	Ramona Expressway	Morgan Street	1	0.47
Nuevo Road	A Street	Dunlalp Drive	2B	2.53

Corridor	From	To	Facility Type	Length (Miles)
Nuevo Road	Delines Drive	A Street	2	0.25
Nuevo Road	Rimrock Drive	A Street	3	0.27
Old Evans Road	Rider Street	Evans Road	2	0.34
Orange Avenue	Barrett Avenue	Dunlap Drive	2B	2.26
Orange Avenue	I-215	Barrett Avenue	3	0.48
Park Avenue	3rd Street	13th Street	3B	0.69
Perris Boulevard	11th Street	Ellis Avenue	2	0.25
Perris Boulevard	4th Street	11th Street	2	0.46
Perris Boulevard	City Limits	San Jacinto Avenue	2B	5.00
Perris Boulevard	San Jacinto Avenue	4th Street	2B	0.29
Perris South Metrolink Station	San Jacinto River	S. Perris Metrolink Station Road	1	0.15
Perris Valley Channel	Evans Street	San Jacinto Avenue	1	0.32
Perris Valley Channel	North City Limits	Ramona Expressway	1	1.00
Perris Valley Channel	Nuevo Road	Evans Street	1	0.77
Perris Valley Channel	Orange Avenue	Nuevo Road (1108' N)	1	0.78
Perris Valley Channel	San Jacinto Avenue	Ellis Avenue	1	0.87
Perris Valley Channel Connector	Perris Valley Channel	Perla Street	1	0.06
Perris Valley Channel Connector	Regala Street	Perris Valley Channel Path	1	0.07
Placentia Avenue	Perris Boulevard	Redlands Avenue	2B	0.51
Placentia Avenue	Redlands Avenue	Wilson Avenue	2	0.25
Placentia Avenue	Western City Limits	Perris Boulevard	2	0.94
Placentia Avenue	Wilson Avenue	El Nido Avenue	1	0.75
Ramona Expressway	I-215	Sinclair Street	4	2.18
Redlands Avenue	Harley Knox Boulevard Flood Control Channel	Morgan Street	2	1.49
Redlands Avenue	Morgan Street	Placentia Avenue	1	0.99
Redlands Avenue	Nuevo Road	San Jacinto Avenue	2B	1.78

Corridor	From	To	Facility Type	Length (Miles)
Redlands Avenue	Placentia Avenue	Turquoise Drive	4	1.25
Redlands Avenue	Turquoise Drive Flood Control Channel	Nuevo Road	3B	0.25
Redlands Avenue Flood Control Channel	Waller Way	Turquoise Drive Flood Control Channel	1	0.43
Rider Street	I-215 Frontage Road	Ramona Expressway	2	3.80
Ruby Drive	Metz Road Flood Control Channel	Jarvis Street	3B	0.12
Ruby Drive	Turquoise Drive	Mildred Street	3B	0.63
Ruby Drive Alignment	Mildred Street	Metz Road Flood Control Channel	1	0.13
San Jacinto Avenue	C Street	D Street	2	0.08
San Jacinto Avenue	D Street	G Street	2B	0.37
San Jacinto Avenue	Kruse Street	A Street	3	0.33
San Jacinto Avenue	Lamplighter Lane	Redlands Avenue	1	0.21
San Jacinto Avenue	Lukens Lane	Navajo Road	2	0.45
San Jacinto Avenue	Murrieta Road	Perris Valley Channel	1	0.33
San Jacinto Avenue	Perris Valley Channel	Dunlap Drive	1	0.66
San Jacinto Avenue	Redlands Avenue	Murrieta Road	4	0.38
San Jacinto Avenue Alignment	Navajo Road	Kruse Street	1	0.73
San Jacinto River	Case Road	Goetz Road	1	1.30
San Jacinto River	Ellis Avenue	I-215	1	0.22
San Jacinto River	Ethanac Road	Southwest City Limits	1	1.77
San Jacinto River	Goetz Road	Ethanac Road	1	1.15
San Jacinto River	I-215	Case Road	1	0.73
San Jacinto River	Perris Valley Channel	Dunlap Drive	1	0.40
Sherman Avenue	Rider Street	Walnut Avenue	2	0.25
South Perris Metrolink Station Road	South Perris Metrolink Station	Mapes Road	3	0.83
Sparrow Way	Clapper Street	Evans Road	3	0.35

Corridor	From	To	Facility Type	Length (Miles)
Turquoise Drive / Nuevo Road Flood Control Channel	Perris Boulevard	Dunlap Drive	1	2.11
Walnut Street	Old Evans Road	Sherman Road	1	1.00
Webster Avenue	Harley Knox Boulevard	Rider Street	2	1.97
Wilson Avenue	Citrus Avenue	Turquoise Drive Flood Control Channel	2	0.24
Wilson Avenue	Dale Street	San Jacinto Avenue	2	0.25
Wilson Avenue	Orange Avenue	Citrus Avenue	3	0.50
Wilson Avenue	Placentia Avenue	Orange Avenue	3	0.50
Wilson Avenue	Rider Street	Placentia Avenue	2	0.50
Wilson Avenue	Turquoise Drive Flood Control Channel	Dale Street	3	1.01
			TOTAL	115.8

Pedestrian Facility Types

Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.

Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.
- Advance yield markings, or "shark teeth," warn drivers they are approaching a crosswalk.

Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.
- Curb extensions create safer and shorter crossings for pedestrians. They can help slow vehicle traffic by visually narrowing the roadway. They also increase the available space for street furniture, plantings, and street trees.

Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.
- Leading pedestrian intervals allow a pedestrian to begin crossing the street before the traffic signal turns green.

Traffic Calming

- Encourage drivers to travel at slower speeds.
- Some treatments alter the configuration of a roadway, while others change how drivers perceive and respond to a street.
- Can be used at targeted locations such as a dangerous intersection, or along corridors.

Pedestrian-scale Lighting

- Improves visibility for people walking, as opposed to street lights intended to light the roadway.
- Additional care and emphasis on pedestrian lighting should be taken at and near crosswalks.

RECOMMENDED PEDESTRIAN PROJECTS

During outreach, residents indicated that they don't feel safe crossing busy streets in Perris. The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized.

In general, recommended pedestrian projects aim to improve safety and comfort throughout Perris. The pedestrian projects recommended in this Plan fall into one of seven categories:

- Sidewalks & Paths:
    - New sidewalks/paths that make walking along the street safer, more comfortable, and accessible for people using mobility devices
    - Sidewalk gap closures to ensure people have comfortable and continuous routes to their destinations
    - Sidewalk resurfacing and widening improve our existing network and ensure access for people of all ages and abilities
- Crossing Facilities:
    - Crossing facilities that make crossing the street at intersections and midblock easier, including pedestrian refuge islands, high-visibility continental crosswalks, decorative crosswalks, and advance yield markings
    - Additional treatments to enhance accessibility including audio devices and pedestrian wayfinding
- Curb Treatments:
    - Curb treatments such as curb extensions and curb ramps that increase accessibility for people crossing the street, help calm traffic, and reduce crossing distances
- Beacons & Signals:
    - Beacons and pedestrian activated warning devices to help people safely cross the street at midblock or uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
    - Modifications to existing traffic signals to include pedestrian countdown timers, automatic pedestrian phases and a leading pedestrian interval to allow a pedestrian to begin crossing before traffic signals change to green

- Traffic Calming:
    - **Traffic calming facilities** such as traffic circles, chicanes, speed feedback signs, pinch points, and speed tables and/or humps that encourage drivers to travel at a speed appropriate for the surrounding land uses and users
- Pedestrian-Scale Lighting:
    - **New pedestrian-scale lighting** to improve visibility for people walking, as opposed to street lights at heights and directions intended to light the roadway for motorists
- Green Infrastructure:
    - **Trees, landscaping, stormwater capture and other efforts** to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Creating better connections to schools was a priority based on community feedback during outreach. Improved crossings near schools, parks, and commercial centers like Plaza de Perris and Mercado Park will offer better access for people shopping and dining and strengthen the local economy. At various intersections and midblock locations, new or updated crosswalks would improve conditions for people crossing the street. At midblock and uncontrolled intersections, advance yield markings and pedestrian signals would increase the visibility of people crossing the street. Curb extensions would also increase the visibility of pedestrians, shorten crossing distances, and reduce vehicle speeds. Further, at select major intersections in areas with high volumes of foot traffic, leading pedestrian intervals are recommended to give people crossing the street priority and to reduce conflicts with turning vehicles.

Class IIIB bicycle boulevards are made more comfortable with additional pedestrian improvements. For example, along Nuevo Road, facilities such as curb extensions, traffic circles, speed feedback signs, and high-visibility continental crosswalks would help reduce speeding and cut-through traffic, increasing comfort and safety for people walking and biking.

Recommended pedestrian facilities are shown in Figure 36.

Figure 36. Recommended Pedestrian Projects

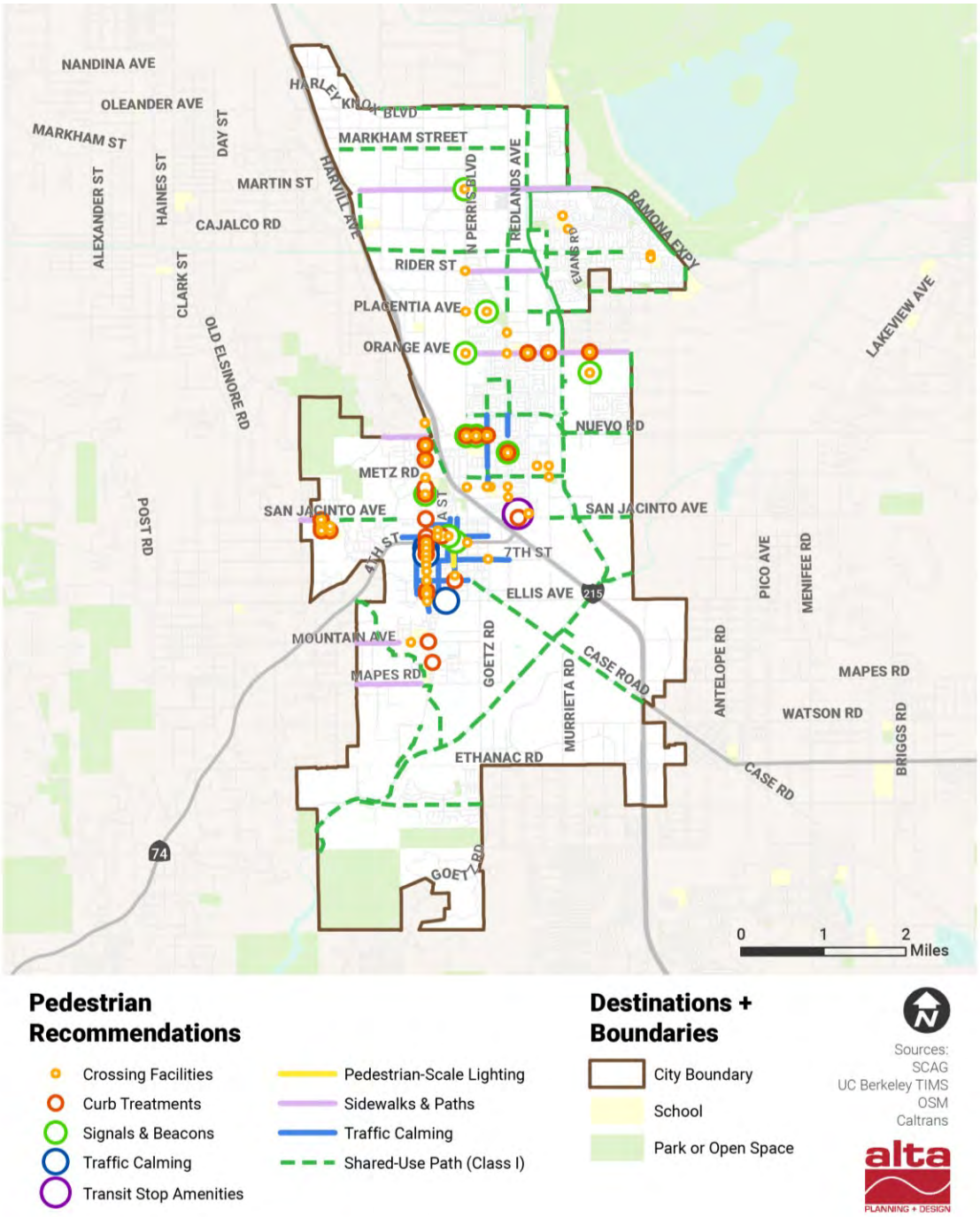


Figure 37. Recommended Pedestrian Projects: North Perris

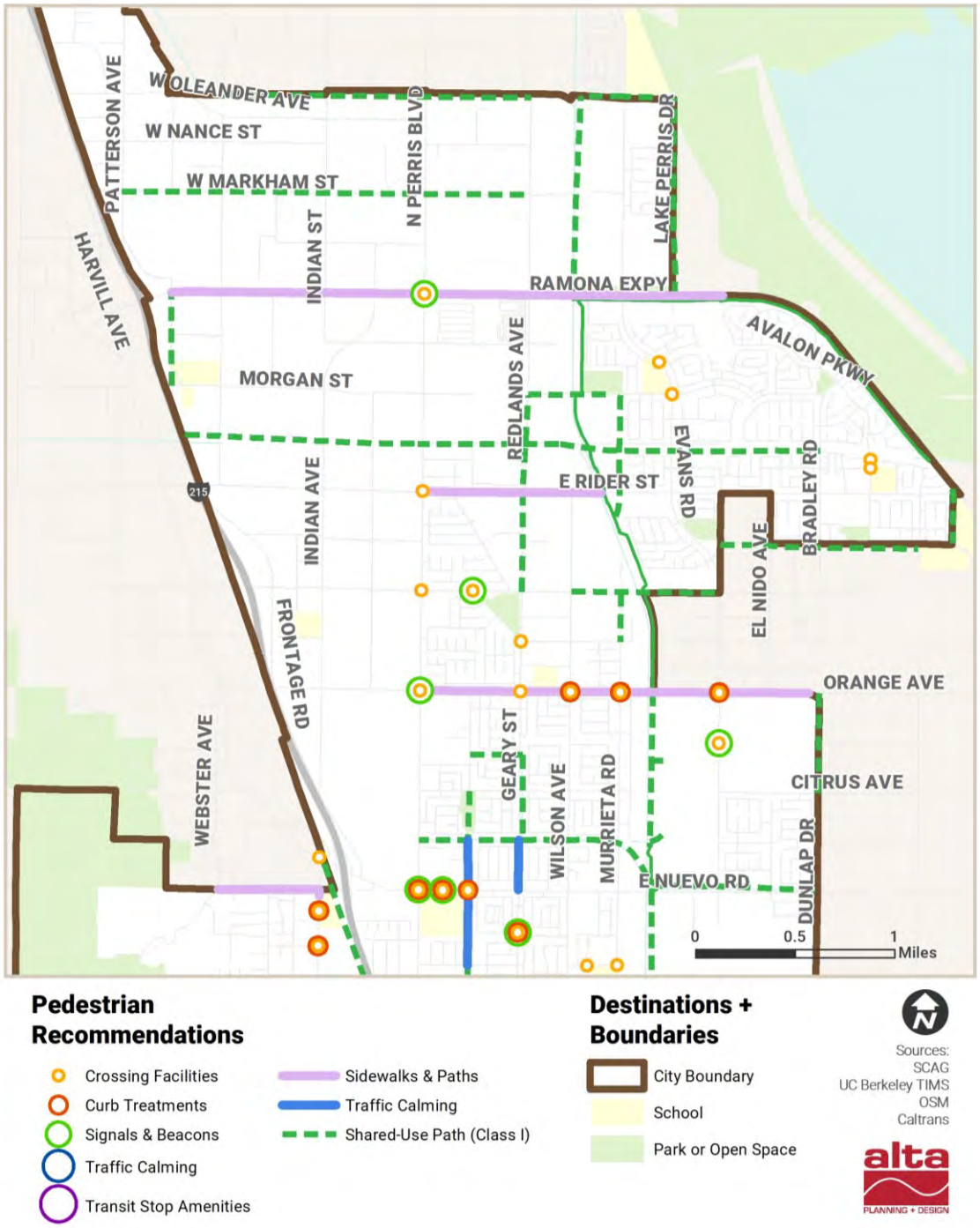


Figure 38. Recommended Pedestrian Projects: Downtown

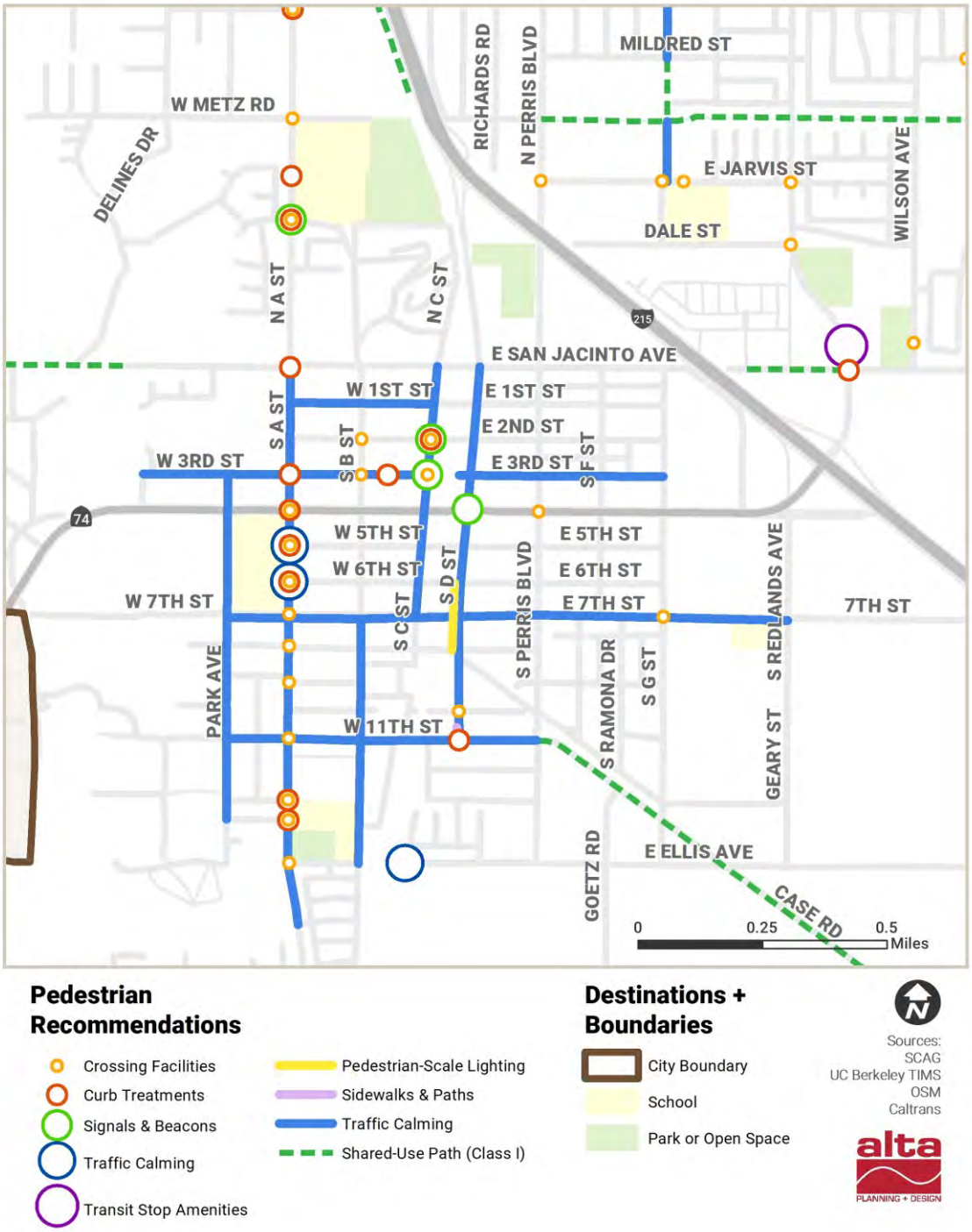


Table 8. Recommended Pedestrian Projects Including Quantity and Length

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
11th Street	Park Avenue	Perris Boulevard	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.62	
1st Street	A Street	C Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.29	
3rd Street	B Street (260' E)		Curb Treatments	Install bulb-outs at mid-block crossing.		2
3rd Street	D Street	G Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.41	
3rd Street	Kruse Street	C Street	Traffic Calming	Include traffic calming elements and school area signage (Bicycle Boulevard, Class IIIB).	0.57	
4th Street	D Street		Signals & Beacons	Consider LPI or pedestrian-only phase.		1
7th Street	G Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4
7th Street	Park Avenue	Redlands Avenue	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	1.13	
A Street	11th Street		Crossing Facilities	Enhance to high-visibility crossings.		4
A Street	12th Street		Crossing Facilities	Add high-visibility crosswalks (W and S legs). Include school-area signage and markings.		2
A Street	12th Street		Curb Treatments	Add curb ramp to SE corner.		1

