



Circulation

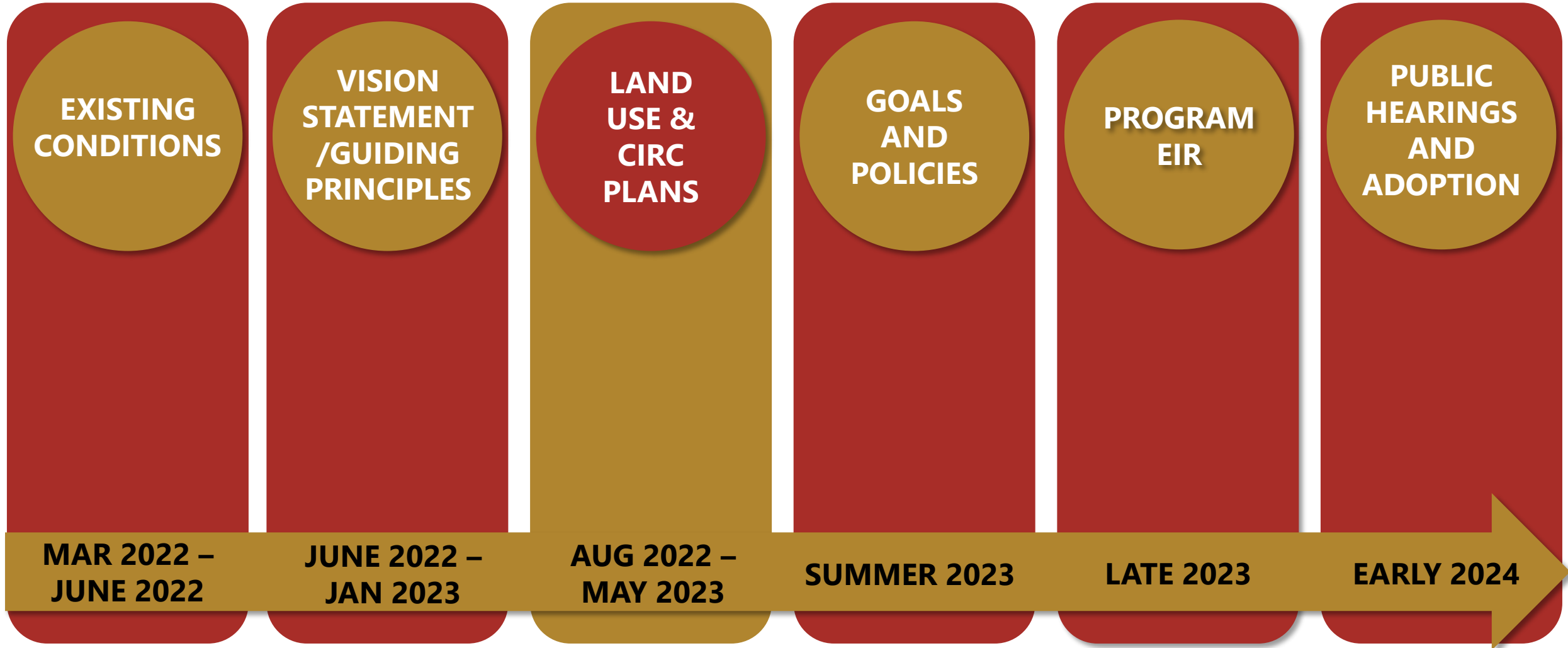
General Plan Advisory Group #4

March 30, 2023

Agenda

1. Update on Project Status
2. Overview of recent Mobility Planning
3. Preparation of the General Plan Mobility Element
 - a) Summary of public feedback received to date and how that will inform the GP update
 - b) Planning for non-vehicular transportation
 - c) Planning for vehicular transportation
 - Roadway Classifications
 - Roadway Network Map
 - d) EIR Support - VMT Analysis
4. Next Steps

Project Schedule



Overview of Recent Mobility Planning

Recent Mobility Planning Efforts

- SCAG grant funding
 - Senate Bill 1 (SB1)
 - Mobile Source Air Pollution Reduction Review Committee (MSRC)
- Two-Year Project (July 2019 – June 2021)
- Two Major Deliverables
 - Wildomar's First Active Transportation Plan
 - Draft Mobility Element

City Council Adopted Vision Statement (February 2017):

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

Active Transportation Plan

- Focuses on improving walking and biking environment
- Outlines recommendations for new policies, processes, and infrastructure
- Includes recommendations for prioritizing infrastructure improvements
- Gets updated approximately every 5 years
- Approved by City Council on June 30, 2021



Draft Mobility Element

- One of the mandated “elements” of a general plan
- Provides Wildomar an overall guidance to satisfy the circulation needs of residents, visitors, and businesses across all modes of transportation over the next 20 years
- Needs to be updated to support the proposed Land Use Plan