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
A Street	13th Street		Crossing Facilities	Add high-visibility crosswalks (W and S legs). Include school-area signage and markings.		2
A Street	13th Street		Curb Treatments	Add curb ramp to SE corner.		1
A Street	2nd Street	3rd Street	Sidewalks & Paths	Complete sidewalk gaps.	0.07	
A Street	3rd Street		Curb Treatments	Add curb ramps on NW and SW corners.		2
A Street	4th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.		4
A Street	4th Street		Curb Treatments	Reduce curb radii.		4
A Street	5th Street		Crossing Facilities	Enhance existing crosswalks to high-visibility crossings. Add crosswalk to N leg of intersection. Include school-area signage and markings.		3
A Street	5th Street		Curb Treatments	Install curb ramp (NW corner).		1
A Street	5th Street		Traffic Calming	Add stop signs on A Street (N and S legs).		2
A Street	6th Street		Crossing Facilities	Enhance existing crosswalks to high-visibility crossings. Add crosswalk to N leg of intersection. Include		3

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
				school-area signage and markings.		
A Street	6th Street		Curb Treatments	Install new curb ramps (NW and SW corners). Improve existing curb ramps (NE and SE corners).		4
A Street	6th Street		Traffic Calming	Add stop signs on A Street (N and S legs).		2
A Street	7th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.		4
A Street	8th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.		3
A Street	9th Street		Crossing Facilities	Enhance to high-visibility crossings. Add advance warning signage.		1
A Street	Alpine Drive		Curb Treatments	Reduce curb radii. Consider bulb-outs.		2
A Street	Ellis Avenue		Crossing Facilities	Enhance to high-visibility crossing. Include school-area signage and markings.		1
A Street	Highland Vista Way		Crossing Facilities	Install high-visibility crosswalks (N and W legs). Include school-area signage and markings.		2
A Street	Highland Vista Way		Curb Treatments	Add curb ramps.		2

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
A Street	Highland Vista Way		Signals & Beacons	Install traffic signal.		1
A Street	Highland Vista Way (480' N)		Curb Treatments	Install curb ramps at new driveway.		2
A Street	Metz Road		Crossing Facilities	Add high-visibility marked crosswalks. Include school-area signage and markings.		4
A Street	Mountain Avenue		Curb Treatments	Reduce NW curb radius.		1
A Street	Nuevo Road	Nuevo Road (134' S)	Sidewalks & Paths	Complete sidewalk.	0.03	
A Street	Nuevo Road (530' S)		Crossing Facilities	Install advance stop bars and additional signage. Include school-area signage and markings.		2
A Street	Nuevo Road (530' S)		Curb Treatments	Install curb ramps.		2
A Street	San Jacinto Avenue	Red Maple Place	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	1.12	
A Street	San Jacinto Avenue		Curb Treatments	Add curb ramp on SW corner.		1
A Street	Serrana Road		Crossing Facilities	Install high-visibility crosswalks (N and W legs). Include school-area signage and markings.		2
A Street	Serrana Road		Curb Treatments	Install curb ramp (NE corner).		1
Avalon Parkway	Campanella Drive		Crossing Facilities	Enhance to high-visibility crosswalks. Add advance		2

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
				yield markings and warning signage. Include school-area signage and markings.		
Avalon Parkway	Mount Verdugo Lane		Crossing Facilities	Enhance to high-visibility crosswalk. Include school-area signage and markings.		1
B Street	2nd Street		Crossing Facilities	Add/enhance to high-visibility crosswalks.		4
B Street	3rd Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4
B Street	7th Street	Ellis Avenue	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.49	
C Street	2nd Street		Crossing Facilities	Add high-visibility crossings (W and N legs).		2
C Street	2nd Street		Curb Treatments	Add curb ramp to NE corner.		1
C Street	2nd Street		Signals & Beacons	Add RRFB or crossing signage.		1
C Street	3rd Street		Crossing Facilities	Restripe existing crosswalks. Add high visibility crosswalk (N leg).		3
C Street	3rd Street		Signals & Beacons	Install push-button activated crosswalk with in-roadway lights.		1
C Street	San Jacinto Avenue	7th Street	Traffic Calming	Include traffic calming elements such as speed feedback signs and in-roadway lighting at the	0.51	

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
				crosswalk (Bicycle Boulevard, Class IIIB). Include school area signage.		
D Street	10th Street		Crossing Facilities	Enhance crosswalk visibility. Add warning signage.		4
D Street	10th Street (130' S)	11th Street	Sidewalks & Paths	Complete sidewalk gaps.	0.03	
D Street	11th Street		Curb Treatments	Install curb ramp (NW corner).		1
D Street	6th Street	8th Street	Pedestrian-Scale Lighting	Install pedestrian-scale lighting.	0.14	
D Street	San Jacinto Avenue	11th Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.75	
Diana Street	Mount Baldy Street		Crossing Facilities	Enhance to high-visibility crosswalk (E leg). Include school-area signage and markings.		1
Diana Street	Mount Baldy Street		Curb Treatments	Reduce curb radii.		2
Diana Street	Mount Diablo Street		Crossing Facilities	Enhance to high-visibility crosswalk (E leg). Include school-area signage and markings.		1
Diana Street	Mount Diablo Street		Curb Treatments	Reduce curb radii.		2
Diana Street	San Jacinto Avenue		Crossing Facilities	Add/enhance to high-visibility crosswalks.		4

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Diana Street	San Jacinto Avenue		Curb Treatments	Reduce curb radii.		4
Ellis Avenue	Museo Way		Traffic Calming	Extend median to reduce ROW (donut markings). Include pedestrian refuge at intersection.		1
Evans Road	Lemon Avenue		Crossing Facilities	Add high-visibility crossing (W and N legs). Add advance yield striping for N leg.		2
Evans Road	Lemon Avenue		Signals & Beacons	Install crossing signage and RRFB.		1
Evans Road	Morgan Street		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		4
Evans Road	Whispering Wood Lane		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		2
Jarvis Street	Ruby Road (190' E)		Crossing Facilities	Enhance to high-visibility crosswalk. Install advance yield bars. Include school-area signage and markings.		1
Mapes Road	McPherson Road	Watson Road (500' E)	Sidewalks & Paths	Install sidewalk/path.	0.78	
Mildred Street	Hollywood Court		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		2

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Mount Baldy Street	Mount Rainer Street		Crossing Facilities	Add high-visibility crosswalks (N and W legs). Include school-area signage and markings.		2
Mount Baldy Street	Mount Rainer Street		Curb Treatments	Reduce curb radii.		2
Mount Rainer Street	Mount Diablo Street		Crossing Facilities	Add high-visibility crosswalks. Include school-area signage and markings.		4
Mountain Avenue	McPherson Road	River Road	Sidewalks & Paths	Install sidewalk/path.	0.51	
Murrieta Road	Mildred Street		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		3
Murrieta Road	Patriot Lane		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		4
Nuevo Road	A Street		Crossing Facilities	Construct pedestrian/bike ramp from Nuevo Road overpass to A Street. Coordinate with County.		1
Nuevo Road	Perris Boulevard (630' E)		Crossing Facilities	Add high-visibility, mid-block crosswalk.		1
Nuevo Road	Perris Boulevard (630' E)		Curb Treatments	Install curb extensions at recommended mid-block crosswalk.		2

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Nuevo Road	Perris Boulevard (630' E)		Signals & Beacons	Install RRFB at recommended mid-block crosswalk.		1
Nuevo Road	Rimrock Drive	A Street	Sidewalks & Paths	Complete sidewalk gaps.	0.51	
Nuevo Road	Ruby Drive		Crossing Facilities	Update faded crosswalk (N and S legs). Include school-area signage and markings.		2
Nuevo Road	Ruby Drive		Curb Treatments	Reduce curb radii.		4
Orange Avenue	Evans Road		Curb Treatments	Coordinate with County to install curb ramps (N leg).		2
Orange Avenue	Murrieta Road		Crossing Facilities	Enhance to high-visibility crosswalks.		2
Orange Avenue	Murrieta Road		Curb Treatments	Install curb extensions.		3
Orange Avenue	Perris Boulevard	Dunlap Drive	Sidewalks & Paths	Complete sidewalk gaps.	1.96	
Orange Avenue	Wilson Avenue		Crossing Facilities	Add/enhance to high-visibility crosswalks. Include school-area signage and markings.		4
Orange Avenue	Wilson Avenue		Curb Treatments	Install curb ramps (N leg).		2
Park Avenue	3rd Street	13th Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.69	
Perris Boulevard	4th Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Perris Boulevard	Jarvis Street		Crossing Facilities	Enhance to high-visibility crosswalks.		2
Perris Boulevard	Nuevo Road		Crossing Facilities	Enhance to high-visibility crosswalks. Consider scramble crossing. Include school-area signage and markings.		4
Perris Boulevard	Nuevo Road		Curb Treatments	Add bulb-outs.		4
Perris Boulevard	Nuevo Road		Signals & Beacons	Consider LPI or pedestrian-only phase.		1
Perris Boulevard	Orange Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4
Perris Boulevard	Orange Street		Signals & Beacons	Consider adjusting to LPI.		1
Perris Boulevard	Placentia Avenue		Crossing Facilities	Enhance to high-visibility crosswalks.		3
Perris Boulevard	Ramona Expressway		Crossing Facilities	Enhance to high-visibility crosswalks.		4
Perris Boulevard	Ramona Expressway		Signals & Beacons	Consider adjusting to LPI.		1
Perris Boulevard	Rider Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4
Placentia Avenue	Spokane Street		Crossing Facilities	Add high-visibility crosswalk (E leg).		1
Placentia Avenue	Spokane Street		Signals & Beacons	Install crossing signage and RRFB.		1
Ramona Expressway	Webster Avenue	Avalon Parkway	Sidewalks & Paths	Complete sidewalk gaps.	2.77	
Redlands Avenue	Dale Street		Crossing Facilities	Enhance to high-visibility crosswalks.		4

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
Redlands Avenue	Jarvis Street		Crossing Facilities	Enhance to high-visibility crosswalks (E and W legs). Install advance stop bars on S leg.		3
Redlands Avenue	Orange Avenue		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.		4
Redlands Avenue	Recognition Lane		Crossing Facilities	Add high-visibility crossing (N leg).		1
Redlands Avenue	Recognition Lane		Curb Treatments	Install curb ramp (NE corner).		1
Redlands Avenue	Recognition Lane		Signals & Beacons	Install crossing signage and RRFB.		1
Redlands Avenue	San Jacinto Avenue		Transit Stop Amenities	Add shelter and bench (Stop ID 2881).		1
Redlands Avenue	Turquoise Drive Flood Control Channel	Nuevo Road	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.25	
Redlands Avenue	Water Avenue		Crossing Facilities	Enhance to high-visibility crosswalks.		4
Rider Street	Perris Boulevard	Sinclair Street	Sidewalks & Paths	Complete sidewalk gaps.	0.90	
Ruby Drive	Metz Road Flood Control Channel	Jarvis Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.12	
Ruby Drive	Turquoise Drive	Mildred Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	0.63	
Ruby Road	Jarvis Street		Crossing Facilities	Add high-visibility crosswalk (N leg). Include		1

Corridor	From (or Cross Street)	To	Facility Category	Description	Length (Miles)	Quantity
				school-area signage and markings.		
San Jacinto Avenue	Evans Road		Crossing Facilities	Enhance to high-visibility crosswalks.		4
San Jacinto Avenue	Lukens Lane	Carter Drive (241' W)	Sidewalks & Paths	Install sidewalk.	0.15	
San Jacinto Avenue	Redlands Avenue		Curb Treatments	Install curb extensions.		4
Wilson Avenue	San Jacinto Avenue (300' N)		Crossing Facilities	Add high-visibility crosswalk (S leg).		1
Wilson Avenue	San Jacinto Avenue (300' N)		Crossing Facilities	Install curb ramp (W side).		1
Yuca Teca Street	Mountain Avenue		Crossing Facilities	Add high-visibility crosswalk. Include school-area signage and markings.		1
				TOTAL	15.4	228

BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Perris closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- **Collision Reduction:** Reduce the number of severe and fatal collisions to zero by 2040
- **Environmental:** Reduce air pollution from cars due to more people biking and walking

- **Equity:** Reduce household transportation costs and improve mobility options for vulnerable populations
- **Mode Shift:** Increase the share of people walking and biking to work by 3% by 2030 and 5% by 2040
- **Public Health:** Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

SUPPORT FACILITIES

Bicycle Parking

Using data and recommendations highlighted in this Plan, the City will work to review (and update if necessary) our bicycle parking requirements regularly. The City will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Perris will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed.

Bike corrals provide ideal short-term parking near businesses.

Table 9 presents an overview of the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking Recommendations.

Table 9. Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location	Physical Location	Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area. Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

Following adoption of this Plan, the City will work to implement pedestrian-scale lighting at locations identified in the Plan to improve pedestrian comfort and encourage walking, including near schools and parks.

Left: Street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.

Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older people and those with mobility impairments will benefit from frequent places to stop and rest, and this was a priority identified by the community during outreach for this Plan.

Shade, benches, and lighting increase comfort on trails.

Following adoption of this Plan, the City will identify and pursue opportunities to provide amenities in the downtown, near transit stops, and along trails in the community.

Trees, landscaping, and benches enhance the pedestrian experience.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer.

Bulb-outs, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I paths present ideal locations for green infrastructure. The City will take advantage of these opportunities and install green infrastructure where feasible. The City will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks.

Section 7

PROGRAM RECOMMENDATIONS

"I would just like to see the river/bikeway finished and improved with a full 2 bike lanes/walk lanes all the way through to at least end of town...with added native trees and bushes/shrubs." *Perris Resident*

7. Program Recommendations

Education, encouragement, engagement, and promotional programs will help people of all ages and abilities realize the full potential of Perris' new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle.

The programmatic recommendations in the plan aim to improve safety, strengthen wayfinding, increase access to bicycling and walking, and encourage community and economic development. Together these efforts can help make riding or walking in our community a safer, easier, and more enjoyable experience for more people. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity.

Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 10). The City used community feedback alongside data to develop the following programmatic recommendations.

Table 10. Public Input Guiding Programmatic Recommendations

What We Heard	What We Propose
Cars speed and do not respect stop signs	Make Education a Priority To complement engineering improvements, the City will work to deter speeding and increase compliance with stop signs through education, signage, and safety campaigns. Safety courses will help educate all roadway users (including motorists, cyclists, and pedestrians), and people of all ages and abilities (including children, older adults, novice cyclists and walkers).
Residents don't have access or capability to use active transportation	Make it Equitable Demonstration events on the street can bring the community together by promoting transportation options and public health for all residents, as well as education classes on how to ride and maintain a bike.
Students do not have adequate routes to safely travel to school	Make it SRTS a Priority Develop an SRTS Program so that all students have comfortable walking and biking routes to school, as well as feel empowered and confident to do so.

CONTINUE EXISTING PROGRAMS

The City will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

Live Well Perris

The Plan will support Live Well Perris in promoting healthier lifestyles for residents through the expansion of the active transportation infrastructure to give the existing Take a Hike and Walk This Way series more availability and access to trails and walking paths for the participants.

G.E.A.R. Program

G.E.A.R. Program will be supported by the program recommendations in the Plan. Recommendations include the establishment of neighborhood Bike Stops at key locations like Perris City Hall and the Main Branch Library to promote bicycling as a form of transportation for City employees.

PROGRAM TOOLKIT

To further advance the goals of this Plan, the City will work towards implementing the following new programs to help encourage active transportation in our community. While the City is responsible for the

Community cleanups remove litter from our streets and help foster connections. (Capt. Kristen Newsom)

Tree planting efforts can coincide with national celebrations such as Earth Day or Arbor Day. (Jonathan Su)

implementation of this Plan, several of the programs are an opportunity to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

Adopt-a-Road and Adopt-a-Trail Programs

Adopt-a-Road and Adopt-a-Trail programs provide an opportunity for groups, businesses, or clubs to adopt a section of a road or trail. They then support their section of the road/trail with financial contributions and volunteer work. This augments City resources and offers residents a chance to keep roadways and trails near their neighborhood in good condition, and provides businesses the opportunity to enhance the streetscape near their place of business.

Community Cleanups and Tree Plantings

To augment the City's limited resources and accomplish community goals of clean streets, the City can leverage volunteer groups and community support with community cleanups, plantings, and other beautification efforts. Such programs could involve a partnership between the City and community-based organizations or corporate sponsors.

Safe Routes to School

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community via active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and
- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

The City is committed to continuing and expanding upon the efforts of the existing SRTS program and can do so by:

- Seeking additional funding in the future to expand the program efforts and supporting overall program growth
- Creating and distributing Suggested Routes to School maps and redistributing to district schools as new infrastructure improvements are implemented
- Evaluating participation in programs, such as Walk to School Day, using national best practices for SRTS program evaluation
- Supporting bicycle giveaways, shared fleets, and other ways to increase access to biking

Walking and biking curriculum frequently covers proper helmet usage.

Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road, safe bicycling skills, and general user tips for fitting biking into daily life (e.g., carrying groceries, locking one's bike, etc.). The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.[47] The City can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.

Education programs for safe walking and biking should include people of all ages.

[47] More information on the League of American Bicyclists courses is available at bikeleague.org/ridesmart.

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of school curriculum in Perris, students learn basic traffic laws and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.

Safe Routes for Seniors

A program providing active opportunities for older adults in Perris could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., motorists) or at multiple users. Local resources for conducting a public awareness

As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.

campaign can be maximized by assembling a group of local experts, business owners, civic leaders, and dedicated community volunteers. These stakeholders can assist with successful safety campaign goals based on the local concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

Outreach campaigns should be concentrated in central business districts like South D Street, near schools, and at areas along the high injury network or with high rates of collisions. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. These campaigns should be deployed regularly to promote an attitude of roadway safety and awareness. Perris could also consider coordinating these efforts with the Southern California Association of Governments (SCAG) *Go Human* campaign, which provides existing materials to member agencies.

The Pasadena Safe School Zones campaign targeted motorists and encouraged them to drive slowly and cautiously near schools.

Bicycle and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and business districts. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.

The City can engage communities in a collaborative design process and build off the existing wayfinding system to create a cohesive system throughout the city oriented towards people walking and biking.

To provide a low-stress experience, sometimes bike facilities are shifted off of high stress roads onto parallel routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. Perris can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby or parallel routes.

Neighborhood Bike Stops

Numerous locations throughout Perris currently provide bike parking, but there is a lack of other amenities like bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The City can add bicycle fix-it stations and hydration stations to various key destinations in the City. For example, Perris Branch Library would be an ideal location for a neighborhood bike stop due to its proximity to Perris City Hall and Perris Oasis Youth Opportunity Center and its secure and welcoming presence in the community.

An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout Los Angeles.

Open Streets and Demonstration Projects

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighborhoods, businesses, and visitors alike.

Open streets events can also serve as a tool to engage with the public about how their roadways can better serve their needs. For example, the City can use open streets events as an opportunity to

demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. They provide an opportunity for the City to directly engage with residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets and community in a new way.

Demonstration projects can also be done as standalone events (i.e., without an open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing roadway could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the City to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.

The City can partner with neighboring jurisdictions, local stakeholders, and regional agencies like SCAG to plan and implement open streets events and demonstration projects.

Demonstration events allow cities to test ideas like creative crosswalks and other ways for streets to reflect community character.

SCAG's Go Human *demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.*

Section 8

IMPLEMENTATION

"There are no sidewalks for this community to travel when heading downtown D St. It would be nice to bike with my family for brunch on the weekends." *Perris Resident*

8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. Perris is responsible for the implementation of active transportation infrastructure projects within the City boundaries, and will continue to coordinate with neighboring jurisdictions, regional agencies, and developers to ensure new projects align with the vision set forth in this Plan. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of various City departments and of regional agencies such as WRCOG, Riverside County, and SCAG. Additionally, a safer and more active Perris is not possible without the involvement of community members as our residents have invaluable local knowledge about the streets in our community. As the City moves forward with the implementation of active transportation projects, additional community engagement and outreach will be essential.

The City commits to regularly evaluating how well performance measures set forth in this Plan are met, and whether the many recommendations established in this Plan still meet the needs of our residents and visitors. The City aims to track progress on implementation every year.

In addition, the recommendations in this Plan should be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Perris' long-term vision for a safer and more active community.

ADMINISTRATION

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines and Senate Bill 1380 for further information.

Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. This Perris Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 11. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all six factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered lower priority projects.

This methodology enables the City to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the City pursues for pedestrian and bicycle infrastructure.

Table 11. Prioritization Criteria

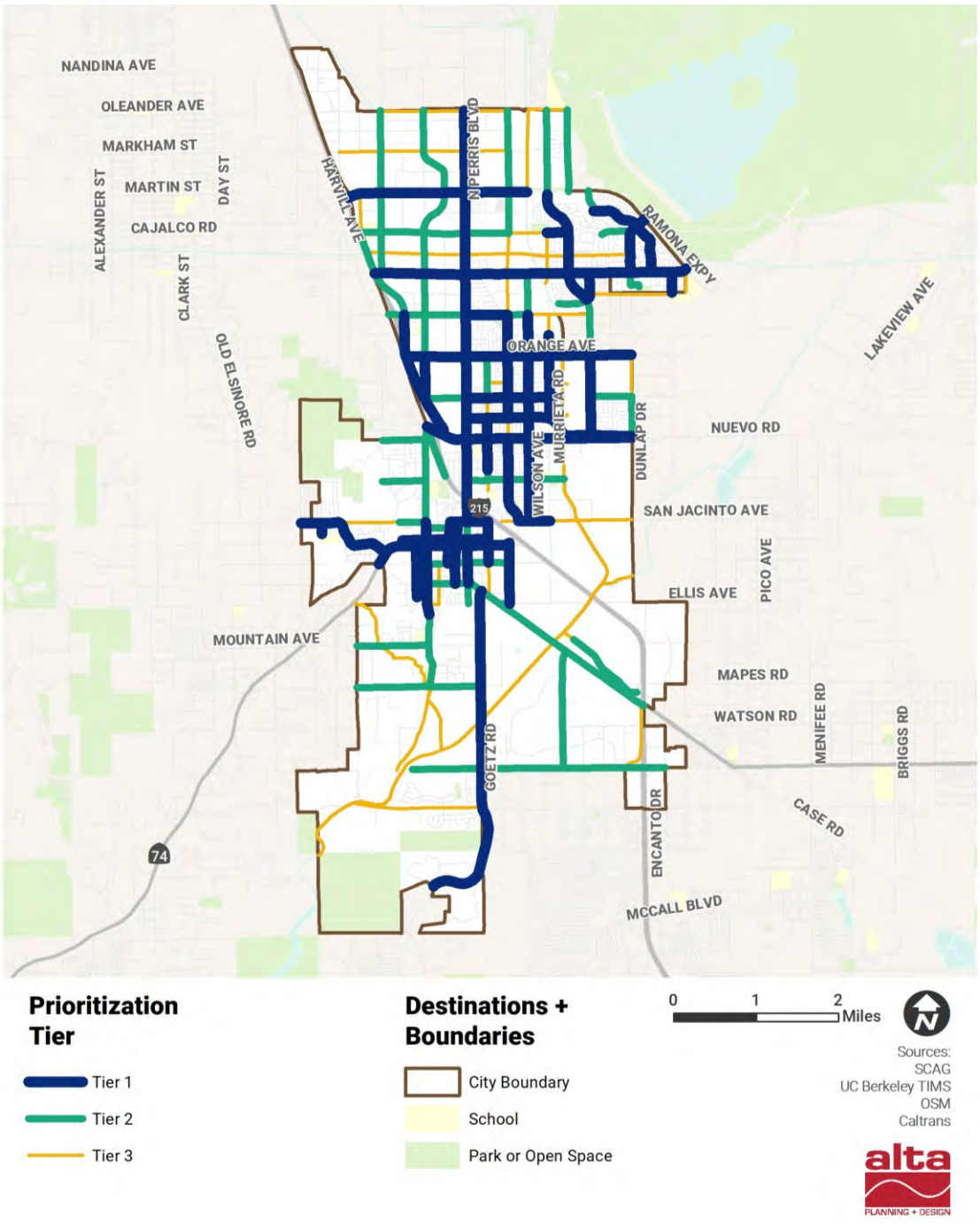
Criteria	Measure	Points
Safety	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
Equity	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10
Destination Accessibility	Within 500 feet of a park or school. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
Community-Identified Need	Projects that were identified through multiple engagement efforts with unique stakeholders.	0, 10
Cost	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
Ease of Implementation	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
	Maximum Possible Points	**65**

The prioritization list acts as a guide to implementation for the City. When funding sources become available, the City will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option. If the City plans to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, the City will explore ways to install facilities as the street is repaved.

Projects were given one of three priorities:

- Tier 1: High Priority Projects. These are projects that the City will actively seek funding for and dedicate resources to planning and implementation in the immediate years. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for immediate implementation in the coming fiscal years.
- Tier 2: Priority Projects. These are projects that the City will maintain as potential projects, in the event that funding sources (such as developer impact fees) become available. The City's repaving plan will also take these projects into account as street repaving plans are implemented. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.
- Tier 3: Other Projects. These are projects that the City will pursue longer-term. However, should the City have the opportunity to implement projects from any of the three tiers, we will work to develop these projects in order to close network gaps and improve walking, biking, and connecting to transit.

Figure 39. Prioritized Bicycle Projects



Prioritized Bicycle Projects

Figure 39 shows the recommended bicycle projects throughout the City based on prioritization score. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost categories.

Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
A Street	San Jacinto Avenue	Red Maple Place	3B	1.12	Low	53
3rd Street	Kruse Street	C Street	3B	0.57	Low	51
Rider Street	I-215 Frontage Road	Ramona Expressway	2	3.80	Low	49
Perris Boulevard	City Limits	San Jacinto Avenue	2B	5.00	Medium	47
I-215 Frontage Road	Placentia Avenue	Nuevo Road	2	1.57	Low	45
3rd Street	D Street	G Street	3B	0.41	Low	44
D Street	San Jacinto Avenue	11th Street	3B	0.75	Low	44
Nuevo Road	A Street	Dunlalp Drive	2B	2.53	Medium	44
Orange Avenue	Barrett Avenue	Dunlap Drive	2B	2.26	Medium	44
Redlands Avenue	Nuevo Road	San Jacinto Avenue	2B	1.78	Low	42
4th Street	7th Street	Perris Boulevard	2	1.18	Medium	41
Navajo Road	San Jacinto Avenue	4th Street	2	0.78	Low	41
Park Avenue	3rd Street	13th Street	3B	0.69	Low	41

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Evans Road	Orange Avenue	Nuevo Road	2B	0.99	Medium	40
Orange Avenue	I-215	Barrett Avenue	3	0.48	Low	40
Wilson Avenue	Dale Street	San Jacinto Avenue	2	0.25	Low	40
Citrus Avenue	Perris Boulevard	Willowbrook Lane	4	1.06	Medium	39
Evans Road	Ramona Expressway	Old Evans Road	2B	1.45	Low	39
Goetz Road	Case Road	Lesser Lane	2B	4.08	Medium	39
Perris Boulevard	4th Street	11th Street	2	0.46	Low	39
Placentia Avenue	Perris Boulevard	Redlands Avenue	2B	0.51	Low	39
Wilson Avenue	Orange Avenue	Citrus Avenue	3	0.50	Low	39
4th Street	Perris Boulevard	Redlands Avenue	2	0.52	Medium	38
Avalon Parkway	Cane Bay Lane	Rider Street	2	1.21	Low	38
Diana Street	San Jacinto Avenue	Mount Baldy Street	2	0.13	Low	36
Old Evans Road	Rider Street	Evans Road	2	0.34	Low	36
Ramona Expressway	I-215	Sinclair Street	4	2.18	High	36
Sherman Avenue	Rider Street	Walnut Avenue	2	0.25	Low	36
Indian Avenue	Orange Avenue	I-215 Frontage Road	3	0.51	Low	35
Redlands Avenue	Placentia Avenue	Turquoise Drive	4	1.25	Medium	35

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Ruby Drive	Turquoise Drive	Mildred Street	3B	0.63	Medium	35
San Jacinto Avenue	Lukens Lane	Navajo Road	2	0.45	Low	35
Bradley Road	Ramona Expressway	Rider Street	2	0.72	Low	34
C Street	San Jacinto Avenue	7th Street	3B	0.51	Medium	34
San Jacinto Avenue	C Street	D Street	2	0.08	Low	34
San Jacinto Avenue	Redlands Avenue	Murrieta Road	4	0.38	Medium	34
Turquoise Drive / Nuevo Road Flood Control Channel	Perris Boulevard	Dunlap Drive	1	2.11	Medium	34
Wilson Avenue	Placentia Avenue	Orange Avenue	3	0.50	Low	34
G Street	San Jacinto Avenue	7th Street	3	0.50	Low	33
Morgan Street	Morgan Park	Evans Road	2	0.26	Low	33
Murrieta Road	Orange Avenue	Turquoise Drive Flood Control Channel	3	0.76	Low	33
Murrieta Road	Water Avenue	Orange Avenue	2	0.25	Low	33
San Jacinto Avenue	D Street	G Street	2B	0.37	Low	33
Wilson Avenue	Citrus Avenue	Turquoise Drive Flood	2	0.24	Low	33

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
		Control Channel				
Wilson Avenue	Turquoise Drive Flood Control Channel	Dale Street	3	1.01	Low	33
			TOTAL	47.4		

Table 13. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
A Street	Red Maple Place	Mapes Road	2B	0.90	Medium	32
Adjacent to Railroad	Nuevo Road	Metz Park	1	0.64	High	32
Avalon Parkway	Ramona Expressway	Cane Bay Lane	3	0.26	Low	32
I-215 Frontage Road	Morgan Street	Placentia Avenue	2	1.17	Low	32
Morgan Street	May Ranch Parkway	Bradley Road	2	0.36	Low	32
Morgan Street	Nevada Road	Redlands Avenue	2	1.80	Low	32
7th Street	Park Avenue	Redlands Avenue	3B	1.13	Low	31
Bradley Road / Sorrel Lane	Rider Street	May Ranch Park	3	0.28	Low	31
Mapes Road	A Street	Goetz Road	3	0.62	Low	31

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Mapes Road	McPherson Road	A Street	3	0.88	Low	31
Metz Road	Georgiana Court	A Street	3	0.52	Low	31
Mountain Avenue	River Road	A Street	2	0.36	Low	31
Sparrow Way	Clapper Street	Evans Road	3	0.35	Low	31
Case Road	Perris Boulevard	I-215	1	2.61	Medium	30
Citrus Avenue	Evans Road	Dunlap Road	2	0.50	Low	30
Citrus Avenue Alignment	Indian Street	Perris Boulevard	2	0.51	Low	30
Dunlap Drive	Citrus Avenue	Nuevo Road	2	0.50	Low	30
Ellis Avenue	Case Road	Redlands Avenue	3	0.13	Low	30
Lake Perris Drive	North City Limits	Ramona Expressway	1	0.99	High	30
Mountain Avenue	McPherson Road	River Road	2	0.51	Low	30
Nuevo Road	Rimrock Drive	A Street	3	0.27	Low	30
Placentia Avenue	Western City Limits	Perris Boulevard	2	0.94	Medium	30
San Jacinto Avenue	Kruse Street	A Street	3	0.33	Low	30
Medical Center Drive	Orange Avenue	Citrus Avenue	3	0.50	Low	29
Perris Boulevard	11th Street	Ellis Avenue	2	0.25	Medium	29
Perris Boulevard	San Jacinto Avenue	4th Street	2B	0.29	High	29
Placentia Avenue	Redlands Avenue	Wilson Avenue	2	0.25	Low	29

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Bonnie Drive	Mapes Road	SR 74	2	0.20	Low	28
Redlands Avenue Flood Control Channel	Waller Way	Turquoise Drive Flood Control Channel	1	0.43	Medium	28
South Perris Metrolink Station Road	South Perris Metrolink Station	Mapes Road	3	0.83	Low	28
Wilson Avenue	Rider Street	Placentia Avenue	2	0.50	Low	28
A Street	Nuevo Road	San Jacinto Avenue	4	1.16	High	27
Evans Road	Northern City Limits	Ramona Expressway	2B	1.01	Medium	27
Ethanac Road	San Jacinto River	Sherman Road	2B	3.07	Medium	26
Evans Road	Old Evans Road	Orange Avenue	2B	0.68	Low	26
Indian Avenue	Harley Knox Boulevard Flood Control Channel	Orange Avenue	2	3.21	Low	26
Mapes Road	Case Road	South Perris Metrolink Station Drive	3	0.11	Low	26
Metz Road Flood Control Channel	Perris Boulevard	Perris Valley Channel	1	1.18	Medium	26
Murrieta Road	Case Road	Ethanac Road	2	1.43	Medium	26
Nuevo Road	Delines Drive	A Street	2	0.25	Low	26
Webster Avenue	Harley Knox Boulevard	Rider Street	2	1.97	Low	26

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
1st Street	A Street	C Street	3B	0.29	Medium	25
Redlands Avenue	Harley Knox Boulevard Flood Control Channel	Morgan Street	2	1.49	Low	25
11th Street	Park Avenue	Perris Boulevard	3B	0.62	Low	24
Ruby Drive Alignment	Mildred Street	Metz Road Flood Control Channel	1	0.13	Medium	24
			TOTAL	36.4		

Table 14. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3

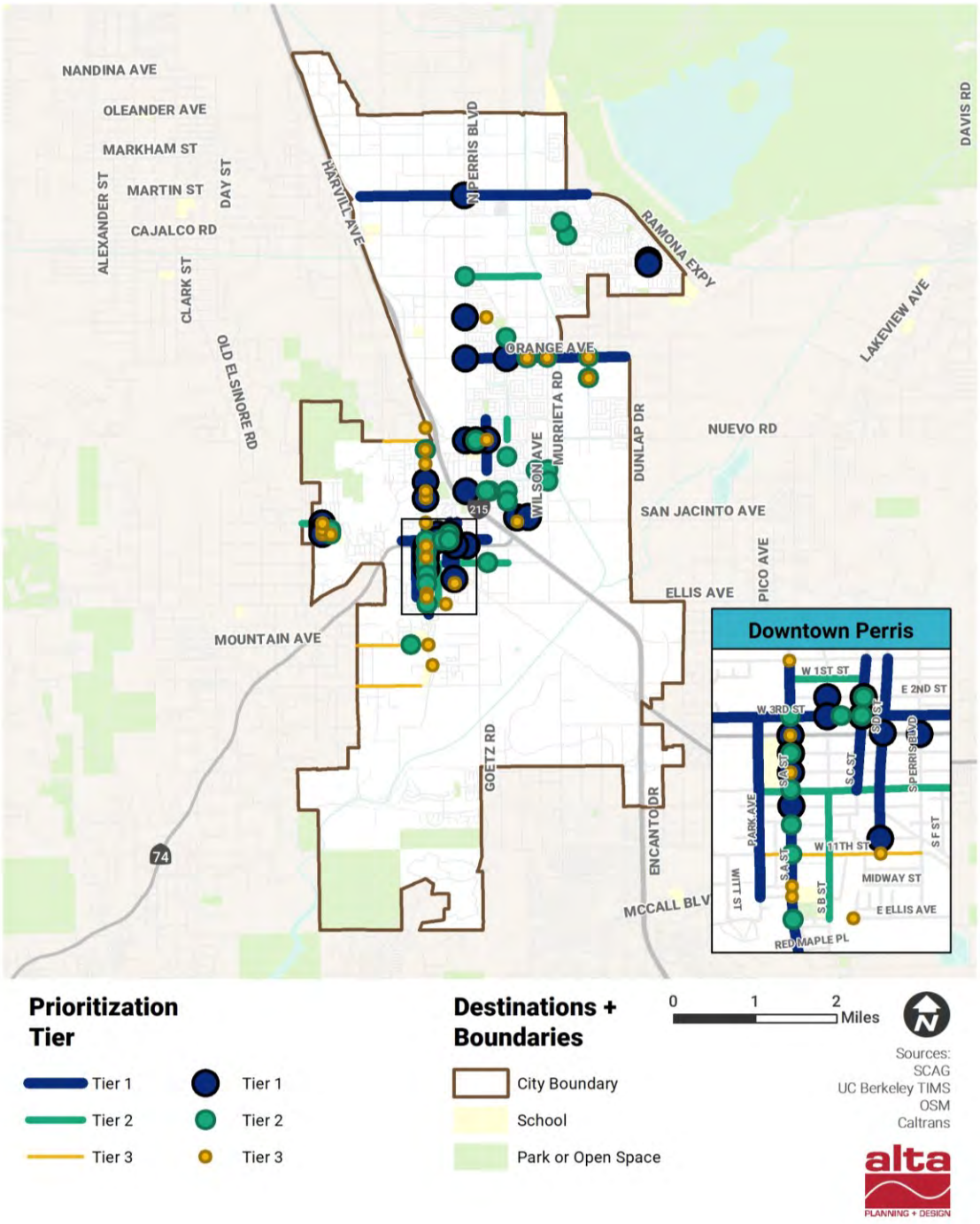
Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Flicker Way Flood Control Channel	Medical Center Drive	Redlands Avenue	1	0.27	Medium	23
G Street	7th Street	Case Road	2	0.40	Low	23
Redlands Avenue	Turquoise Drive Flood Control Channel	Nuevo Road	3B	0.25	Medium	23
B Street	7th Street	Ellis Avenue	3B	0.49	Medium	22
Ellis Avenue	A Street	B Street	2B	0.14	Medium	22
A Street	Mapes Road	Watson Road	2	0.52	Medium	21

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Case Road	Watson Road (1,325' N)	Ethanac Road	2B	0.85	Low	21
Mountain Avenue Wash	Western City Limits	San Jacinto River	1	2.48	High	21
Perris Valley Channel	North City Limits	Ramona Expressway	1	1.00	High	21
MWD Greenway	I-215 Frontage Road	Perris Boulevard	1	1.20	Medium	20
Perris Valley Channel	Orange Avenue	Nuevo Road (1108' N)	1	0.78	High	20
Ruby Drive	Metz Road Flood Control Channel	Jarvis Street	3B	0.12	Medium	20
San Jacinto Avenue Alignment	Navajo Road	Kruse Street	1	0.73	High	20
Copper Creek Park Path	Citrus Avenue	Turquoise Drive Flood Control Channel	1	0.25	High	19
San Jacinto Avenue	Perris Valley Channel	Dunlap Drive	1	0.66	High	19
Walnut Street	Old Evans Road	Sherman Road	1	1.00	High	18
San Jacinto River	Ethanac Road	Southwest City Limits	1	1.77	High	17
Morgan Park to Rider Street	Morgan Street	Rider Street	1	0.62	High	16
Morgan Street Alignment	Redlands Avenue	Morgan Park	1	0.39	High	16
MWD Greenway	Perris Boulevard	Bradley Road	1	2.03	Medium	16

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Perris Valley Channel	Nuevo Road	Evans Street	1	0.77	High	16
A Street Alignment	Watson Road	Ethanac Road	1	0.60	High	15
Harley Knox Boulevard Flood Control Channel	Heacock Street / Webster Avenue	Redlands Avenue	1	1.55	High	15
Markham Street	Patterson Avenue	Redlands Avenue	1	2.06	High	15
Perris Valley Channel Connector	Perris Valley Channel	Perla Street	1	0.06	High	15
Perris Valley Channel Connector	Regala Street	Perris Valley Channel Path	1	0.07	High	15
San Jacinto River	Case Road	Goetz Road	1	1.30	High	15
San Jacinto River	Goetz Road	Ethanac Road	1	1.15	High	15
Perris Valley Channel	Evans Street	San Jacinto Avenue	1	0.32	High	14
San Jacinto Avenue	Lamplighter Lane	Redlands Avenue	1	0.21	High	14
San Jacinto Avenue	Murrieta Road	Perris Valley Channel	1	0.33	High	14
Lakeside Middle School Western Perimeter	Rider Street	Walnut Street	1	0.27	Medium	13
Perris South Metrolink Station	San Jacinto River	S. Perris Metrolink Station Road	1	0.15	High	13

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Perris Valley Channel	San Jacinto Avenue	Ellis Avenue	1	0.87	High	13
San Jacinto River	Ellis Avenue	I-215	1	0.22	High	13
San Jacinto River	I-215	Case Road	1	0.73	High	13
San Jacinto River	Perris Valley Channel	Dunlap Drive	1	0.40	High	13
Nevada Road	Ramona Expressway	Morgan Street	1	0.47	High	12
Monument Ranch Greenway	San Jacinto River	Goetz Road	1	1.58	High	11
Dunlap Drive	Orange Avenue	Citrus Avenue	1	0.50	High	10
Harley Knox Boulevard Alignment	Perris Valley Channel	Lake Perris Drive	1	0.47	High	10
Redlands Avenue	Morgan Street	Placentia Avenue	1	0.99	High	9
Murrieta Road	Placentia Avenue	Water Avenue	1	0.25	High	8
Placentia Avenue	Wilson Avenue	El Nido Avenue	1	0.75	High	8
			TOTAL	32.0		

Figure 40. Prioritized Pedestrian Projects



Prioritized Pedestrian Projects

Figure 40 shows the recommended bicycle projects throughout the City based on prioritization score. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost estimates.