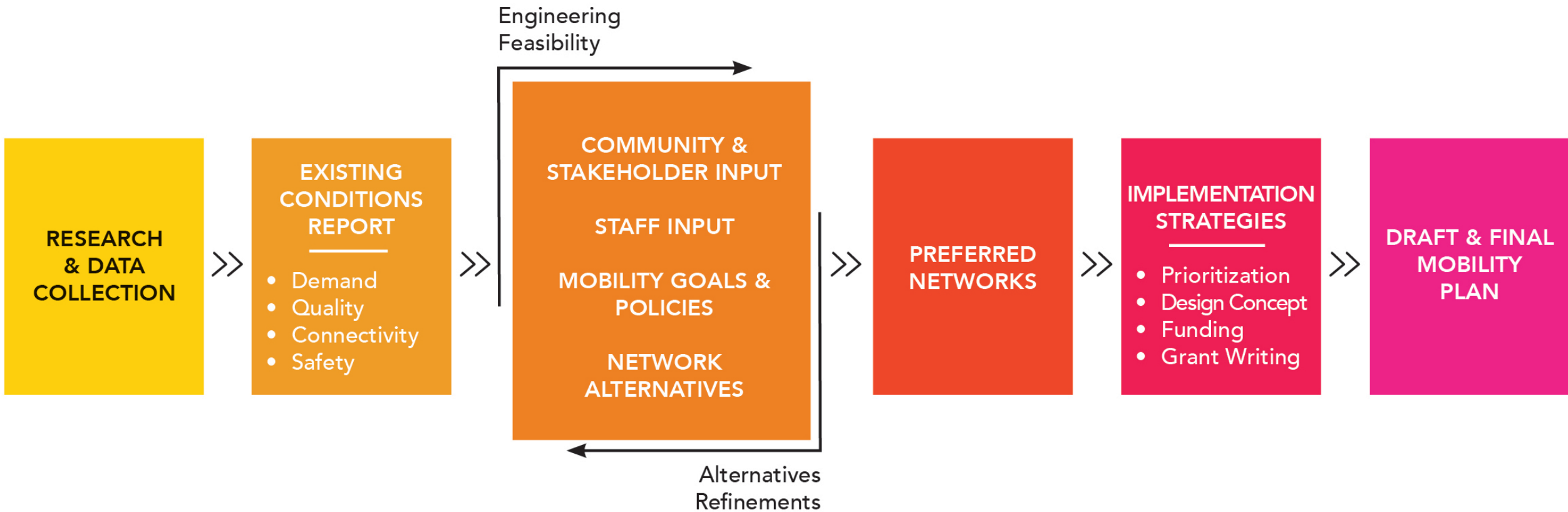


City of Wildomar
Mobility Element



Planning Process

COMMUNITY OUTREACH, PARTICIPATION & EDUCATION



PROJECT MANAGEMENT + TEAM COORDINATION

Extensive Public Engagement and Outreach

- Webpage & Project Fact Sheet
- Online/In-Person Survey (275 received)
- Breakfast with Santa Pop-Up Event
- 10 Walk Audits
- 2 Inter-Agency Coordination Meetings
- 6 Technical Advisory Committee Meetings
- 2 Virtual Public Workshops/Webinars



Breakfast with Santa 12/14/2019



Webpage



Fact Sheet



TAC Meeting

GoHuman/Demonstration Event (March 2021)

City of



WILDOMAR

March 12 - March 14, 2021



Go Active Wildomar

Go Active Wildomar demonstrated a variety of walking, biking, and rolling improvements at City Hall, enabling residents to test out and share feedback on street improvements intended to make active transportation safer and more enjoyable throughout Wildomar.







Community Feedback

Of the surveys collected:

87%
support the separated bikeway

78%
support the parklet

86%
support the bicycle lane

56%
would consider commuting outside of Wildomar by bike if these improvements were built today

85%
support the refuge island

87%
support the bulb-outs/curb extensions

71%
would consider commuting by bike to destinations in Wildomar if these improvements were built today



Top Desired Walking Improvements

- Bulb-Outs/Curb Extensions (24%)
- Refuge Islands and Creative Crosswalk (12%)
- Parklets (8%)



Top Desired Bicycling Improvements

- Class II Bike Lanes (29%)
- Class IV Protected Bikeways (19%)

Next Steps

- Utilize the community feedback received to finalize the Wildomar Mobility Plan, determine network needs, and prioritize permanent infrastructure improvements.
- Identify grants and other funding opportunities to build permanent safety improvements, and leverage community feedback gathered at **Go Active Wildomar** to increase competitiveness.
- Continue the momentum from **Go Active Wildomar** to increase awareness of walking, biking, and rolling in the community and leverage support for walking and rolling improvements throughout Wildomar.


#GoHumanSoCal
GoHumanSoCal.org/Events

This project was undertaken as part of the Southern California Association of Governments' Go Human Active Transportation Safety and Encouragement Campaign. Go Human is a community outreach and advertising campaign with the goals of reducing traffic collisions in Southern California and encouraging people to walk and bike more. SCAG hopes to create safer and healthier cities through education, advocacy, information sharing, and events that help residents re-envision their neighborhoods.

Preparation of the Mobility Element

Summary of public feedback received

- More roadways connecting the City between the west side and the east side of I-15
- Better connections to neighboring cities and trails
- More sidewalks and trails
- Improve pedestrian/bicycle safety along Palomar Street and Clinton Keith Road
- Potential Transit Hub(s) to better connect Wildomar to SD, LA, and other cities within the region
- Roadway Maintenance

Wildomar is a city that...

Mobility

Maintains safe roadways and high-quality pedestrian, bicycle, multi-purpose trail and transit networks.