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 1

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Perris Boulevard	Nuevo Road		Crossing Facilities	Enhance to high-visibility crosswalks. Consider scramble crossing. Include school-area signage and markings.	Low	54
A Street	San Jacinto Avenue	Red Maple Place	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	53
3rd Street	Kruse Street	C Street	Traffic Calming	Include traffic calming elements and school area signage (Bicycle Boulevard, Class IIIB).	Low	51
Perris Boulevard	Nuevo Road		Signals & Beacons	Consider LPI or pedestrian-only phase.	Low	49
A Street	Highland Vista Way		Crossing Facilities	Install high-visibility crosswalks (N and W legs). Include school-area signage and markings.	Low	46
A Street	5th Street		Traffic Calming	Add stop signs on A Street (N and S legs).	Low	45
Perris Boulevard	Orange Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	45
Perris Boulevard	Ramona Expressway		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	45

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Perris Boulevard	Nuevo Road		Curb Treatments	Add bulb-outs.	Medium	44
B Street	2nd Street		Crossing Facilities	Add/enhance to high-visibility crosswalks.	Low	44
B Street	3rd Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	44
Perris Boulevard	Jarvis Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	44
Orange Avenue	Perris Boulevard	Dunlap Drive	Sidewalks & Paths	Complete sidewalk gaps.	Medium	44
3rd Street	D Street	G Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	44
D Street	San Jacinto Avenue	11th Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	44
Ramona Expressway	Webster Avenue	Avalon Parkway	Sidewalks & Paths	Complete sidewalk gaps.	Medium	43
A Street	Metz Road		Crossing Facilities	Add high-visibility marked crosswalks. Include school-area signage and markings.	Low	41
Park Avenue	3rd Street	13th Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	41
Nuevo Road	Ruby Drive		Crossing Facilities	Update faded crosswalk (N and S legs). Include school-area signage and markings.	Low	40
Wilson Avenue	San Jacinto Avenue (300' N)		Crossing Facilities	Add high-visibility crosswalk (S leg).	Low	40

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Perris Boulevard	Placentia Avenue		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	40
Ruby Drive	Turquoise Drive	Mildred Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	40
Perris Boulevard	4th Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	39
D Street	10th Street		Crossing Facilities	Enhance crosswalk visibility. Add warning signage.	Low	39
4th Street	D Street		Signals & Beacons	Consider LPI or pedestrian-only phase.	Low	39
C Street	2nd Street		Crossing Facilities	Add high-visibility crossings (W and N legs).	Low	39
Redlands Avenue	Orange Avenue		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	39
C Street	3rd Street		Crossing Facilities	Restripe existing crosswalks. Add high visibility crosswalk (N leg).	Low	39
C Street	San Jacinto Avenue	7th Street	Traffic Calming	Include traffic calming elements such as speed feedback signs and in-roadway lighting at the crosswalk (Bicycle Boulevard, Class IIIB). Include school area signage.	Low	39
Avalon Parkway	Mount Verdugo Lane		Crossing Facilities	Enhance to high-visibility crosswalk. Include school-area signage and markings.	Low	37
Avalon Parkway	Campanella Drive		Crossing Facilities	Enhance to high-visibility crosswalks. Add advance yield markings and warning	Low	37

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
				signage. Include school-area signage and markings.		
Redlands Avenue	San Jacinto Avenue		Transit Stop Amenities	Add shelter and bench (Stop ID 2881).	Medium	36
Diana Street	Mount Diablo Street		Crossing Facilities	Enhance to high-visibility crosswalk (E leg). Include school-area signage and markings.	Low	36
Diana Street	Mount Baldy Street		Crossing Facilities	Enhance to high-visibility crosswalk (E leg). Include school-area signage and markings.	Low	36
A Street	4th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.	Low	35
A Street	5th Street		Crossing Facilities	Enhance existing crosswalks to high-visibility crossings. Add crosswalk to N leg of intersection. Include school-area signage and markings.	Low	35
A Street	6th Street		Traffic Calming	Add stop signs on A Street (N and S legs).	Low	35
A Street	8th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.	Low	35
Diana Street	San Jacinto Avenue		Crossing Facilities	Add/enhance to high-visibility crosswalks.	Low	35
Wilson Avenue	San Jacinto Avenue (300' N)		Crossing Facilities	Install curb ramp (W side).	Medium	35

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Perris Boulevard	Orange Street		Signals & Beacons	Consider adjusting to LPI.	Medium	35
Perris Boulevard	Ramona Expressway		Signals & Beacons	Consider adjusting to LPI.	Medium	35
Nuevo Road	Perris Boulevard (630' E)		Crossing Facilities	Add high-visibility, mid-block crosswalk.	Low	35

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 2

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
A Street	9th Street		Crossing Facilities	Enhance to high-visibility crossings. Add advance warning signage.	Low	34
C Street	2nd Street		Curb Treatments	Add curb ramp to NE corner.	Medium	34
C Street	2nd Street		Signals & Beacons	Add RRFB or crossing signage.	Medium	34
3rd Street	B Street (260' E)		Curb Treatments	Install bulb-outs at mid-block crossing.	Medium	34
Redlands Avenue	Jarvis Street		Crossing Facilities	Enhance to high-visibility crosswalks (E and W legs). Install advance stop bars on S leg.	Low	34

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Redlands Avenue	Recognitio n Lane		Crossing Facilities	Add high-visibility crossing (N leg).	Medium	34
Redlands Avenue	Recognitio n Lane		Curb Treatments	Install curb ramp (NE corner).	Medium	34
Redlands Avenue	Recognitio n Lane		Signals & Beacons	Install crossing signage and RRFB.	Medium	34
C Street	3rd Street		Signals & Beacons	Install push-button activated crosswalk with in-roadway lights.	Medium	34
Orange Avenue	Murrieta Road		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	33
A Street	Ellis Avenue		Crossing Facilities	Enhance to high-visibility crossing. Include school-area signage and markings.	Low	32
A Street	3rd Street		Curb Treatments	Add curb ramps on NW and SW corners.	Medium	31
Yuca Teca Street	Mountain Avenue		Crossing Facilities	Add high-visibility crosswalk. Include school-area signage and markings.	Low	31
Mount Baldy Street	Mount Rainer Street		Crossing Facilities	Add high-visibility crosswalks (N and W legs). Include school-area signage and markings.	Low	31
Mount Rainer Street	Mount Diablo Street		Crossing Facilities	Add high-visibility crosswalks. Include school-area signage and markings.	Low	31

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
A Street	Nuevo Road (530' S)		Crossing Facilities	Install advance stop bars and additional signage. Include school-area signage and markings.	Low	31
Redlands Avenue	Dale Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	31
Murrieta Road	Patriot Lane		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	31
A Street	2nd Street	3rd Street	Sidewalks & Paths	Complete sidewalk gaps.	Medium	31
7th Street	Park Avenue	Redlands Avenue	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	31
Orange Avenue	Evans Road		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	30
A Street	7th Street		Crossing Facilities	Enhance to high-visibility crossings. Include school-area signage and markings.	Low	30
Jarvis Street	Ruby Road (190' E)		Crossing Facilities	Enhance to high-visibility crosswalk. Install advance yield bars. Include school-area signage and markings.	Low	30
Ruby Road	Jarvis Street		Crossing Facilities	Add high-visibility crosswalk (N leg). Include school-area signage and markings.	Low	30

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Mildred Street	Hollywood Court		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	30
Murrieta Road	Mildred Street		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	30
Evans Road	Lemon Avenue		Crossing Facilities	Add high-visibility crossing (W and N legs). Add advance yield striping for N leg.	Low	30
A Street	5th Street		Curb Treatments	Install curb ramp (NW corner).	Medium	30
Nuevo Road	Perris Boulevard (630' E)		Signals & Beacons	Install RRFB at recommended mid-block crosswalk.	Medium	30
Nuevo Road	Perris Boulevard (630' E)		Curb Treatments	Install curb extensions at recommended mid-block crosswalk.	Medium	30
San Jacinto Avenue	Lukens Lane	Carter Drive (241' W)	Sidewalks & Paths	Install sidewalk.	Medium	30
1st Street	A Street	C Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	30
A Street	11th Street		Crossing Facilities	Enhance to high-visibility crossings.	Low	29
Orange Avenue	Wilson Avenue		Crossing Facilities	Add/enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	29

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Redlands Avenue	Water Avenue		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	29
7th Street	G Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	28
Perris Boulevard	Rider Street		Crossing Facilities	Enhance to high-visibility crosswalks.	Low	28
Rider Street	Perris Boulevard	Sinclair Street	Sidewalks & Paths	Complete sidewalk gaps.	Medium	28
Redlands Avenue	Turquoise Drive Flood Control Channel	Nuevo Road	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	28
Evans Road	Morgan Street		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	27
Evans Road	Whispering Wood Lane		Crossing Facilities	Enhance to high-visibility crosswalks. Include school-area signage and markings.	Low	27
B Street	7th Street	Ellis Avenue	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	27

Table 17. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 3

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
A Street	Highland Vista Way		Curb Treatments	Add curb ramps.	Medium	26
A Street	Highland Vista Way		Signals & Beacons	Install traffic signal.	High	26
A Street	12th Street		Crossing Facilities	Add high-visibility crosswalks (W and S legs). Include school-area signage and markings.	Low	26
A Street	13th Street		Crossing Facilities	Add high-visibility crosswalks (W and S legs). Include school-area signage and markings.	Low	26
Diana Street	Mount Baldy Street		Curb Treatments	Reduce curb radii.	Medium	26
Diana Street	Mount Diablo Street		Curb Treatments	Reduce curb radii.	Medium	26
A Street	Serrana Road		Crossing Facilities	Install high-visibility crosswalks (N and W legs). Include school-area signage and markings.	Low	26
A Street	Highland Vista Way (480' N)		Curb Treatments	Install curb ramps at new driveway.	Medium	26
A Street	6th Street		Crossing Facilities	Enhance existing crosswalks to high-visibility crossings. Add	Low	25

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
				crosswalk to N leg of intersection. Include school-area signage and markings.		
Diana Street	San Jacinto Avenue		Curb Treatments	Reduce curb radii.	Medium	25
Evans Road	Lemon Avenue		Signals & Beacons	Install crossing signage and RRFB.	Medium	25
Ruby Drive	Metz Road Flood Control Channel	Jarvis Street	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	25
San Jacinto Avenue	Redlands Avenue		Curb Treatments	Install curb extensions.	Medium	24
Orange Avenue	Wilson Avenue		Curb Treatments	Install curb ramps (N leg).	Medium	24
Placentia Avenue	Spokane Street		Crossing Facilities	Add high-visibility crosswalk (E leg).	Low	24
11th Street	Park Avenue	Perris Boulevard	Traffic Calming	Include traffic calming elements (Bicycle Boulevard, Class IIIB).	Low	24
A Street	12th Street		Curb Treatments	Add curb ramp to SE corner.	Medium	21
A Street	13th Street		Curb Treatments	Add curb ramp to SE corner.	Medium	21
A Street	Mountain Avenue		Curb Treatments	Reduce NW curb radius.	Medium	21
A Street	Alpine Drive		Curb Treatments	Reduce curb radii. Consider bulb-outs.	Medium	21
Mount Baldy Street	Mount Rainer Street		Curb Treatments	Reduce curb radii.	Medium	21

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
A Street	Nuevo Road (530' S)		Curb Treatments	Install curb ramps.	Medium	21
A Street	Serrana Road		Curb Treatments	Install curb ramp (NE corner).	Medium	21
Mapes Road	McPherson Road	Watson Road (500' E)	Sidewalks & Paths	Install sidewalk/path.	Medium	21
Nuevo Road	Rimrock Drive	A Street	Sidewalks & Paths	Complete sidewalk gaps.	Medium	21
A Street	Nuevo Road	Nuevo Road (134' S)	Sidewalks & Paths	Complete sidewalk.	Medium	21
Nuevo Road	A Street		Crossing Facilities	Construct pedestrian/bike ramp from Nuevo Road overpass to A Street. Coordinate with County.	High	20
A Street	San Jacinto Avenue		Curb Treatments	Add curb ramp on SW corner.	Medium	20
A Street	4th Street		Curb Treatments	Reduce curb radii.	High	20
A Street	6th Street		Curb Treatments	Install new curb ramps (NW and SW corners). Improve existing curb ramps (NE and SE corners).	Medium	20
Nuevo Road	Ruby Drive		Curb Treatments	Reduce curb radii.	High	20
Mountain Avenue	McPherson Road	River Road	Sidewalks & Paths	Install sidewalk/path.	Medium	20
Placentia Avenue	Spokane Street		Signals & Beacons	Install crossing signage and RRFB.	Medium	19

Street	From (or Cross St)	To	Facility Category	Description	Cost Estimate	Priority Score
Ellis Avenue	Museo Way		Traffic Calming	Extend median to reduce ROW (donut markings). Include pedestrian refuge at intersection.	Medium	19
D Street	11th Street		Curb Treatments	Install curb ramp (NW corner).	Medium	19
D Street	10th Street (130' S)	11th Street	Sidewalks & Paths	Complete sidewalk gaps.	Medium	19
Orange Avenue	Murrieta Road		Curb Treatments	Install curb extensions.	High	18
Orange Avenue	Evans Road		Curb Treatments	Coordinate with County to install curb ramps (N leg).	Medium	15
D Street	6th Street	8th Street	Pedestrian-Scale Lighting	Install pedestrian-scale lighting.	High	14

MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building out the system. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating cities' ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping.

Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs in Perris are listed in the tables below (see Table 18 and Table 19). Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C.

Table 18. Average Maintenance Activity Costs

Maintenance Activity	Average Replacement Value
Sidewalk Repair*	$26.50 per square foot
Asphalt Repair*	$100 per square foot

**Includes demolition and disposal costs.*

Table 19. Average Maintenance Program Budget

Maintenance Activity	Average Annual Budget
Sidewalk Repair	$134,000
Signs and Markings	$100,000
ADA Upgrade Projects	$690,000

FUNDING

Coordination with Other Agencies & Departments

Perris neighbors other jurisdictions, including Moreno Valley and Menifee. Perris will continue to work with adjacent cities to align priorities for projects where facilities abut boundaries. The City also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as Riverside University Health System, WRCOG, and Riverside County Transportation Commission. Lastly, as Caltrans is a large funding source for active transportation projects within the states, and further maintains freeways inside the Perris boundaries, additional coordination with this agency is important.

Funding Sources

As with many jurisdictions in the region, Perris relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through a competitive grant process.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in Table 20; additional details about each funding source are available in Appendix B. Sources that the City will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

Table 20. Funding Sources

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Federal Sources									
Fixing America's Surface Transportation Act (FHWA)	✓	✓	✓	✓		✓		✓	
Congestion Mitigation and Air Quality Improvement Program (FHWA)	✓	✓	✓	✓					
Bus and Bus Facilities Grant Program (FTA)	✓				✓		✓		
☆ **Highway Safety Improvement Program** (HSIP)	✓	✓		✓	✓	✓			
Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)	✓	✓	✓			✓	✓	✓	
Community Development Block Grant (CDBG) Program (US HUD)	✓	✓	✓			✓			
National Priority Safety Program (NHTSA)								✓	
Our Town (National Endowment for the Arts)		✓						✓	✓
Urbanized Area Formula Program (FTA)					✓		✓		
Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)					✓				✓
State Sources									
☆ **Active Transportation Program** (CTC)	✓	✓	✓	✓	✓	✓		✓	
☆ **Sustainable Transportation Planning Grants** (Caltrans)									✓
☆ **Transportation Development Act Article III** (SB 821, Caltrans)	✓	✓	✓	✓	✓	✓			

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
☆ **Office of Traffic Safety** (CA OTS)								✓	
Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
Recreational Trails Program (CA DPR)			✓						
☆ **Affordable Housing & Sustainable Communities** (CA HCD)	✓	✓			✓	✓	✓	✓	
Urban Greening Grants (CA NRA)	✓	✓	✓	✓	✓	✓			
Land and Water Conservation Fund (CA DPR)			✓						
Habitat Conservation Fund			✓						
Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			
Regional + Local Sources									
☆ **Sustainability Planning Grant** (SCAG)				✓	✓				✓
Benefit Assessment Districts	✓	✓	✓			✓	✓		

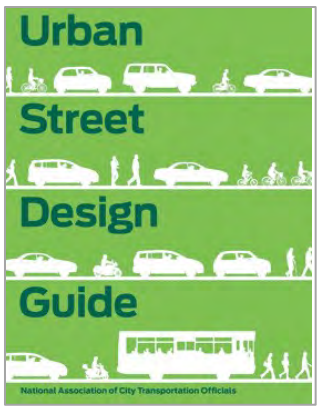
FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Community Facilities Districts or Mello-Roos	✓	✓	✓			✓			
Enhanced Infrastructure Financing District (EIFD)	✓	✓	✓			✓			
Private Sources									
Community Grant Program (PeopleForBikes)	✓		✓				✓		
Plan4Health Coalitions (APA & APHA)									✓
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			✓						
10-Minute Walk Campaign (National Recreation and Park Association)									✓
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)			✓						✓

DESIGN GUIDELINES

As part of the Disadvantaged Communities Planning Initiative, SCAG and the project team prepared a set of **Facility Design Guidelines** that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the City's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.

National Guidance

The **American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)** provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

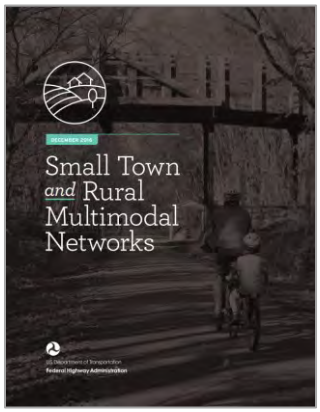


Offering similar guidance for bicycle facility design, the **AASHTO Guide for the Development of Bicycle Facilities (2012)** provides guidance on dimensions, use, and layout of specific bicycle facilities.

The **National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)** is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's **A Policy on Geometric Design of Highways and Streets (2011),** commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.

Separated Bike Lane Planning and Design Guide (2015) is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.



The FHWA's **Small Town and Rural Multimodal Networks Report (2016)** is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.

State Guidance

The **California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)** is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.

The **California Highway Design Manual (HDM) (Updated 2015)** establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled Design Flexibility in Multimodal Design (2014) that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

APPENDIX

9. Appendix

APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education, encouragement, engagement, and evaluation programs conducted in the area included within the plan.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapter 8 & Appendix B
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency	Chapter 8

Subject	Requirement	Section(s)
	and community informed of the progress being made in implementing the plan.	
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

APPENDIX B: FUNDING SOURCES

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

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

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority

BUS AND BUS FACILITIES GRANT PROGRAM

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to $10 million and requires a 10% match. Learn more about how the HSIP funding is awarded in California.

BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is $1 million and in urban areas it is $5 million.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

NATIONAL PRIORITY SAFETY PROGRAM

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

OUR TOWN

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between $25,000 to $200,000 per project.

URBANIZED AREA FORMULA PROGRAM

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must 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.

State Sources

ACTIVE TRANSPORTATION PROGRAM (ATP)

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic activities, or

projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is $250,000. Learn more about ATP.

SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements." Learn more about this Caltrans funding opportunity.

TRANSPORTATION DEVELOPMENT ACT (TDA) / ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Riverside County Transportation Authority is responsible for allocating this money on a per capita basis to cities within Riverside County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million

annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.

OFFICE OF TRAFFIC SAFETY GRANTS

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. Learn more about the California Office of Traffic Safety (OTS) grants here.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is $250,000.

RECREATIONAL TRAILS PROGRAM

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. Visit the California Department of Housing and Community Development to learn more.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or 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. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately $28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. Learn more about the Urban Greening Grant here.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

HABITAT CONSERVATION FUND

This fund allocates approximately $2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant

and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)

Senate Bill 1 (SB 1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

COASTAL CONSERVANCY PROPOSITION 1 GRANTS

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

Regional & Local Sources

SUSTAINABILITY PLANNING GRANT

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. Learn more about SCAG's Sustainability Planning Grant.

BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.

COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

Private Sources

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to $10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

PLAN4HEALTH COALITIONS

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average $150,000, and no more than two awards will be granted in a single state.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from $5,000 - $10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail

development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from $15,000 - $50,000.

10-MINUTE WALK CAMPAIGN

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

This national program provides small grants ($500-$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

APPENDIX C: MAINTENANCE AND OPERATIONS

Recommended Maintenance Procedures

Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with Long-Term Tier 1 projects.
  Sweep walkways and bikeways whenever there is an accumulation of debris.
- In sections with curbs, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Drainage Grates

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Operations

Implementation and Design

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.

- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

Engagement

- Regularly and consistently engage community members to gain feedback on how existing facilities are operation and areas for improvement.
- Engage community members before, during, and after projects are implemented. Work to ensure projects reflect community needs and service vulnerable populations.

Evaluation

- Work to improve the reporting and analysis of pedestrian-and bicyclist- involved collisions.
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, the project team conducted a comprehensive review of relevant items. These include the Perris' own documents, such as the General Plan, Municipal Codes, and Specific Plans, Climate Action Plan, and Trail Master Plan. Perris also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Riverside County, and the State of California.

This Plan will help Perris continue to meet the following goals.

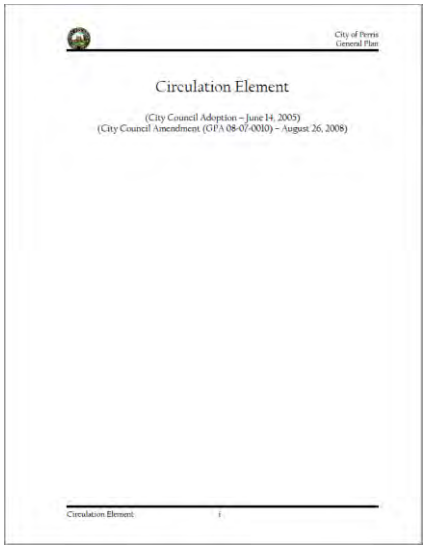
Local

General Plan

The General Plan is a 30-year blueprint for local government decision-making on growth, capital investment, and physical development in the City of Perris. It guides future development plans and provides direction on how to implement the Plan. Originally adopted in 2005, various elements of the General Plan have been amended or updated since. The following elements of the General Plan support active transportation.

CIRCULATION ELEMENT (2008)

The Circulation Element aims to provide a safe, convenient, and efficient transportation system for the City and was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. This element describes the extent of physical improvements needed to accommodate anticipated population growth and introduces other techniques (e.g., restricted street parking, transportation systems management plans, and congestion management plans), which can be used to improve and maintain an acceptable level of service for the City's circulation system. The Element considers alternatives other than the single-occupant vehicle


City of Perris
General Plan

Circulation Element

(City Council Adoption – June 14, 2005)
(City Council Amendment (GPA 08-07-0010) – August 26, 2008)

Circulation Element

as essential in providing services and access to facilities, and establishes the following goals and policies to do so:

Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.

- Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
- Policy I.C: Cooperate with local, regional, State and federal agencies to establish an efficient multi-modal circulation system.
- Policy I.D: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.

Goal II: A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.

- Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
    - II.B.2 Allow roundabouts or other innovative design solutions when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety.
    - II.B.4 Require traffic calming improvements in areas zoned for residential use, areas zoned for single-family use, along streets adjacent to school sites, and in the downtown area where such techniques will improve safety and manage traffic flow.

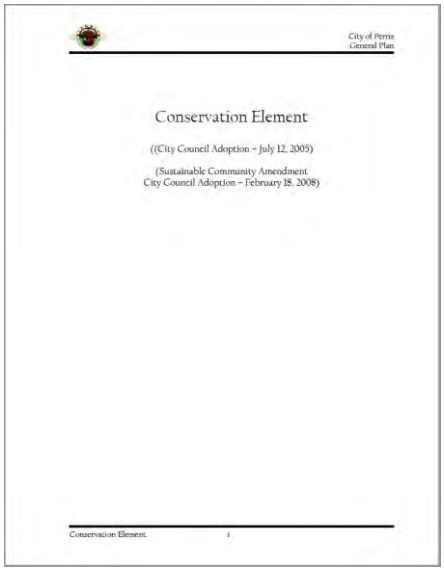
Goal IV: Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space and schools that service those neighborhoods.

- Policy IV.A: Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.
    - IV.A.2 Consider the use of future abandoned rail lines as multipurpose “rail-trails” for activities such as equestrian use, bicycling, hiking, and walking.
    - IV.A.3 Comply with Americans with Disabilities Act requirements for pedestrian movement along sidewalks, paths, trails and pedestrian crossings within City rights-of-way.

- IV.A.4 Maximize access for pedestrians and encourage the removal of barriers in public rights-of-way (walls, easements, and fences) for safe and convenient movement of pedestrians.
- IV.A.5 Incorporate pedestrian paths or sidewalks in road design standards and provide tree easements between curbs and paths or sidewalks except within the Downtown Specific Plan Area.

CONSERVATION ELEMENT (2005)

The Conservation Element provides goals and policies as a framework for the management, preservation, and use of the City's resources. The following goal and policies support active transportation.


City of Perris
General Plan

Conservation Element

((City Council Adoption - July 12, 2005)

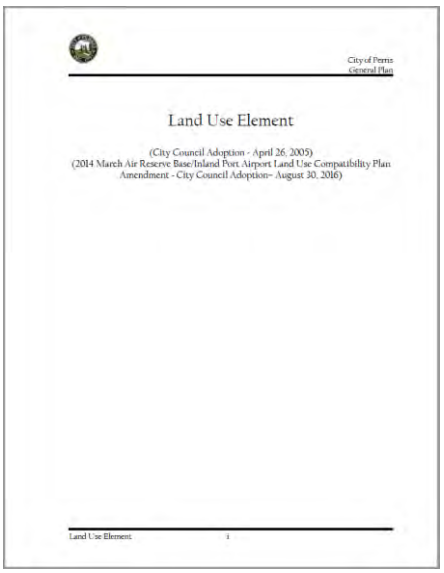
(Sustainable Community Amendment
City Council Adoption - February 18, 2008)

Conservation Element

Goal IX: Encourage project designs that support the use of alternative transportation facilities.

- Policy IX.A: Encourage land uses and new development that support alternatives to the single occupant vehicle.
  - IX.A.2 Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
  - IX.A.4 Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
  - IX.A.5 The City shall require all new public and private development to include bike and walking paths wherever feasible.
  - IX.A.6 The City shall purposely design interconnections between existing and proposed bicycle and walking paths, and trails throughout the city.

LAND USE ELEMENT (2005; AMENDED 2016)


City of Perris
General Plan

Land Use Element

(City Council Adoption - April 26, 2005)
(2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Amendment - City Council Adoption- August 30, 2016)

Land Use Element i

The Land Use Element of the General Plan is a 30-year guide for local government decisions on growth, capital investment, and physical development in the City of Perris. Originally adopted in 2005, the Land Use Element was amended in 2016 to include a Land Use Compatibility Plan for the Air Reserve Base/Inland Port Airport. The following items of the Land Use Element support active transportation.

PLANNING AREA 9: SOUTHEAST COMMERCIAL

Parks and Bike Trails

There are neither existing parks nor open space for public use in this Planning Area. The San Jacinto River provides an opportunity to develop a bike trail along the river's edge. With implementation of the MSHCP, much of the land in this area may be redesignated as open space for the protection of wildlife habitat and corridors. (p. 33)

ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Issue #5: Parks/Bike Trails

The City would like to increase the number and quality of its parks and trails. There are not enough parks to satisfy the demands of user groups and the community at large. A complete trail system throughout the City that connects to other Countywide or regional trail systems is desired (please refer to Exhibit CE-14 in the Circulation Element).

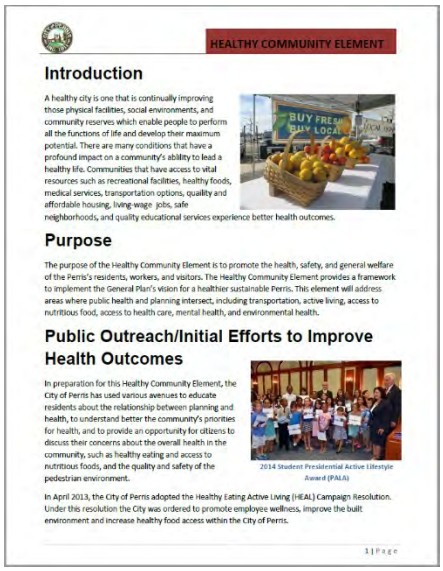
RESIDENTIAL SITE DESIGN

The Zoning Ordinance may be amended to promote attractive streetscapes. This is important to the goal of accommodating a range of lot sizes and housing types consistent with changing market demands. The following may be incorporated into design guidelines requiring affirmative findings of consistency as a condition of site plan approval:

- Exterior walls of living areas including pedestrian entry doors, rather than garages, are visually prominent along the streetscape (p. 81)

Attention also needs to be paid to street-side perimeters on the exteriors of subdivisions. Visual dominance of this streetscape by unbroken expanses of pavement and sidewalks and deteriorated wooden fencing is a detriment to both the City's image and property values. Street-side perimeters of new subdivisions may be enhanced through inclusion of perimeter landscaping and well-defined subdivision entry points. (p. 81)

HEALTHY COMMUNITY ELEMENT (2015)


HEALTHY COMMUNITY ELEMENT

Introduction

A healthy city is one that is continually improving those physical facilities, social environments, and community reserves which enable people to perform all the functions of life and develop their maximum potential. There are many conditions that have a profound impact on a community's ability to lead a healthy life. Communities that have access to vital resources such as recreational facilities, healthy foods, medical services, transportation options, quality and affordable housing, living-wage jobs, safe neighborhoods, and quality educational services experience better health outcomes.

Purpose

The purpose of the Healthy Community Element is to promote the health, safety, and general welfare of the Perris's residents, workers, and visitors. The Healthy Community Element provides a framework to implement the General Plan's vision for a healthier sustainable Perris. This element will address areas where public health and planning intersect, including transportation, active living, access to nutritious food, access to health care, mental health, and environmental health.

Public Outreach/Initial Efforts to Improve Health Outcomes

In preparation for this Healthy Community Element, the City of Perris has used various avenues to educate residents about the relationship between planning and health, to understand better the community's priorities for health, and to provide an opportunity for citizens to discuss their concerns about the overall health in the community, such as healthy eating and access to nutritious foods, and the quality and safety of the pedestrian environment.

2014 Student Presidential Active Lifestyle Award (PALA)

In April 2013, the City of Perris adopted the Healthy Eating Active Living (HEAL) Campaign Resolution. Under this resolution the City was ordered to promote employee wellness, improve the built environment and increase healthy food access within the City of Perris.

3 | Page

The Healthy Community Element promotes the health, safety, and general welfare of Perris' residents, workers, and visitors. Adopted in 2015, this element provides a framework to implement the General Plan's vision for a healthier sustainable Perris. It addresses areas where public health and planning intersect, including transportation, active living, access to nutritious food, access to health care, mental health, and environmental health.

The goals and policies in this element are the result of a comprehensive analysis of existing health and environmental conditions along with community outreach. They reflect a progressive but realistic approach to Perris' current environment. The element highlights opportunities to promote more physical activity through improved park access, a better walking environment, more access to public transit, and more jobs and services that are locally available. The following goals and policies relate to active transportation:

POLICY AREA 1: CITYWIDE HEALTH

Goal HC-1: Citywide Health – Foster educational opportunities that show a connection between "place" and health.

- HC 1.1 Promote an understanding of the connections between the built environment and the on-going health challenges in the City of Perris

- HC 1.2 Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents
- HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space
- HC 1.5 On an ongoing basis, identify and address health inequities in Perris (i.e. unjust barriers that result in differences in environmental conditions and health outcomes) and strive to provide a high quality of life for all residents, regardless of income, age or ethnicity

POLICY AREA 2: LAND USE AND COMMUNITY DESIGN

Goal HC-2: Community Design – Facilitate local efforts to improve the opportunities and choices for a healthy and active lifestyle.

- HC 2.1 Implement the Perris Trail Master Plan
- HC 2.2 Partner with the Riverside County Department of Public Health in its efforts to fund, coordinate, and implement safe-routes-to-school projects
- HC 2.3 Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:
    - Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly
    - Increasing opportunities for active transportation (walking and biking) and transit use
- HC 2.4 Promote development patterns and policies that:
    - Reduce commute times
    - Encourage the improvement of vacant properties and the reinvestment in neighborhoods
    - Provide public space for people to congregate and interact socially
    - Foster safe and attractive environments
    - Encourage civic participation
- HC 2.6 Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution
- HC 2.7 Promote goals, objectives, and policies that achieve positive health outcomes. These include the following:
    - Enhancing existing neighborhoods with walkable streets, a diverse mix of housing types, and neighborhood services (such as stores, recreational facilities, and childcare)

within walking distance. This could also include promoting building designs that enhance opportunities for defensible space

POLICY AREA 3: MULTIMODAL TRANSPORTATION

Goal HC-3: Multimodal Transportation – Support efforts to create transportation options beyond an auto-centric focus.

- HC 3.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit

POLICY AREA 4: PUBLIC AND OPEN SPACE

Goal 4: Public and Open Space – Facilitate the creation and maintenance of spaces for public recreation.

- HC 4.1 Promote public spaces that foster positive human interaction and healthy lifestyles
- HC 4.2 Foster the creation of public plazas with seating, art, and play features near shopping and business districts
- HC 4.3 Encourage the development and display of public art to promote the history, heritage, and culture of Perris

POLICY AREA 5: HEALTHY ECONOMY

Goal HC-5: Healthy Economy – Encourage businesses to provide meaningful employment opportunities to residents.

- HC 5.2 Encourage local employers to adopt healthy living/healthy employee programs and practices such as health challenges (e.g., weight loss contests, stop smoking programs, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments

POLICY AREA 6: HEALTHY ENVIRONMENT

Goal HC-6: Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region's environment.

- HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning

OPEN SPACE ELEMENT (2006)

The Open Space Element includes an inventory of existing land reserved for the recreation needs of the community, a projection of future additional land requirements, and actions necessary to see that appropriately located recreational land is provided. The following goals and policies relate to active transportation:

Goal II: Establish comprehensive trail system for pedestrian, bicycle and equestrian use.

> Policy II.A: All development will be accessible by a trail system.

ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Issue #5: Parks/Bike Trails

The City needs to increase the number and quality of its parks and trails. Currently, there are not enough parks to satisfy the demands of user groups and the community at large. A complete trail system throughout the City that connects to other County-wide or regional trail systems is desired.

Perris Municipal Code

The City's municipal code regulates various items related to active transportation and requires bike parking at emergency shelter facilities. Commercial and industrial developments 25 acres or more, or with 100 employees or more, and mixed use development are subject to transportation demand management (TDM) policies set forth in Chapter 7.40.

§ 7.40.060. - TDM ANNUAL REPORT

All property owners and tenants subject to TDM requirements shall prepare and submit an annual TDM report to the director within 12 months from the date of notification by the director or from the time of issuance of a certificate of occupancy permit. Subsequent reports shall be submitted at 12-month intervals. The annual TDM report shall, at a minimum, contain the following information:

1. Building occupancy percentages;

2. A.M. peak-hour vehicle trip counts;
3. A description of TDM activities occurring over the reported 12-month period and activities planned for the following 12-month period;
4. A description of any modification, addition or deletion of TDM activities deemed necessary to achieve expected trip reduction levels.

(Code 1972, § 7.40.060; Ord. No. 943, § 1(part), 1993)

§ 7.40.070. - TRIP REDUCTION MEASURES

(a) The following provides trip reduction measures which may be effective for development subject to the requirements of this chapter:

(2) Bicycle parking and shower facilities.

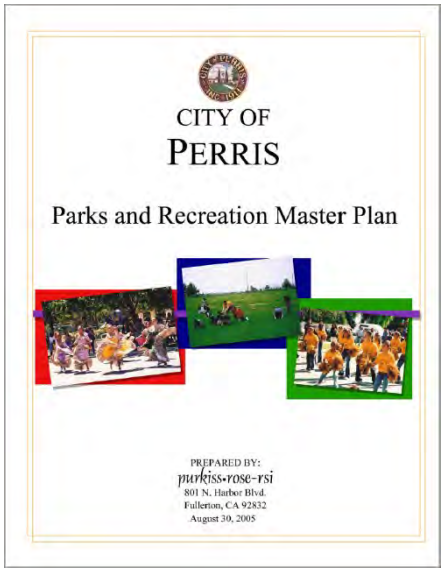
(Code 1972, § 7.40.070; Ord. No. 943, § 1(part), 1993)

§ 12.04.040. - SIDEWALK SLOPE

Sidewalks shall slope upwards and away from the curb at the rate of one-quarter of an inch for every foot of width.

(Code 1972, § 12.04.040; Ord. No. 19, § 4, 1912)

Parks and Recreation Master Plan (2005)

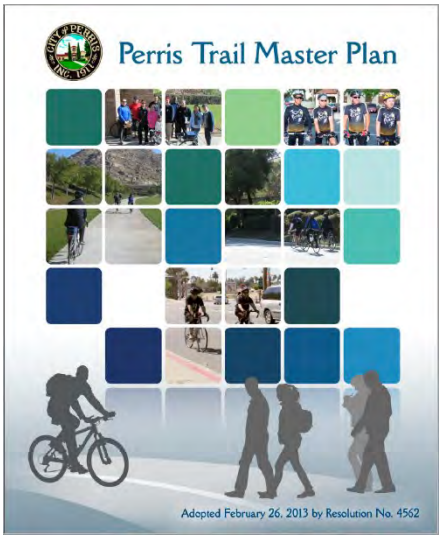


The Parks and Recreation Master Plan (PRMP) recommends improvements to existing park facilities and identifies the possibilities for new projects. Presented in four sections, the PRMP identifies existing resources in the community, discusses its current and future needs and gives an action plan to achieve success. The following items set forth in the PRMP align with this Plan:

- Policy 6: Provide parks and recreation facilities that complement one another and are evenly distributed throughout the City.
    - Action Item 6.2: Recognize that various other factors influence the location of parks and recreation facilities. Service areas are just one of several factors that should be used in determining the location of new parks in the City. These factors include:

        d) Location – Is it easily accessible to residents of the surrounding neighborhood(s), either by walking, biking or public transportation? (p. 4-7)
- Community Park Development Standards: Community parks shall have full street improvements and utility connections including, but not limited to, curbs, gutters, grading, automatic irrigation systems (within rights-of-way), turf, walkways and walkway lighting, street paving, traffic control devices, street trees, and sidewalks. (p. 4-28)
- Neighborhood Park Development Standards:
    - Neighborhood parks should be designed to be easily accessible to students walking to school. (p. 4-29)
    - Neighborhood parks shall have full street improvements and utility connections including, but not limited to, curbs, gutters, grading, automatic irrigation systems (within the right-of-way), turf, walkways, walkway lighting, street paving, traffic control devices, street trees and sidewalks, where feasible. A restroom building shall be included as an optional amenity in the park site design program when requested by the City. (p. 4-30)

Trail Master Plan (2013)



As an implementing action of the City of Perris' General Plan Circulation Element, the City developed a Trail Master Plan (TMP) to address trails and bikeways for both recreational and commuter uses. The TMP builds upon prior work efforts included in the City's General Plan Circulation Element, recognizing that walking and bicycling are both means of mobility and recreation. The future trail and bikeway network established by this TMP aims to provide residents and the greater region with a network of pedestrian and bicycle facilities that connect to commercial and employment areas, transit hubs, parks, schools and other key destinations in Perris.