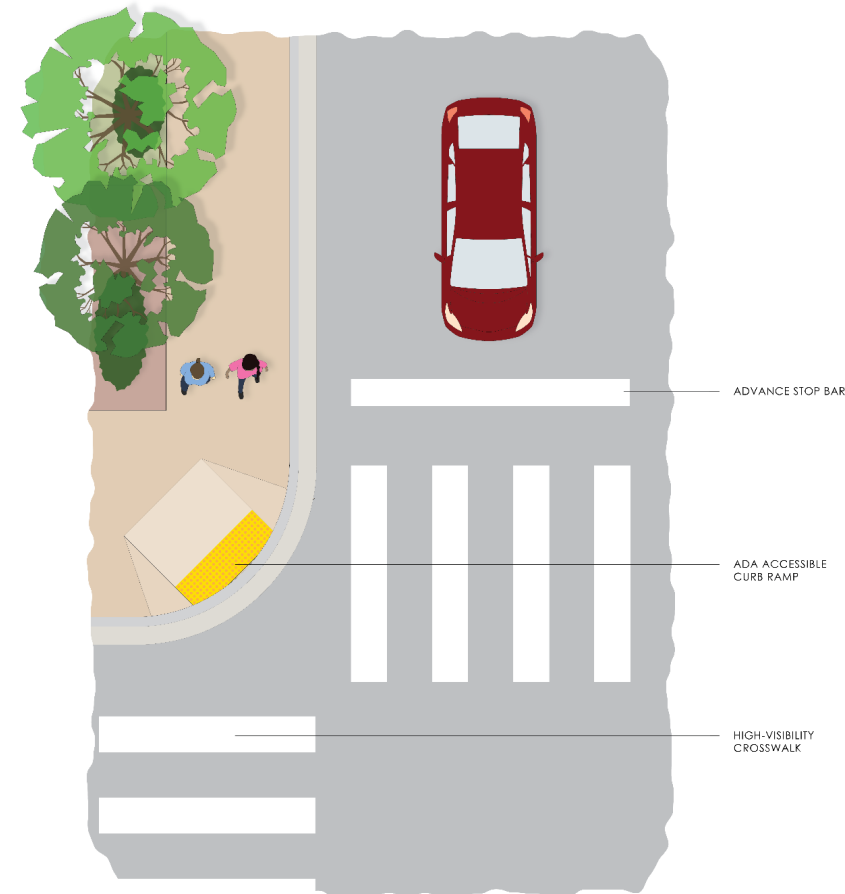
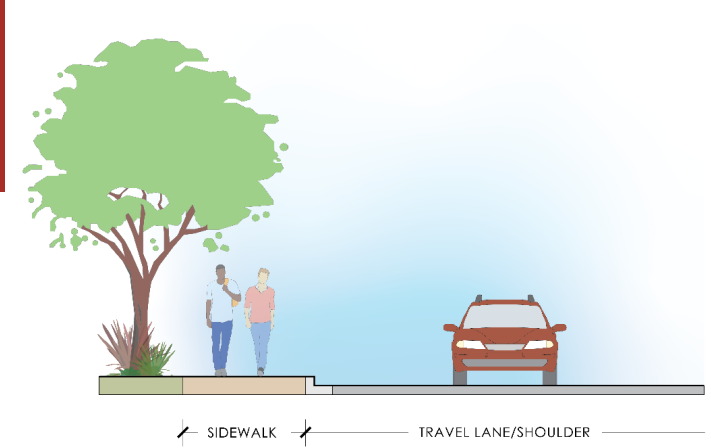
I Agree (242) 80% 

I Disagree (53) 17%

Pedestrian Route Types

Connector

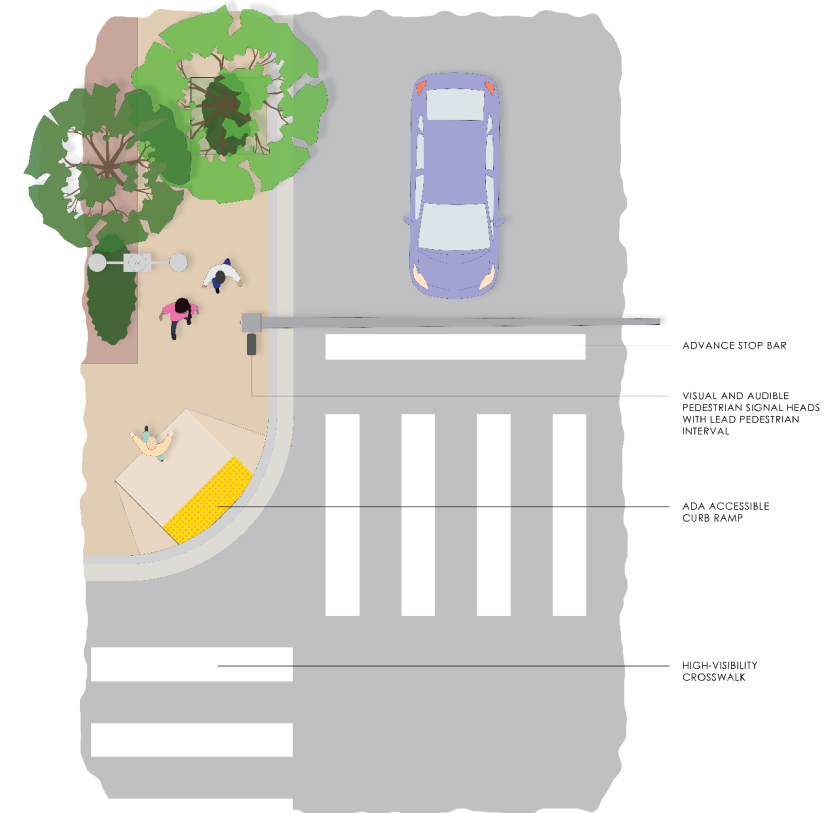
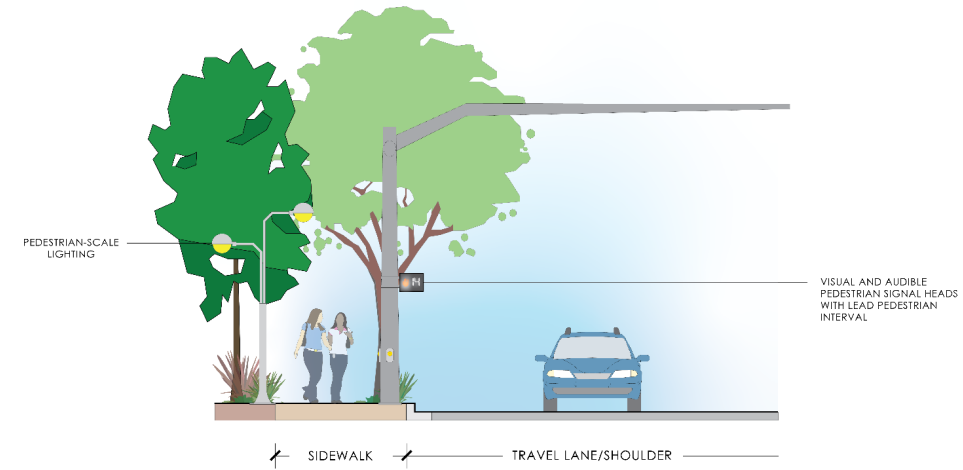
- Low pedestrian activity
- Moderate/high vehicular traffic
- Connect residential areas to Corridor Route Types or neighborhood destinations
- Recommended features
 - Sidewalks with accessible curb ramps
 - Marked crosswalks with advance stop bars



Pedestrian Route Types

Corridor

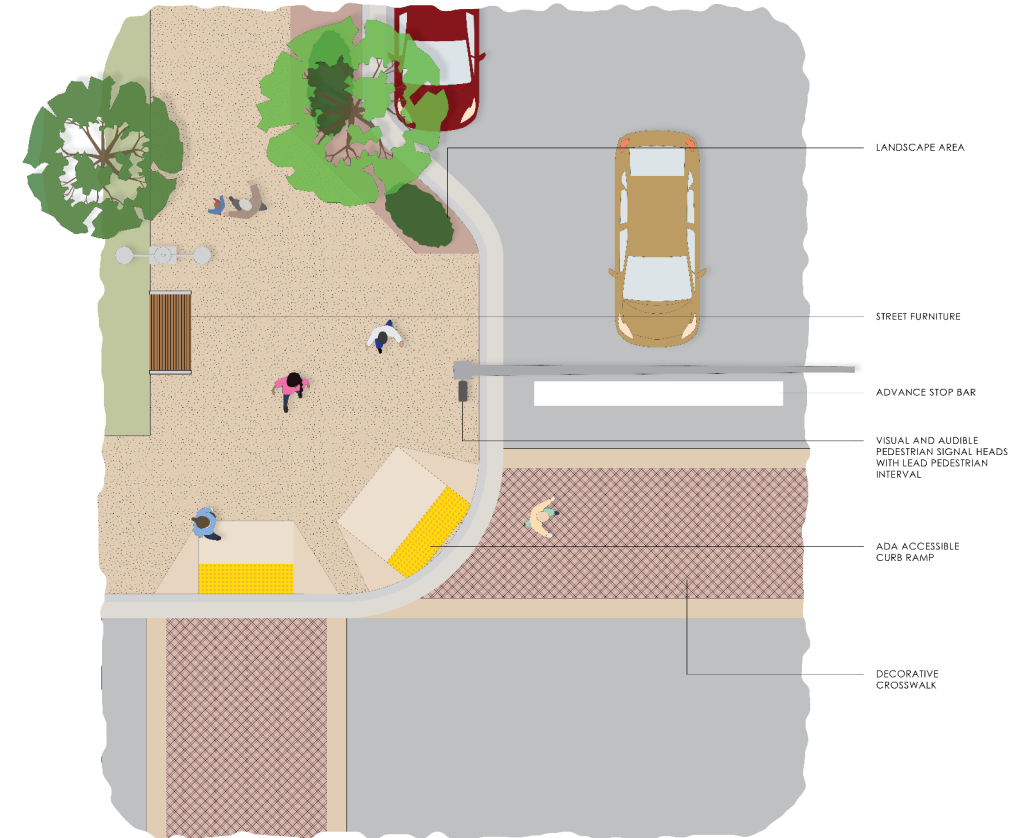
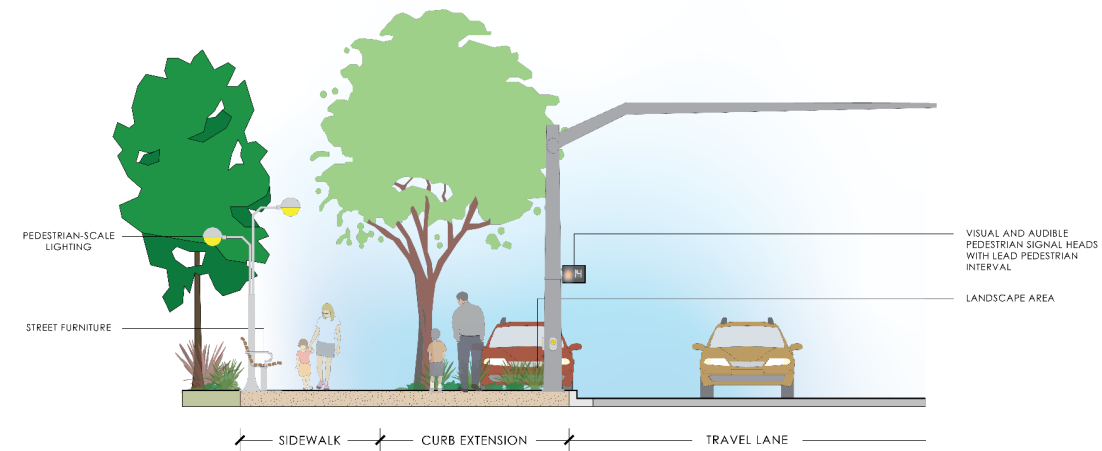
- Moderate pedestrian activity
- Support commercial uses, schools, parks
- More pedestrian friendly features than a Connector
 - Wider sidewalks (> 5')
 - High visibility crosswalks
 - Pedestrian countdown signals with lead pedestrian intervals
 - Pedestrian scaled lighting, as appropriate