Based on stakeholder and public input, research on related planning efforts, and analysis of future opportunities, the Trail Master Plan establishes six broad objectives and corresponding actions that support active transportation:

Objective 1. Develop a complete bikeways and trails network that supports commuter and recreational user needs.

- Policies
    - P1.1 Consider every street in Perris and adjacent streets that connect, as a street that cyclists will use, except for excluded facilities such as freeways.
    - P1.2 Incorporate facilities for pedestrians and bicyclists into the design of new development.
    - P1.3 Promote regional connectivity for non-motorized transportation.
    - P1.4 Ensure that bicycle routing is an integral part of street design.
- Actions
    - A1.1 Revise the General Plan Circulation Element roadway cross sections to accommodate bicycle facilities consistent with the Trail Master Plan.
    - A1.2 Review adopted Specific Plans and other adopted plans for potential changes to be consistent with the Perris Trail Master Plan and proposed bikeway and trail improvements.

- A1.3 Adopt a Bikeways and Trails Ordinance that requires roadway projects and new developments to be consistent with the Trail Master Plan.
- A1.4 Coordinate regional trail and bicycle planning, acquisition and development efforts with adjacent jurisdictions.
- A1.5 Develop Safe Routes to School Plans for each K-12 school in Perris in collaboration with the schools and school districts to identify specific improvements for school-age pedestrian and bicyclists through focused studies.
- A1.6 Integrate bikeway and trail improvements into other capital improvements such as roadway construction, resurfacing, or restriping projects.
- A1.7 Include paved shoulders, serving Class II bicycle lanes, on partially constructed roadways.
- A1.8 Require developers to pay for bikeways system segments within the existing areas of the City to connect with undeveloped areas, or interim bikeways through undeveloped planning areas.
- A1.9 Integrate internal pedestrian and bicycle facilities that connect to the bikeway and trail network proposed in the Trail Master Plan into new community plans, specific plans and other land use plans and amendments to adopted plans.
- A1.10 Enter into joint use agreements with local and regional agencies (such as the Riverside County Flood District) for sharing of facilities to address both bicycle use and maintenance needs.
- A1.11 Design bikeways consistent with Caltrans Chapter 1000 standards, and where feasible, design bikeways beyond the minimum required widths.
- A1.12 Coordinate with Riverside County Transportation Commission on design of planned Mid-County Parkway (MCP). MCP is a proposed 16-mile transportation corridor planned for east-west travel in western Riverside County between the San Jacinto and Perris areas. Work to ensure grade- separations where MCP crosses existing and future bicycle and trail facilities.
- A1.13 Coordinate with Riverside County Flood Control and Water Conservation District on improvements and modifications to the Perris Valley Storm Channel (PVSC) to ensure accommodation of trails alongside the facility. Ensure continuity of the trail and trail grade separations where arterial roadways cross PVSC.
- A1.14 Coordinate with other key property owners such as Metropolitan Water District and Southern California Edison to identify and implement trail facilities alongside or within utility corridors.

Objective 2. Accommodate bicycle use through supportive amenities and facilities.

- Policies
    - P2.1 Encourage and support using bicycles in conjunction with other forms of transportation, including regional transit.
    - P2.2 Ensure bicycle support facilities are provided at appropriate locations.
- Actions
    - A2.1 Provide convenient and secure bicycle parking at public buildings, facilities and parks and in the Downtown.
    - A2.2 Revise standards in the City's Municipal Code for bicycle parking related to new development to include the following requirements:
        - For non-residential development, bicycle racks shall be provided for a minimum of 5 percent of motorized vehicle parking capacity, consistent with CalGreen requirements. Long-term bicycle parking (lockers or storage rooms) shall be provided for buildings with over 10 tenant-occupants.
        - For multi-family residential development without private garages for each unit, one short- term bicycle parking space (bike) rack shall be provided for every 20 units and one long-term bicycle parking space (locker or storage room) for every four units.
    - A2.3 Develop a Bicycle Parking and Support Facilities Ordinance that requires non-residential development to provide showers, lockers, secure bicycle parking and other means to encourage and facilitate use of active transportation modes by employees.
    - A2.4 Develop a Bicycle Parking and Support Facilities Ordinance that requires multi-family residential develop to provide secure short-term and long-term bicycle parking.
    - A2.5 Provide secure, long-term bicycle parking at park-and-ride facilities and transit stations for cyclist to transfer to carpools, vanpools and transit.
    - A2.6 Coordinate with transit providers to ensure transit serving Perris accommodates bicycles within their systems.
    - A2.7 Install wayfinding signage, informational kiosks, and other supportive amenities at key locations to help cyclists navigate the bikeway and trail system.

Objective 3. Improve bicycle and pedestrian safety.

- Policies

  - P3.1 Increase education efforts of bicyclists, pedestrians and motorists on safe sharing of the roads.
  - P3.2 Prioritize projects that would enhance bicycle and/or pedestrian facilities in those areas with a history of bicycle-related or pedestrian-related traffic accidents.
  - P3.3 Continue the enforcement of rules and regulations in order to reduce violations and bicycle and pedestrian-related crashes.
- Actions
  - A3.1 Support and enhance existing programs that educate pedestrians, bicyclists and drivers on safe behaviors and make the information available through schools, work sites, and general publicity efforts.
  - A3.2 Include bicycle and pedestrian education programs and activities within City events and other larger programs. Coordinate with local bicycle coalitions or advocacy groups to facilitate bike valet operations at City events.
  - A3.3 On a regular basis, examine bicycle and pedestrian related traffic accident data for use in the development of recommendations for new bicycle and pedestrian facility projects.

Objective 4. Increase funding for pedestrian and bicycle facilities.

- Policies
  - P4.1 Pursue funding from outside sources whenever feasible.
  - P4.2 Increase City funding available for pedestrian and bicycle facility construction and maintenance.
- Actions
  - A4.1 Seek funding administered by the Riverside County Transportation Commission for improvements identified in the Trail Master Plan.
  - A4.2 Apply for State and Federal bikeway funds where available and appropriate.
  - A4.3 Identify and pursue grant funding to implement improvements identified in the Trail Master Plan.
  - A4.4 During the budgeting process, recommend priority projects for funding.
  - A4.5 Establish a development fee requirement to provide for construction and maintenance of bikeways and trails serving the new development.

Objective 5. Promote bicycling as a positive alternative for commuting and recreation.

- Policies
    - P5.1 Identify marketing and public awareness methods to increase awareness of the City bikeway and trail system.
    - P5.2 Increase public viability of bicycles as a way to get to work, shopping centers, lunch spots, parks, and institutional uses.
- Actions
    - A5.1 Continue to facilitate special bicycling events, such as the Tour de Perris, that promote regional awareness of the bicycle facilities in Perris.
    - A5.2 Develop a citywide bicycle map for public use.
    - A5.3 Encourage City officials and employees, as well as other employers, to participate in "Bike to Work" month or week.
    - A5.4 Establish a bicycle-friendly business program to encourage and facilitate use of active transportation modes by employees and customers.
    - A5.5 Utilize wayfinding signage and special route designations to promote walking and bicycling to key local attractions such as recreational facilities and historic attractions.

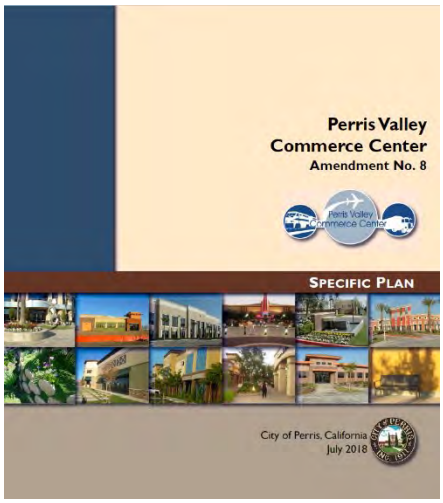
Objective 6. Maintain roadways and bicycle and pedestrian related facilities so they provide safe and comfortable conditions for the user.

- Policies
    - P6.1 Provide a formal means to monitor and address pedestrian and bicycle needs on a regular basis.
    - P6.2 Preserve funding for maintenance of bicycle and pedestrian facilities.
- Actions
    - A6.1 When an off-street facility (Class I bikeway or trail) is constructed, establish a routine inspection program.
    - A6.2 Develop a procedure for routine inspection and maintenance of bicycle parking facilities.
    - A6.3 When roadway repairs are done by the City or other agencies, require the roadway to be restored to a satisfactory quality, with particular attention to smoothness and restriping suitable for cycling

Specific Plans

The City of Perris has 10 specific plans. Each plan pertains to areas or projects within the city and encompasses at least 75 acres of contiguous land. Designed to help implement the General Plan, the specific plans establish a link between implementing policies of the general plan and the individual development proposals in a defined area.

PERRIS VALLEY COMMERCE CENTER (2018)



The Perris Valley Commerce Center Specific Plan (PVCCSP) is primarily designated for light industrial land use, but also contains commercial, general industrial, business/professional office, and public land use designations. The specific plan also includes areas with a residential designation to recognize existing communities. Among other objectives, the PVCCSP seeks to promote sustainable development and a strong sense of place.

The City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths. The PVCCSP is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails. The on-site standards and guidelines require that development shall:

- 4.2.2.3 Pedestrian Access and On-Site Circulation
    - Avoid Conflicts Between Pedestrian and Vehicular Circulation: Provide a system of pedestrian walkways that avoid conflicts between vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages
    - Primary Walkway: Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.
    - Pedestrian Linkages to Public Realm: A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link

from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

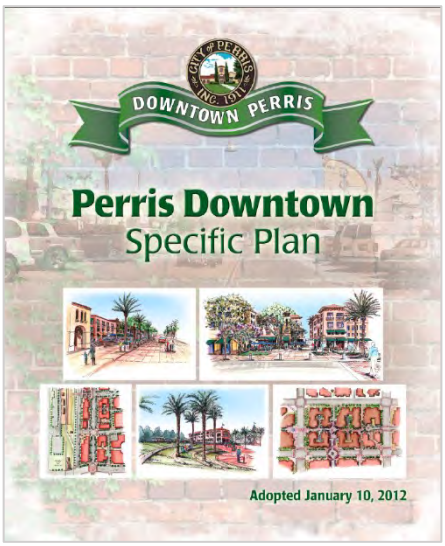
- 4.2.2.4 Parking and Loading
    - Bicycle Racks: Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.
- 4.2.4.1 General Lighting
    - Safety and Security: All projects shall consider proper lighting for safety and security purposes.
    - Foot-candle Requirements Sidewalks/Building Entrances: Sidewalks shall have a minimum of 2 foot-candlepower of light across their surface.
- 5.2.3 Bus Standards and Guidelines
    - Bus Stops at Commercial Centers: Bus stops should be provided at large commercial centers located along existing and future bus routes. Bus stops should be designed to allow convenient access by transit which includes a covered shelter, trash receptacle and safety lighting in accordance with the City's selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, Design Guidelines for Bus Transit for additional design criteria.
    - Bus Stops at Large Employment Centers: Bus stops should be provided at large employment centers located along existing and future bus routes which include covered shelters, trash receptacle, and safety lighting in accordance with the City selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops. Refer to RTA's, Design Guidelines for Bus Transit for additional design criteria.
- 5.3.1 Trail Standards and Guidelines
    - MWD Trail: All development projects adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.
    - Traffic Control: Traffic Control must be provided at the trail crossing at each intersection with public roadway.
        - Trail must be handicapped accessible.

        - Driveway approach shall be provided from public roadways.
    - Perris Valley Storm Channel Trail: The Perris Valley Channel Trail (Figure 5.0-7) shall be constructed in accordance with the San Jacinto River Plan. Project proponents may either construct according to the said guidelines or contribute funds in lieu of construction. Projects adjacent to the future trail shall set aside enough land to ensure its proper development.

- 5.3.2 Bicycle Standards and Guidelines
    - Class II Bike Lanes: The City of Perris bike trail design standards are based on Caltrans Highway Design Manual, Bikeway Planning and Design Standards. Trail development within the Perris Valley Commerce Center Specific Plan will utilize design criteria found in the Perris Parks and Recreation Master Plan.
- 6.1.2 Landscape in Parking Lots
    - Pedestrian Linkages: Parking areas should be designed with pedestrian walkways which link the building to the street sidewalk system creating an extension of the pedestrian environment.
- 6.2.3 MWD Trail Landscape Standards and Guidelines
    - Lighted Crossings: Lighted crossings with raised decorative concrete shall be utilized at midblock crossings and the street crossing for the trail at Perris Blvd. The Perris Blvd trail crossing shall also employ a traffic control device for the purpose of stopping and warning vehicles of pedestrians crossing.
    - Mid-Block Crosswalks: Mid-block crosswalks are discouraged. However, where required and approved by the City Engineer, they will utilize traffic control devices for the purpose of stopping and warning vehicles of pedestrians crossing. An analysis should be conducted to establish justification and verify safety.
    - Signage: MWD is allowing an easement for use of their land for a linear park. Signage shall reflect credits to MWD for the use of the trail and provide historical information about the aqueduct and Perris Valley.
    - Trails: No trail is permitted within 10 feet of the MWD pipeline.
- 7.2.1.2 Pedestrian Access and On-Site Circulation
    - Internal Pedestrian Walkways: Internal walkway should provide connection between building entries, plazas, and courtyards within the project and be covered when possible.

- Paving for Walkways Visible from Public Rights-of-Way/Public Access: Enhanced paving is preferred in areas visible from public rights-of-way or utilized for public access to define business entries, pedestrian walkways, and within plazas and patios.
- Walkways through Parking Lots: Pedestrian walkways through commercial development parking lots should be accented with special design features such as raised, colored and/or textured pavement, a widened roadway, or a combination of the preceding.
- Pedestrian Access Between Buildings/Parking Areas/Amenities On/Off-Site: Pedestrian walkways should be embellished and defined by landscaping, trees, lighting, textured paving, and/or trellises.

DOWNTOWN PERRIS PLAN (2012)



The original Downtown Perris Specific Plan was adopted in 1993 to guide future growth and development within the Downtown area. Since then, the Downtown area has grown and changed. This comprehensive update responds to community changes, creates an authentic identity and unique "sense of place" in the Downtown area, and provides the tools to implement the community's vision for Downtown Perris.

5.6 Street Standards

- B. Sidewalk Amenities Standards
  - 5. Pedestrian-scaled streetlights should be provided along sidewalks to illuminate the sidewalk and enhance the safety of pedestrians.
  - 9. Inverted "U" shaped bike racks (or other similar racks that provide at least the same level of security) should be provided along sidewalks near intersections, public spaces, and major transit facilities.
- F. Street Standards
  - *G. D Street North Standards*

- 2. Sidewalks should be provided on both sides of the street. Sidewalks should be a minimum of 12 feet in width and may be wider if adjacent buildings are set back to create larger sidewalks or if additional right-of-way exists. Sidewalks shall be paved for the entire width, except for openings for tree wells and tree grates.
- 5. Bulbouts and paved crosswalks should be constructed at intersections along D Street and at mid-block crossings (if provided).

- *H. D Street South Standards*
  - 2. Sidewalks should be provided on both sides of the street and should be covered with an arcade. Sidewalks should be a minimum of 12 feet in width and may be wider if adjacent buildings are set back to create larger sidewalks or if additional right-of-way exists. Sidewalks should be paved for the entire width, except for openings for tree wells and tree grates.
  - 5. Bulbouts and paved crosswalks should be constructed at intersections along D Street and at mid-block crossings (if provided).
  - 6. The street may be designed as a convertible street that can also serve as plaza space if closed (temporarily) to vehicular traffic. Convertible streets may have no curb or may have rolled curbs and generally have the same pavement on the sidewalk as is provided within the travel lanes and on-street parking areas.
- *I. Local Street Standards*
  - 2. Sidewalks should be provided on both sides of the street. Sidewalks should be at least 10 feet in width (5 feet minimum of which is pavement and 5 feet minimum of which is a landscaped parkway) and may be wider if adjacent buildings are set back to create larger sidewalks or if additional right-of-way exists.
  - 5. If sufficient right-of-way exists, bike lanes (at least 5 feet in width) may be provided between the travel lane and on-street parking.
  - 6. Striped crosswalks should be constructed at intersections along these streets.
- *J. Neighborhood Street Standards*
  - 3. Sidewalks should be provided on both sides of the street. Sidewalks should be at least 12 feet in width (5 feet minimum of which is pavement and 7 feet minimum of which is a landscaped parkway) and may be wider if adjacent

buildings are set back to create larger sidewalks or if additional right-of-way exists.

HARVEST LANDING SPECIFIC PLAN (2011)

Harvest Landing is designed as a master-planned community on 341 acres in western Perris. The plan envisions a variety of residential housing types, businesses, and amenities all integrated by a system of open spaces and paseos. "Not just about the automobile," the Harvest Landing Specific Plan ensures efficient circulation both within the project and between the project and adjacent areas through a comprehensive circulation plan. A network of roadways, multiple-use trails, and paseos throughout the project encourages a wide range of mobility options for the project's residents and visitors, including vehicular, pedestrian, bicycle, and transit opportunities.

The pedestrian and bicycle circulation system connects important community features, such as the lake, the recreation center, and the Harvest Landing Sports Park with an off-street pedestrian and bicycle trail along Indian Avenue from Placentia Avenue to Avocado Avenue. This pedestrian and bicycle linkage promotes safe and enjoyable nonvehicular movement throughout the entire project and between the project and adjacent uses.

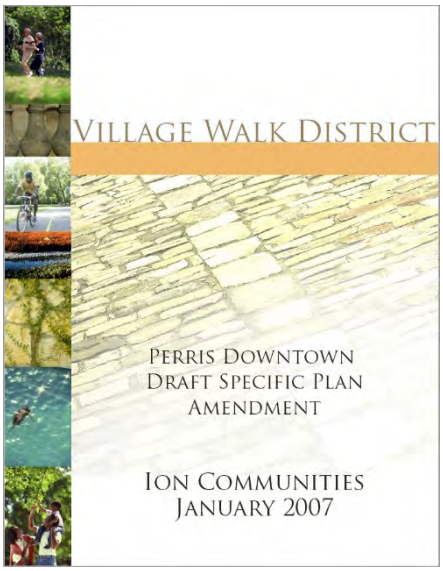
The pedestrian circulation system is composed of sidewalks and multipurpose trails. Sidewalks are adjacent to the roadway and multipurpose trails, and are located within paseos, which can either be street-adjacent or off-street.

Bicycle circulation in Harvest Landing occurs on the roadways and multipurpose trails. The multipurpose trails are located in the street-adjacent paseos on the east side of Indian Avenue between Placentia Avenue and Perris Boulevard and the south side of Orange Avenue between Indian Avenue and Perris Boulevard. Multipurpose trails are also located in all of the interior paseos. Although multiple bike lanes have been previously proposed, there are no existing bikeways near Harvest Landing.