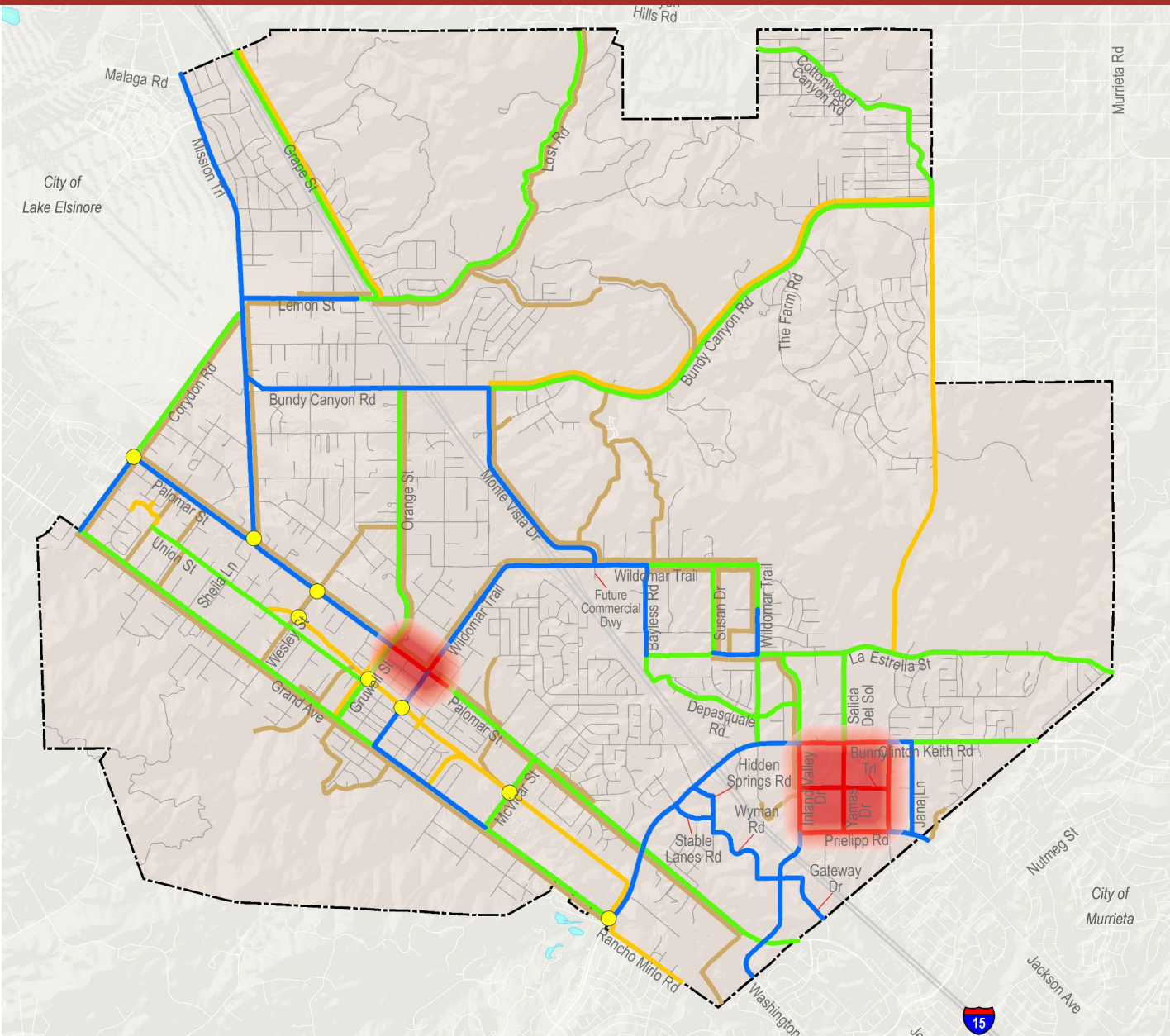
Pedestrian Route Types

District









- Highest pedestrian activity
- Urban core areas, mixed-use developments, etc.
- Give pedestrians the greatest priority, with additional features such as:
 - Wide sidewalks (> 8') with increased landscaping and buffers
 - Decorative crosswalks
 - Pedestrian street furnishings
 - Curb extensions



Pedestrian Network

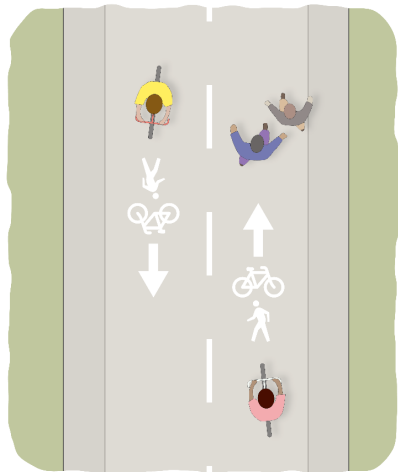
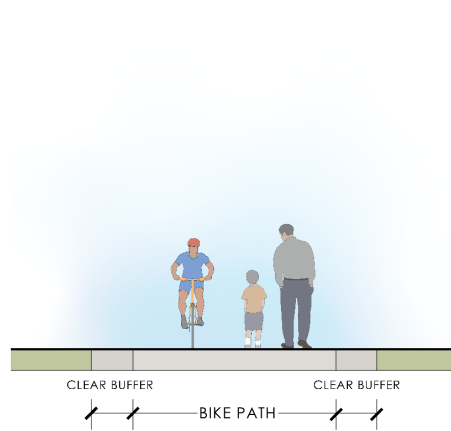


Pedestrian Route Type

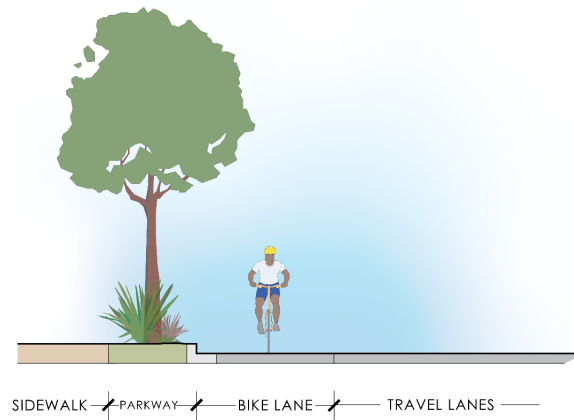
-  District
-  Corridor
-  Connector
-  Class I - Multi-Use Path
-  Multi-Use Trail
-  Neighborhood
-  District Area
-  Murrieta Creek Trail At-Grade Crossing

Bicycle Facility Types

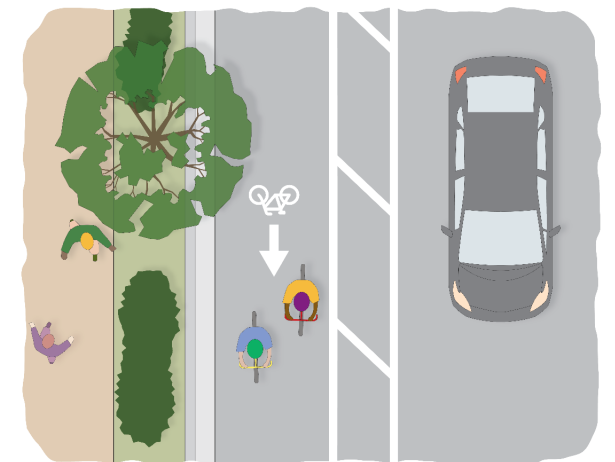
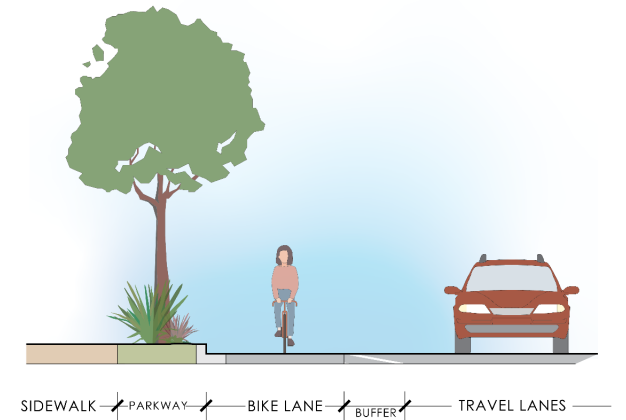
CLASS I BIKE PATH



CLASS II BIKE LANE

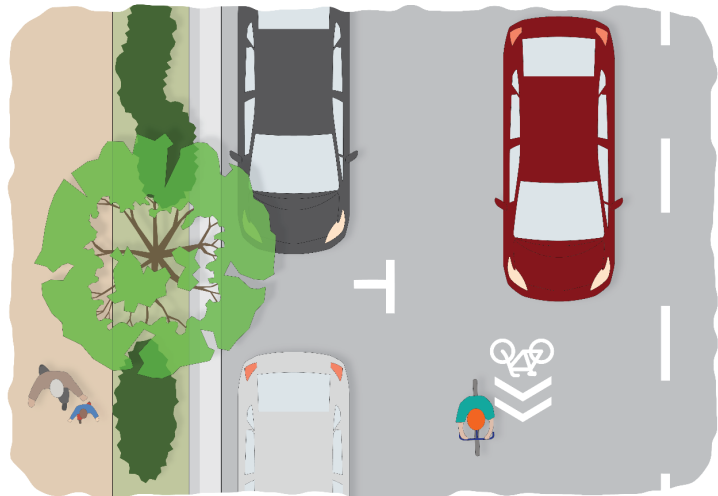
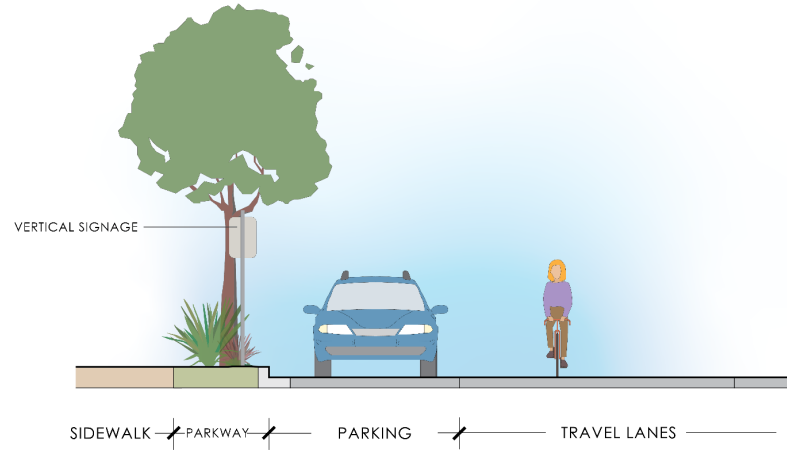