The Harvest Landing Plan includes the following design guidelines related to active transportation:

- Streetscapes
    - 2. Attractively landscaped medians should be provided along major roadways to reduce vehicular speed, create a pedestrian-friendly environment, and ensure a pleasant community image.
    - 3. Special patterned paving should be provided at important intersections and pedestrian crossings within the Specific Plan area, such as the intersection of Barrett and Orange Avenues. Special intersection treatments should consist of materials such as tile, colored brick, or stamped concrete.
    - 5. Traffic-calming measures, such as sidewalk bulbs, roundabouts, and chicanes, may be used in and adjacent to residential areas to reduce the speed of traffic and create a more pedestrian-friendly environment. Sidewalk bulbs increase pedestrian safety and comfort and should be placed at important intersections. If used, roundabouts should be placed in areas of high pedestrian movement to slow traffic and improve pedestrian safety.
- Pedestrian and Bicycle Connectivity
    - 1. Pedestrian and bicycle routes along roadways and paseos should incorporate pedestrian amenities, such as benches, shade structures, and lighting.
    - 2. Meandering trails and sidewalks, which are separated from the street by landscaping, are desirable.
    - 3. Pedestrian connections should be created within residential neighborhoods, the multiple business use area, and the commercial area. These neighborhood-level connections should tie into the paseos and walkways to create a cohesive pedestrian and bicycle circulation system within the project.
    - 4. Bike racks should be located at strategic points throughout the open space system, such as playgrounds, parks, and other recreational amenities, to encourage the use of nonvehicular circulation.
    - 5. Trails and paseos should be clearly marked with consistent signage and well lit with bollard lighting as appropriate.

VILLAGE WALK DISTRICT: PERRIS DOWNTOWN SPECIFIC PLAN AMENDMENT (2007)

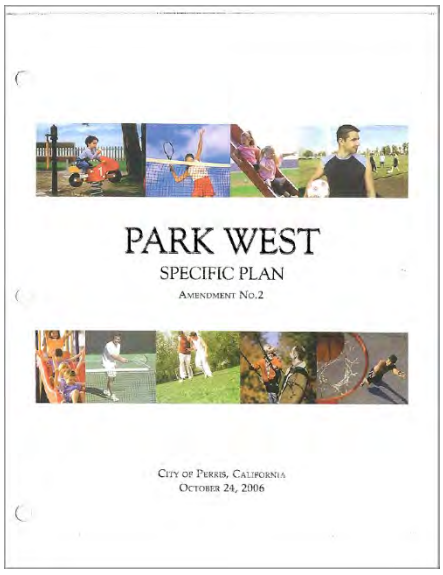


The Village Walk District is to serve as a guide towards the development of the focused Specific Plan Area in Neighborhood III of the Perris Downtown Specific Plan. It was made a requirement by the City Council to ensure that the health, safety, and public welfare of the citizens in the city are protected and that the proposed development is consistent with the Specific Plan and City's General Plan. This District located within Neighborhood III of the Specific Plan will support the following goals:

- Repopulate the Downtown Area by infilling and upgrading established residential development.
- Reinforce existing pedestrian connections to nearby commercial and retail opportunities in the Mercado, Downtown Promenade and Town Center District.
- Re-establish sidewalks, fences, landscaped yards, houses with porches and tree-lined streets.
- Create a character for new and existing housing which utilize sidewalks, appropriate landscape fencing, porches, regional materials and building massing.

The Plan makes various recommendations for pedestrian facilities to provide walkable areas to the community park site through paseos, sidewalks, and crosswalks. Additionally, a gate is proposed on the west side of the project onto Perris Boulevard to allow pedestrian access to and from the downtown area. Pedestrian access provides an important connection to Downtown Perris in that this neighborhood is anticipated to help stimulate the economic vitality of downtown by providing a pleasant walking experience to the downtown's services and entertainment activities. Additionally, pedestrian access will be available to future and current projects to the south.

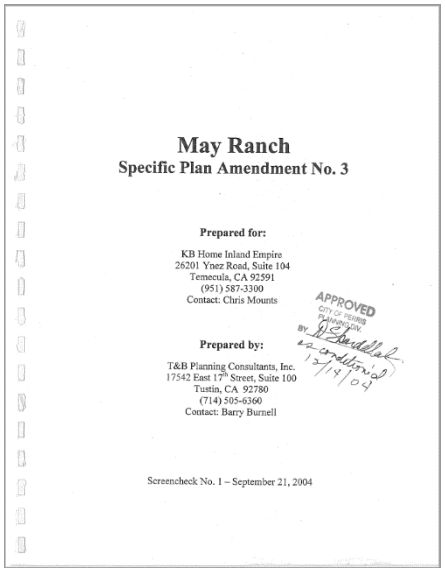
PARKWEST SPECIFIC PLAN (2006)



The ParkWest Specific Plan is a proposal for a 534.3-acre planned community within the City of Perris. The proposed Specific Plan includes 1,553 single-family detached homes and 474 townhome units for a total of 2,027 dwelling units with an overall gross project density of 3.8 dwelling units per acre. Other land uses proposed for the community include 35.6 acres reserved as regional detention/open space, 6.5 acres reserved as water treatment basins, 12.3 acres provided as an elementary school site, 15.0 acres of landscaped paseos, 37.8 acres of total park space, and 90.2 acres dedicated as MSHCP Conservation Area.

The Plan details a network of pedestrian trails to be provided throughout the ParkWest community, including paseos, walkways, a regional multi-use trail, and connections at cul-de-sacs. The trail network will provide connections to various neighborhoods, park facilities, and open space areas. Bicycle trails are also permitted in various parts of ParkWest.

MAY RANCH SPECIFIC PLAN (2004)



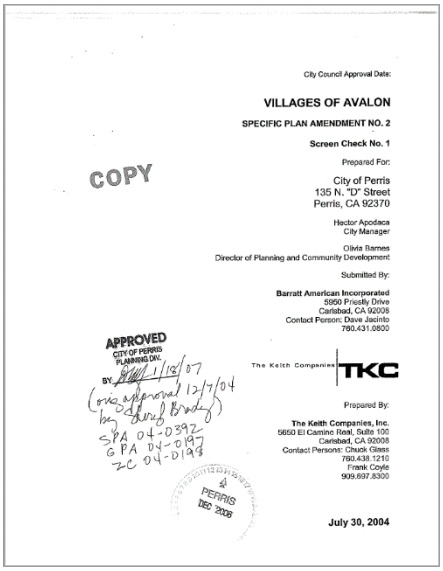
The May Ranch Specific Plan proposes a planned community situated on an approximately 745.3-acre site located south and southwest of the Ramona Expressway and east of the Perris Valley Storm Drain Channel in the City of Perris. Rider Street and the Colorado River Aqueduct each bisect the site in an east-west alignment. The site was annexed to the City of Perris in two phases in 1987 and 1988. The project includes 2,922 single family detached homes and 375 multi-family homes for a total of 3,297 residential dwelling units with an overall gross project density of 4.4 DU/ AC on approximately 745.3 acres.

The plan recommends pedestrian walkways be provided throughout the community, and that bike lanes be provided on arterial roads (May Ranch Parkway and Rider Street).

RIVERWOODS SPECIFIC PLAN (2004)

The 226.9-acre Riverwoods project is located in the southwestern portion of the City of Perris. The project includes the development of 226.9 acres into 696 residential units, a 2.0-acre community center site, a 12.2-acre elementary school site, an 11.7-acre active recreation community park, and 17.0 acres of hillside open space. If the school site is not developed, the Plan allows for an option of R-6,000 for single family residential uses or R-14 for multi-family residential uses for an overall maximum total of 750 dwelling units. While the plan does not address bicycles, it provides for pedestrian linkage between all planning areas via sidewalks along all roadways.

VILLAGES OF AVALON SPECIFIC PLAN AMENDMENT NO. 2 (2004)



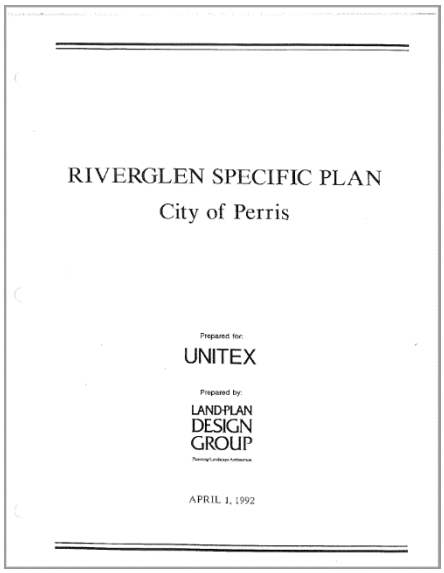
VILLAGES OF AVALON SPECIFIC PLAN AMENDMENT NO. 2 (2004)

The Villages of Avalon (the "Project"), formerly known as Mccanna Ranch, was approved on 262.69 acres along the eastern boundary of the City of Perris, just three miles northeast of the downtown area. The Mccanna Ranch Specific Plan was originally approved by the City of Perris City Council on January 11, 1988, and reaffirmed by the Council on May 9, 1988 authorizing 1,380 dwelling units and associated land uses. Specific Plan Amendment No.1 which was approved by the City of Perris in January of 2003, consisted of minor lotting reconfiguration, consolidation of commercial uses into a single commercial site, alternatives for two school sites, and an option for a

no school site and minor street re-configurations. Specific Plan Amendment No. 2 removes the neighborhood commercial site and replaces it with residential uses.

Cross sections include sidewalks on all roadways (excluding the Ramona Expressway).

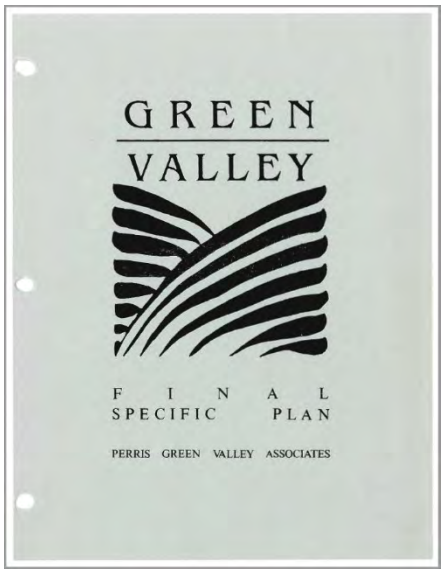
RIVERGLEN SPECIFIC PLAN (1992)



The Riverglen Specific Plan project site is approximately 333 acres located in the City of Perris within the County of Riverside. Riverglen is designed as an integrated planned community and includes parks, trails, an elementary school, residential uses, and two commercial sites. Approximately 41 acres of the Riverglen site is retained in open space including developed parks, trails, recreational areas, and an elementary school. The developed park sites are interconnected through an open space framework of trails and expanded parkways.

Cross sections include bike lanes on collector roads, and sidewalks on all roads. The plan requires that "all commercial areas provide adequate bicycle racks and lockers" (p. IV 29).

GREEN VALLEY SPECIFIC PLAN (1990)



While never implemented, the Green Valley Specific Plan proposes a planned community situated on approximately 1,269.2 acres in southern Perris. The proposed community plan includes 3,460 single-family detached homes and 750 multi-family units, for a total of 4,210 dwelling units with an overall project density of 3.3 dwelling units per gross acre and a residential net density of 5.4. Other land uses proposed for the property include open space, business, commercial, industrial, schools, and recreational.

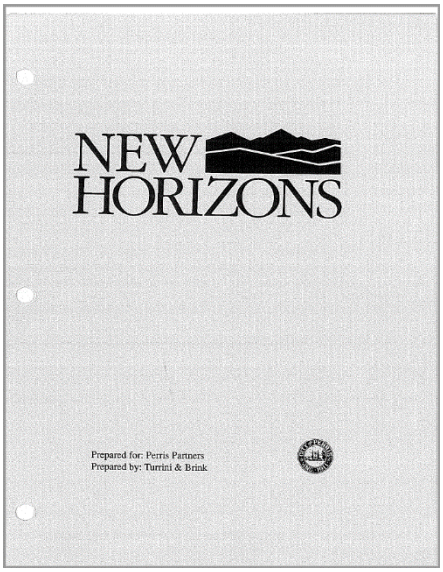
The plan states that "non-vehicular circulation is an important component of the Circulation Plan." Green Valley will be linked with the regional trail system by a trailhead located in the regional park (Planning Area Number 7) along the San Jacinto River. Green Valley pedestrian and bicycle traffic will access this trailhead via local trails which will utilize the greenbelt swales and generous right-of-way along Green Valley Parkway" (p. 33).

Internal collectors (Green Valley Parkway, Murrieta Road, and 'A' Street) are designed to allow for two travel lanes and one bicycle lane in each direction.

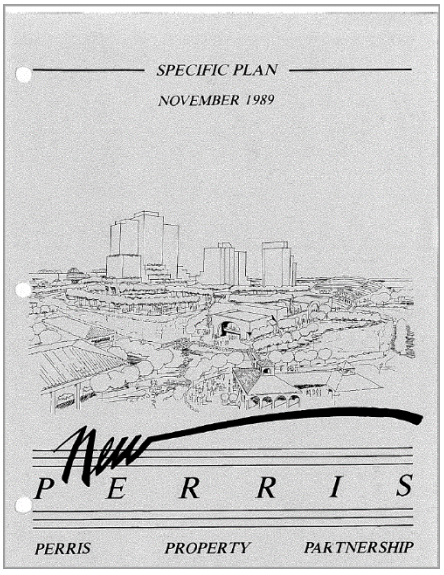
NEW HORIZONS SPECIFIC PLAN (1990)

The 135-acre New Horizons project is located in the northeastern portion of the City of Perris in Riverside County and includes 9.1 acres of land within the Metropolitan Water District (MWD) right-of-way. The New Horizons project proposes that the 9.1-acre MWD right-of-way be developed as a public community greenbelt. The 175 ft. wide linear greenbelt will be designed for passive uses and includes a twelve-foot wide pedestrian trail along the entire length of the MWD right-of-way.

Cross sections for the major highway in the project area (Rider Street) include a 6-foot bike lane in either direction.



NEW PERRIS SPECIFIC PLAN (1989)



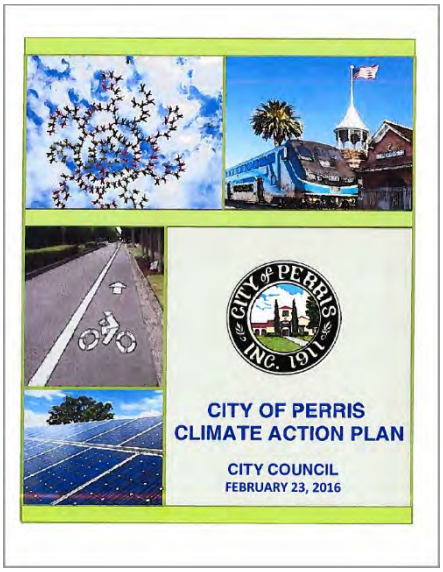
The New Perris Specific Plan guides development for a proposed 596-acre project incorporating multiple land uses. Located immediately south of the Fourth Street offramp, the project area is bisected by Interstate 215. The Circulation Plan for New Perris proposes a curvilinear circulation system accented by bike lanes, major water features, art in public places, extensive landscaping, and greenbelts and walkways to encourage pedestrian circulation. The arterials (Ellis Avenue, Evans Avenue, and Redlands Avenue) and most collector roadways (Eleventh Street, Wilson Avenue, Town Center Loop Road, and Ellis Avenue north of the freeway) are all designed for bike lanes in each direction of travel. All roadways are designed with sidewalks on either side. New developments or redevelopments shall provide adequate pedestrian access to, within, and across the site. Sufficient lighting shall be provided for sidewalks, and for bus stops used during non-daylight hours.

Large employers in the community are encouraged to participate in a transportation management program and are incentivized to offer bike facilities (such as bike racks and showers) among other items.

While commercial development has occurred in this area, the specific plan has not been fully implemented.

Climate Action Plan (2016)

The City of Perris developed a Climate Action Plan (CAP) to address global climate change through the reduction of harmful greenhouse gas (GHG) emissions at the community level, and as part of California's mandated statewide GHG reduction goals (Assembly Bill 32). The City developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. Programs and actions in this CAP will help Perris grow healthily, resourcefully, and sustainably.



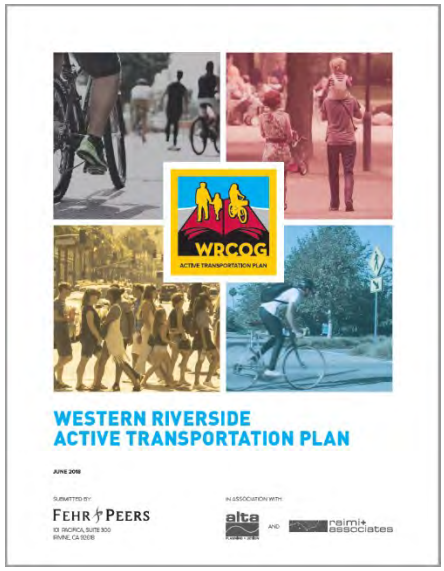
Regional

Riverside County General Plan

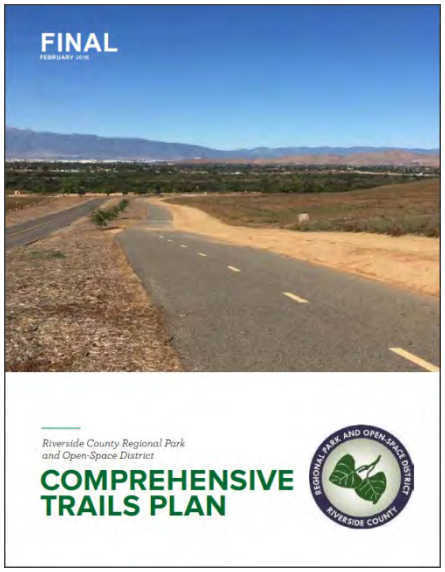
Updated in 2015, the General Plan covers the entire unincorporated portion of the County of Riverside and is augmented by 19 more detailed area plans covering Riverside County's territory, with the exception of the undeveloped desert areas and the March Air Joint Reserve Base. This Plan supports the goals, policies, and actions outlined in the County's General Plan that pertain to active transportation.

Western Riverside Active Transportation Plan (2018)

The Western Riverside Council of Governments (WRCOG) strives to support all residents and visitors of WRCOG whether they choose to walk, bike, take transit, or drive. The Western Riverside Active Transportation Plan (WRATP) focuses on enhancing the non-motorized infrastructure throughout the region to develop a robust network for people who choose or need to walk and/or bike. Improvements to the active transportation network will ultimately benefit all users of the transportation system by providing more transportation choices. The WRATP serves as a resource for WRCOG member jurisdictions and stakeholders to help identify



important active transportation facilities they would like to see in their community and provides guidance on how each individual project can be achieved. It proposes various regional and local routes in Perris, including extension of the trail along the Perris Reservoir to the north of the city.



Riverside County Regional Park and Open Space District Comprehensive Trails Plan (2018)

The Comprehensive Trails Plan (CTP) provides the Riverside County Parks and Open-Space District with the following:

- A backbone trail network that is feasible, compatible with other plans, leverages trails within other jurisdictions, and closes gaps in a countywide trail system;
- Guidance for design of trails which are accessible, usable by a variety of users, and connect to major destinations and other trails;
- Recommendations for the future management of regional trails within Riverside County.

The CTP recommends the trail along the Perris Reservoir become part of the backbone network as the Juan Bautista Trail, and recommends various Tier 2 routes within the city and surrounding Mead Valley Area.

Riverside Transit Agency First Mile-Last Mile Mobility Study (2017)

The Riverside Transit Agency First Mile-Last Mile Mobility Study was launched to identify ways to improve access to and from bus stops throughout the region. Public transportation rarely stops at the passenger's origin or destination, and transit users have to rely on other modes to get to their desired locations. These trips, whether it is walking, biking, or ride-sharing, are referred to as "first and last mile" journeys.

The goal of the RTA study is to identify challenges and offer solutions to passengers who have to travel to and from their bus stops. By improving these "first mile-last mile" trips, RTA hopes to increase both transit ridership and the livability of the region. The study takes note of the barriers that currently exist and provides solutions to remove the barriers. These could include unsafe pedestrian crossings, lack of walkways, and ADA accessibility issues. Some of the solutions that can be implemented include, new bicycle infrastructure, improved lighting, shade, seating, and improved wayfinding to transit stations.