CLASS II BUFFERED BIKE LANE

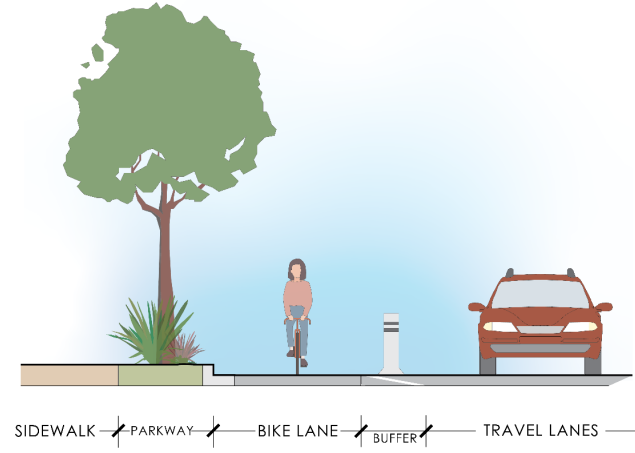


Bicycle Facility Types

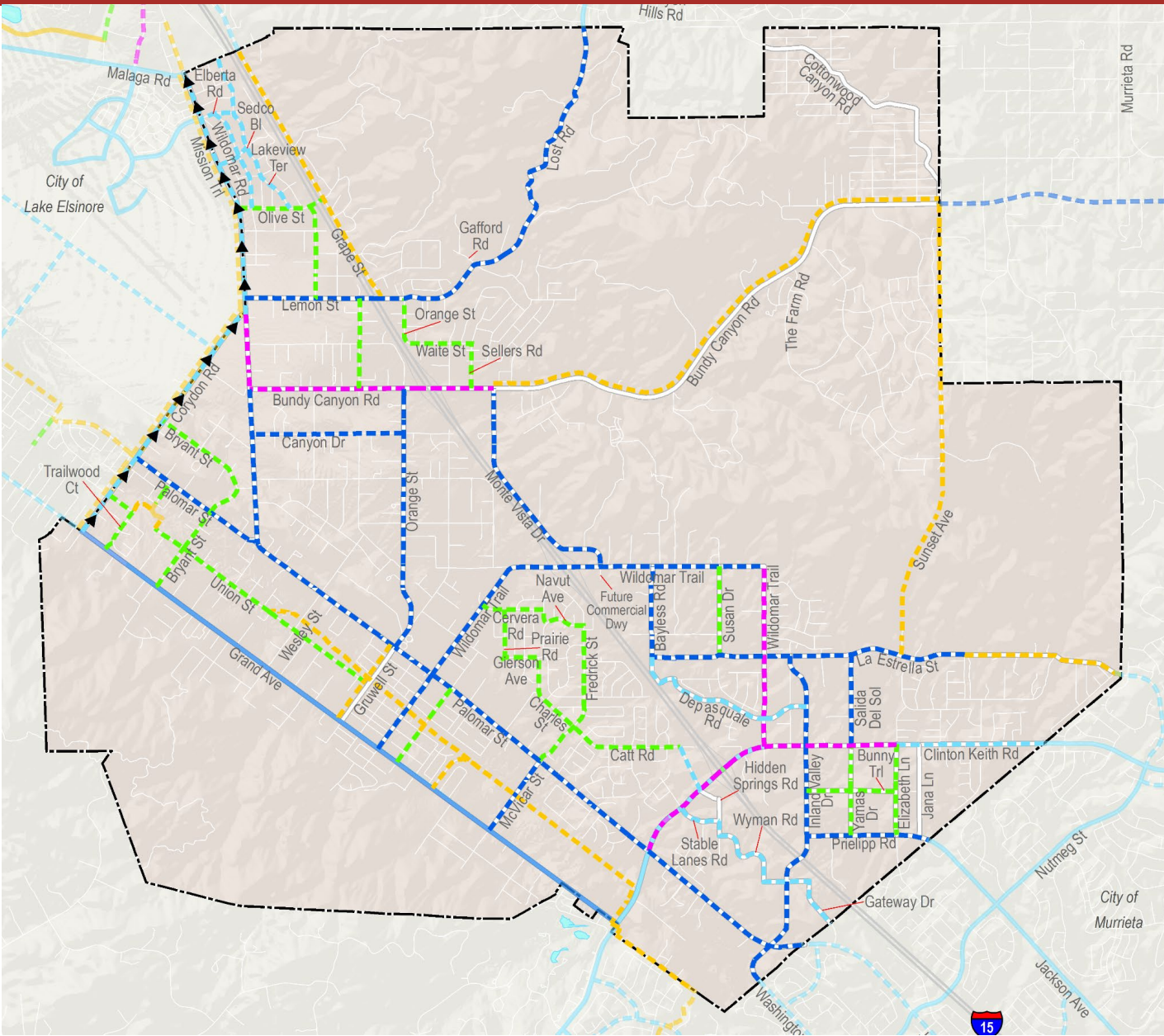
CLASS III BIKE ROUTE













CLASS IV CYCLE TRACK



Bicycle Network



Existing Proposed

-   Class I - Multi-Use Path
-   Class II - Bike Lane
-   Class II - Buffered Bike Lane
-   Class III - Bike Route
-   Class IV - Cycle Track