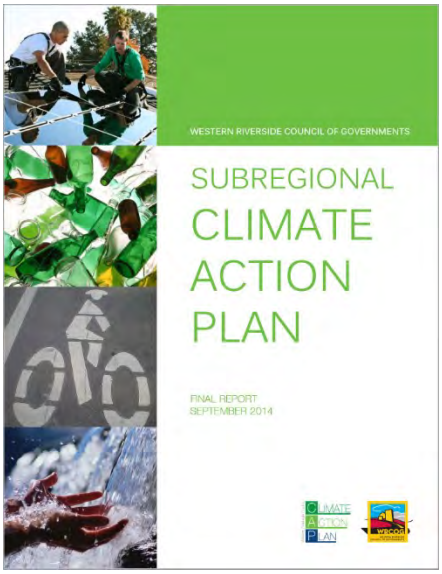
The active transportation facilities identified in the plan's proposed network in downtown Perris include multiple bikeways (Class I, Class II, and Class III), improved crossings, sidewalks, and streetscape amenities such as trees and lighting.

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help Perris contribute to this goal.

Western Riverside Council of Governments Subregional Climate Action Plan (2014)

The Western Riverside Council of Governments' (WRCOG) developed a Subregional Climate Action Plan (CAP) to mitigate climate change. The CAP seeks to create more livable, equitable, and economically vibrant communities. This Plan supports the CAP's goals of promoting healthier communities; becoming more energy self-sufficient; enhancing social equity; reducing emissions, improving air quality, and protecting natural systems; and saving money.



State

California State Bicycle & Pedestrian Plan (2017)

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help Perris to work with the local Caltrans office to implement projects on Caltrans rights-of-way.

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding

- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

> *The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.*
>
> *The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.*

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of 7% by the year 2020 and 15% by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

APPENDIX E: 2020 BICYCLE RECOMMENDATIONS COMPARED TO PREVIOUS PLANS

The *2020 Active Transportation Plan* provides a refreshed vision for biking in Perris, building on recommendations in previous plans (such as the Trails Master Plan, adopted in 2013) to accommodate innovations in the field and to reflect changing contexts within the city. Figure 41 depicts how bicycle projects recommended in this Plan compare to previous plans by highlighting facilities that have been upgraded, downgraded, or newly introduced. Facilities were considered to be upgraded if they provide more separation and protection from vehicles than the previously planned class, and downgraded if the opposite is true. Table 21 provides this information in a table format, sorted alphabetically.

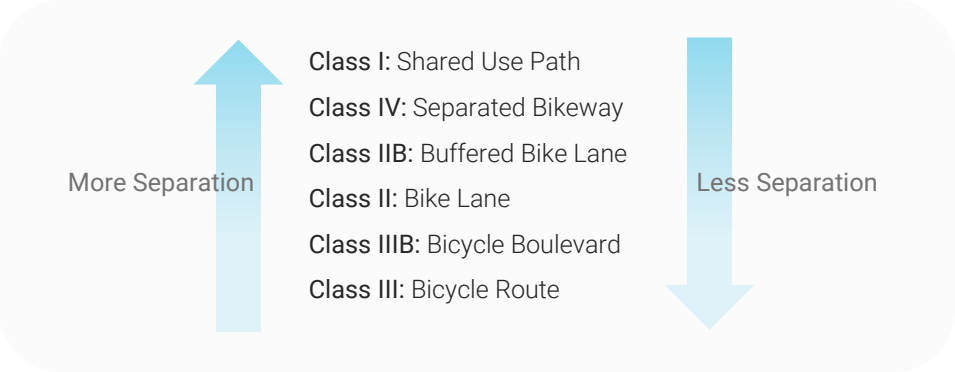


Table 21. 2020 Bicycle Recommendations Compared to Previous Plans

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
11th Street	Park Avenue	Perris Boulevard	3	Upgrade	3B	0.62
1st Street	A Street	C Street	3	Upgrade	3B	0.29
3rd Street	D Street	G Street	-	New	3B	0.41
3rd Street	Kruse Street	C Street	-	New	3B	0.57
4th Street	7th Street	Perris Boulevard	2	Keep	2	1.18
4th Street	Perris Boulevard	Redlands Avenue	2	Keep	2	0.52
7th Street	Park Avenue	Redlands Avenue	3	Upgrade	3B	1.13
A Street	Mapes Road	Watson Road	2	Keep	2	0.52

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
A Street	Nuevo Road	San Jacinto Avenue	2	Upgrade	4	1.16
A Street	Red Maple Place	Mapes Road	2	Upgrade	2B	0.90
A Street	San Jacinto Avenue	Red Maple Place	3	Upgrade	3B	1.12
A Street Alignment	Watson Road	Ethanac Road	1	Keep	1	0.60
Adjacent to Railroad	Nuevo Road	Metz Park	1	Keep	1	0.64
Avalon Parkway	Cane Bay Lane	Rider Street	2	Keep	2	1.21
Avalon Parkway	Ramona Expressway	Cane Bay Lane	2	Downgrade	3	0.26
B Street	7th Street	Ellis Avenue	-	New	3B	0.49
Bonnie Drive	Mapes Road	SR 74	2	Keep	2	0.20
Bradley Road	Ramona Expressway	Rider Street	2	Keep	2	0.72
Bradley Road / Sorrel Lane	Rider Street	May Ranch Park	3	Keep	3	0.28
C Street	San Jacinto Avenue	7th Street	3	Upgrade	3B	0.51
Case Road	Perris Boulevard	I-215	2	Upgrade	1	2.61
Case Road	Watson Road (1,325' N)	Ethanac Road	2	Upgrade	2B	0.85
Citrus Avenue	Evans Road	Dunlap Road	2	Keep	2	0.50
Citrus Avenue	Perris Boulevard	Willowbrook Lane	2	Upgrade	4	1.06
Citrus Avenue Alignment	Indian Street	Perris Boulevard	2	Keep	2	0.51
Copper Creek Park Path	Citrus Avenue	Turquoise Drive Flood Control Channel	1	Keep	1	0.25
D Street	San Jacinto Avenue	11th Street	3	Upgrade	3B	0.75
Diana Street	San Jacinto Avenue	Mount Baldy Street	-	New	2	0.13
Dunlap Drive	Citrus Avenue	Nuevo Road	2	Keep	2	0.50
Dunlap Drive	Orange Avenue	Citrus Avenue	2	Upgrade	1	0.50
Ellis Avenue	A Street	B Street	2	Upgrade	2B	0.14
Ellis Avenue	Case Road	Redlands Avenue	2	Downgrade	3	0.13
Ethanac Road	San Jacinto River	Sherman Road	2	Upgrade	2B	3.07
Evans Road	Northern City Limits	Ramona Expressway	Existing Class 3	Upgrade	2B	1.01

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
Evans Road	Old Evans Road	Orange Avenue	3	Upgrade	2B	0.68
Evans Road	Orange Avenue	Nuevo Road	2	Upgrade	2B	0.99
Evans Road	Ramona Expressway	Old Evans Road	2	Upgrade	2B	1.45
Flicker Way Flood Control Channel	Medical Center Drive	Redlands Avenue	Walking Trail	Upgrade	1	0.27
G Street	7th Street	Case Road	2	Keep	2	0.40
G Street	San Jacinto Avenue	7th Street	3	Keep	3	0.50
Goetz Road	Case Road	Lesser Lane	2	Upgrade	2B	4.08
Harley Knox Boulevard Alignment	Perris Valley Channel	Lake Perris Drive	1	Keep	1	0.47
Harley Knox Boulevard Flood Control Channel	Webster Avenue	Redlands Avenue	1	Keep	1	1.64
I-215 Frontage Road	Morgan Street	Placentia Avenue	2	Keep	2	1.17
I-215 Frontage Road	Placentia Avenue	Nuevo Road	2	Keep/ New	2	1.57
Indian Avenue	Harley Knox Boulevard Flood Control Channel	Orange Avenue	2	Keep	2	3.21
Indian Avenue	Orange Avenue	I-215 Frontage Road	2	Downgrade	3	0.51
Lake Perris Drive	North City Limits	Ramona Expressway	1	Keep	1	0.99
Lakeside Middle School Western Perimeter	Rider Street	Walnut Street	1	Keep	1	0.27
Mapes Road	A Street	Goetz Road	2	Downgrade	3	0.62
Mapes Road	Case Road	South Perris Metrolink Station Drive	2	Downgrade	3	0.11
Mapes Road	McPherson Road	A Street	2	Downgrade	3	0.88
Markham Street	Patterson Avenue	Redlands Avenue	2	Upgrade	1	2.06
Medical Center Drive	Orange Avenue	Citrus Avenue	3	Keep	3	0.50
Metz Road	Georgiana Court	A Street	3	Keep	3	0.52
Metz Road Flood Control Channel	Perris Boulevard	Perris Valley Channel	Walking Trail / 1	Upgrade/ Keep	1	1.18

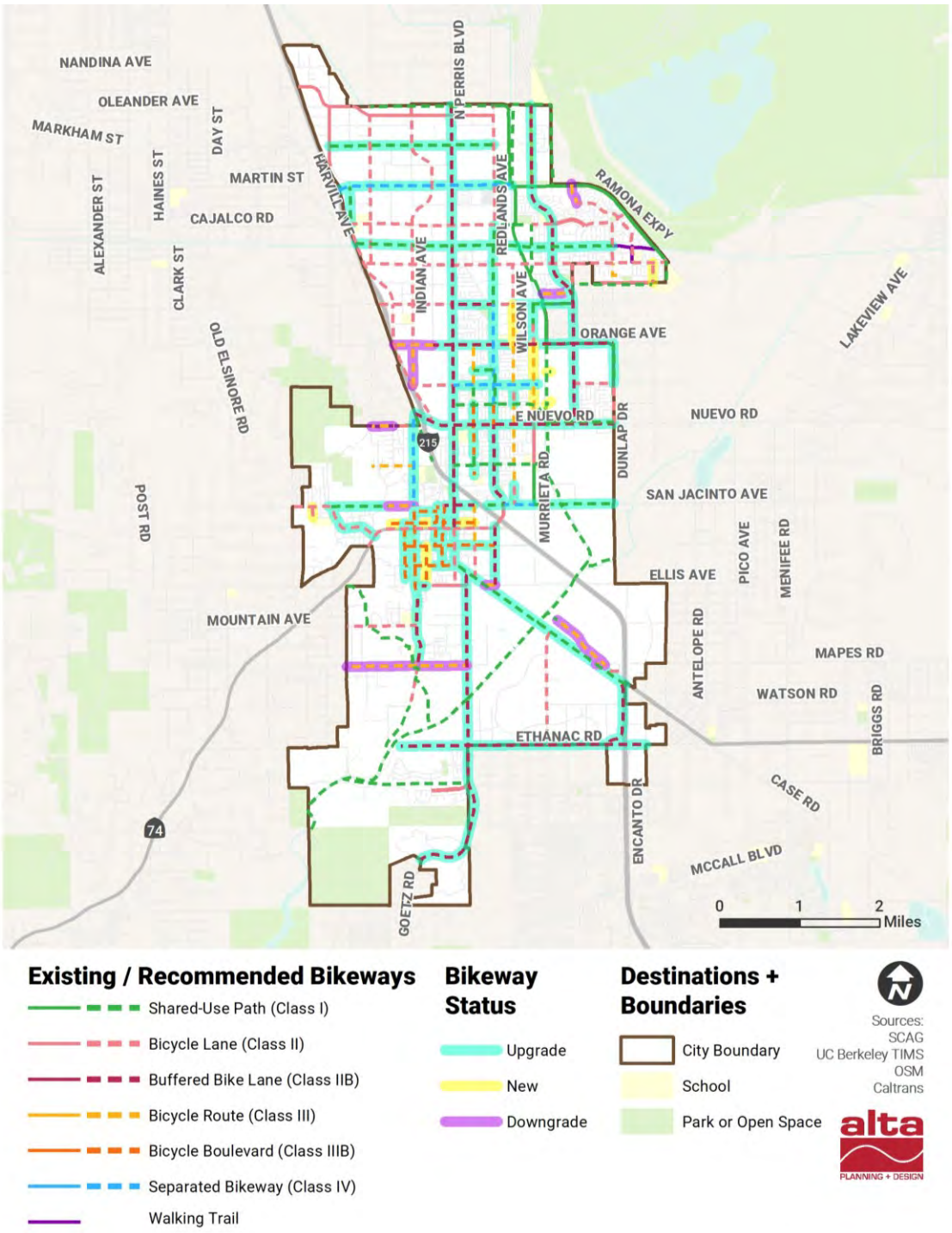
Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
Monument Ranch Greenway	San Jacinto River	Goetz Road	1	Keep	1	1.58
Morgan Park to Rider Street	Morgan Street	Rider Street	1	Keep	1	0.62
Morgan Street	May Ranch Parkway	Bradley Road	2	Keep	2	0.36
Morgan Street	Morgan Park	Evans Road	2 / 3	Keep/ Upgrade	2	0.26
Morgan Street	Nevada Road	Redlands Avenue	2	Keep	2	1.80
Morgan Street Alignment	Redlands Avenue	Morgan Park	1	Keep	1	0.39
Mountain Avenue	McPherson Road	River Road	2	Keep	2	0.51
Mountain Avenue	River Road	A Street	2	Keep	2	0.36
Mountain Avenue Wash	Western City Limits	San Jacinto River	1	Keep	1	2.48
Murrieta Road	Case Road	Ethanac Road	2	Keep	2	1.43
Murrieta Road	Orange Avenue	Turquoise Drive Flood Control Channel	-	New	3	0.76
Murrieta Road	Placentia Avenue	Water Avenue	3	Upgrade	1	0.25
Murrieta Road	Water Avenue	Orange Avenue	3	Upgrade	2	0.25
MWD Greenway	I-215 Frontage Road	Perris Boulevard	Walking Trail	Upgrade	1	1.20
MWD Greenway	Perris Boulevard	Bradley Road	Walking Trail	Upgrade	1	2.03
Navajo Road	San Jacinto Avenue	4th Street	3	Upgrade	2	0.78
Nevada Road	Ramona Expressway	Morgan Street	2	Upgrade	1	0.47
Nuevo Road	A Street	Dunlalp Drive	2	Upgrade	2B	2.53
Nuevo Road	Delines Drive	A Street	2	Keep	2	0.25
Nuevo Road	Rimrock Drive	A Street	2	Downgrade	3	0.27
Old Evans Road	Rider Street	Evans Road	3	Upgrade/ New	2	0.34
Orange Avenue	Barrett Avenue	Dunlap Drive	2	Upgrade	2B	2.26
Orange Avenue	I-215	Barrett Avenue	2	Downgrade	3	0.48
Park Avenue	3rd Street	13th Street	3	Upgrade	3B	0.69
Perris Boulevard	11th Street	Ellis Avenue	2	Keep	2	0.25
Perris Boulevard	4th Street	11th Street	3	Upgrade	2	0.46

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
Perris Boulevard	City Limits	San Jacinto Avenue	2	Upgrade	2B	5.00
Perris Boulevard	San Jacinto Avenue	4th Street	2	Upgrade	2B	0.29
Perris South Metrolink Station	San Jacinto River	S. Perris Metrolink Station Road	1	Keep	1	0.15
Perris Valley Channel	Evans Street	San Jacinto Avenue	1	Keep	1	0.32
Perris Valley Channel	North City Limits	Ramona Expressway	1	Keep	1	1.00
Perris Valley Channel	Nuevo Road	Evans Street	1	Keep	1	0.77
Perris Valley Channel	Orange Avenue	Nuevo Road (1108' N)	1	Keep	1	0.78
Perris Valley Channel	San Jacinto Avenue	Ellis Avenue	1	Keep	1	0.87
Perris Valley Channel Connector	Perris Valley Channel	Perla Street	-	New	1	0.06
Perris Valley Channel Connector	Regala Street	Perris Valley Channel Path	-	New	1	0.07
Placentia Avenue	Perris Boulevard	Redlands Avenue	2	Upgrade	2B	0.51
Placentia Avenue	Redlands Avenue	Wilson Avenue	2	Keep	2	0.25
Placentia Avenue	Western City Limits	Perris Boulevard	2	Keep	2	0.94
Placentia Avenue	Wilson Avenue	El Nido Avenue	2	Upgrade	1	0.75
Ramona Expressway	I-215	Sinclair Street	2	Upgrade	4	2.18
Redlands Avenue	Harley Knox Boulevard Flood Control Channel	Morgan Street	2	Keep	2	1.49
Redlands Avenue	Morgan Street	Placentia Avenue	2	Upgrade	1	0.99
Redlands Avenue	Nuevo Road	San Jacinto Avenue	2	Upgrade	2B	1.78
Redlands Avenue	Placentia Avenue	Turquoise Drive	2	Upgrade	4	1.25
Redlands Avenue	Turquoise Drive Flood Control Channel	Nuevo Road	3	Upgrade	3B	0.25
Redlands Avenue Flood Control Channel	Waller Way	Turquoise Drive Flood Control Channel	1	Keep	1	0.43
Rider Street	I-215 Frontage Road	Ramona Expressway	2	Keep	2	3.80

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
Ruby Drive	Metz Road Flood Control Channel	Jarvis Street	3	Upgrade	3B	0.12
Ruby Drive	Turquoise Drive	Mildred Street	3	Upgrade	3B	0.63
Ruby Drive Alignment	Mildred Street	Metz Road Flood Control Channel	1	Keep	1	0.13
San Jacinto Avenue	C Street	D Street	2	Keep	2	0.08
San Jacinto Avenue	D Street	G Street	2	Upgrade	2B	0.37
San Jacinto Avenue	Kruse Street	A Street	2	Downgrade	3	0.33
San Jacinto Avenue	Lamplighter Lane	Redlands Avenue	2	Upgrade	1	0.21
San Jacinto Avenue	Lukens Lane	Navajo Road	2	Keep	2	0.45
San Jacinto Avenue	Murrieta Road	Perris Valley Channel	2	Upgrade	1	0.33
San Jacinto Avenue	Perris Valley Channel	Dunlap Drive	2	Upgrade	1	0.66
San Jacinto Avenue	Redlands Avenue	Murrieta Road	2	Upgrade	4	0.38
San Jacinto Avenue Alignment	Navajo Road	Kruse Street	2	Upgrade	1	0.73
San Jacinto River	Case Road	Goetz Road	1	Keep	1	1.30
San Jacinto River	Ellis Avenue	I-215	1	Keep	1	0.22
San Jacinto River	Ethanac Road	Southwest City Limits	1	Keep	1	1.77
San Jacinto River	Goetz Road	Ethanac Road	1	Keep	1	1.15
San Jacinto River	I-215	Case Road	1	Keep	1	0.73
San Jacinto River	Perris Valley Channel	Dunlap Drive	1	Keep	1	0.40
Sherman Avenue	Rider Street	Walnut Avenue	-	New	2	0.25
South Perris Metrolink Station Road	South Perris Metrolink Station	Mapes Road	2	Downgrade	3	0.83
Sparrow Way	Clapper Street	Evans Road	2	Downgrade	3	0.35
Turquoise Drive / Nuevo Road Flood Control Channel	Perris Boulevard	Dunlap Drive	1	Keep	1	2.11
Walnut Street	Old Evans Road	Sherman Road	1	Keep	1	1.00
Webster Avenue	Harley Knox Boulevard	Rider Street	2	Keep	2	1.97
Wilson Avenue	Citrus Avenue	Turquoise Drive Flood Control Channel	3	Upgrade	2	0.24

Corridor	From	To	Previously Planned Class	Action	2020 AT Plan Class	Length (Miles)
Wilson Avenue	Dale Street	San Jacinto Avenue	3	Upgrade	2	0.25
Wilson Avenue	Orange Avenue	Citrus Avenue	3	Keep	3	0.50
Wilson Avenue	Placentia Avenue	Orange Avenue	-	New	3	0.50
Wilson Avenue	Rider Street	Placentia Avenue	2	Keep	2	0.50
Wilson Avenue	Turquoise Drive Flood Control Channel	Dale Street	3	Keep	3	1.01

Figure 41. 2020 Bicycle Recommendations Compared to Previous Plans



APPENDIX F: RESOLUTION

Bike | Walk
PERRIS