Bicycle Network

Mileage (Centerline) by Facility Type

Classification	Existing Mileage (mi)	Planned Mileage (mi)	Change in Mileage (mi)
Class I Multi-Use Path	0.1	12.6	+12.5
Class II Bike Lane	1.2	8.3	+7.1
Class II Buffered Bike Lane	3.7	20.7	+17.0
Class III Bike Route	0.1	11.2	+11.1
Class IV Cycle Track	< 250 ft	4.4	+4.4
TOTAL	5.1	57.2	+52.1

Transit Network

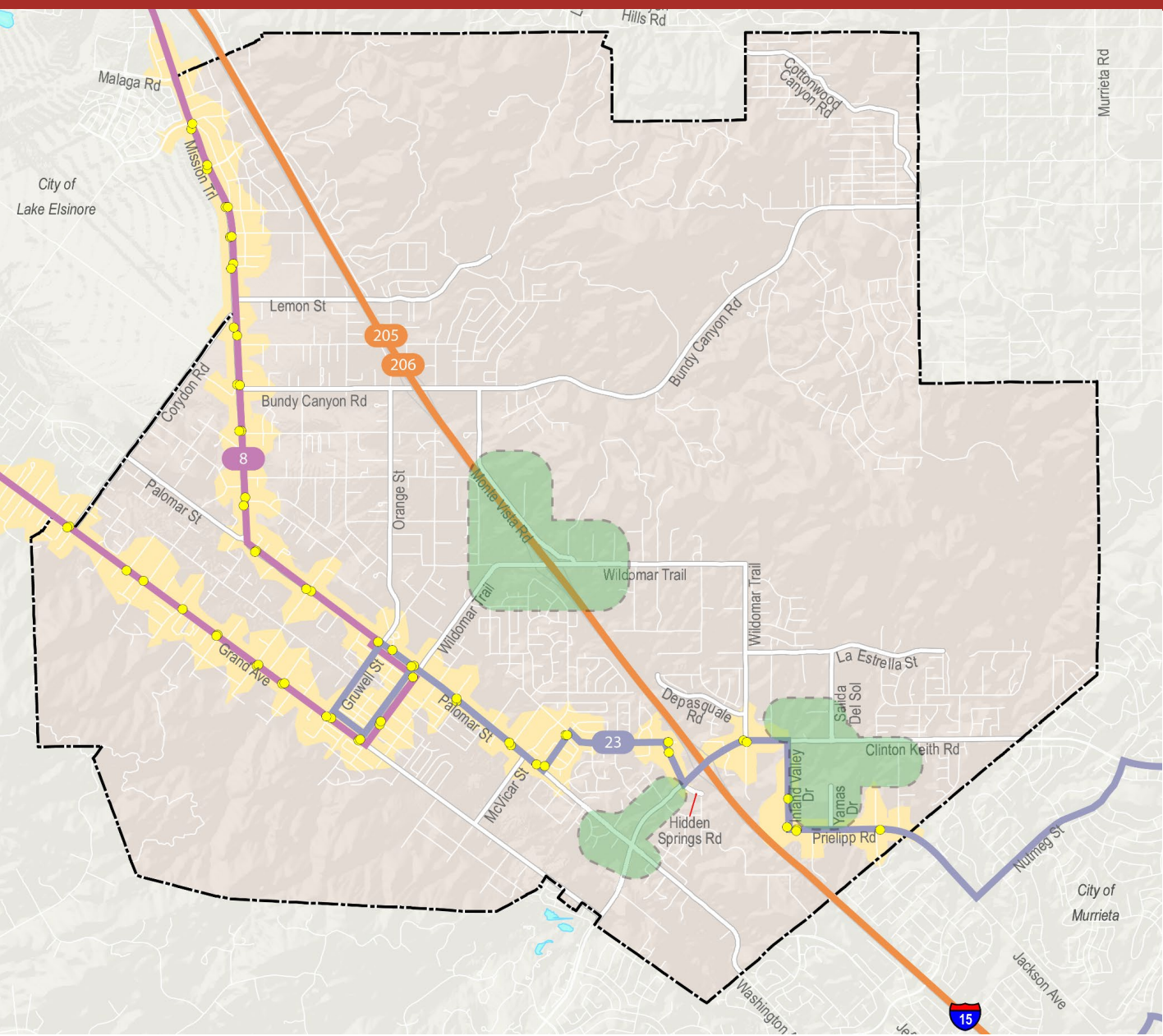
- Improve access to transit stops
 - First/last mile connectivity
 - Safety
- Transit stop amenities
- Transit priority treatments
- Coordination with RTA on future needs (routes, mobility hubs/ stations/stops, frequency)






***Mobility Hubs** are places of connectivity where different travel options – walking, biking, transit, and shared mobility – come together.*

Features

- Walking and biking infrastructure
- Shared mobility
- Support services
- Intelligent Transportation Services
- Supportive land uses

Transit Network

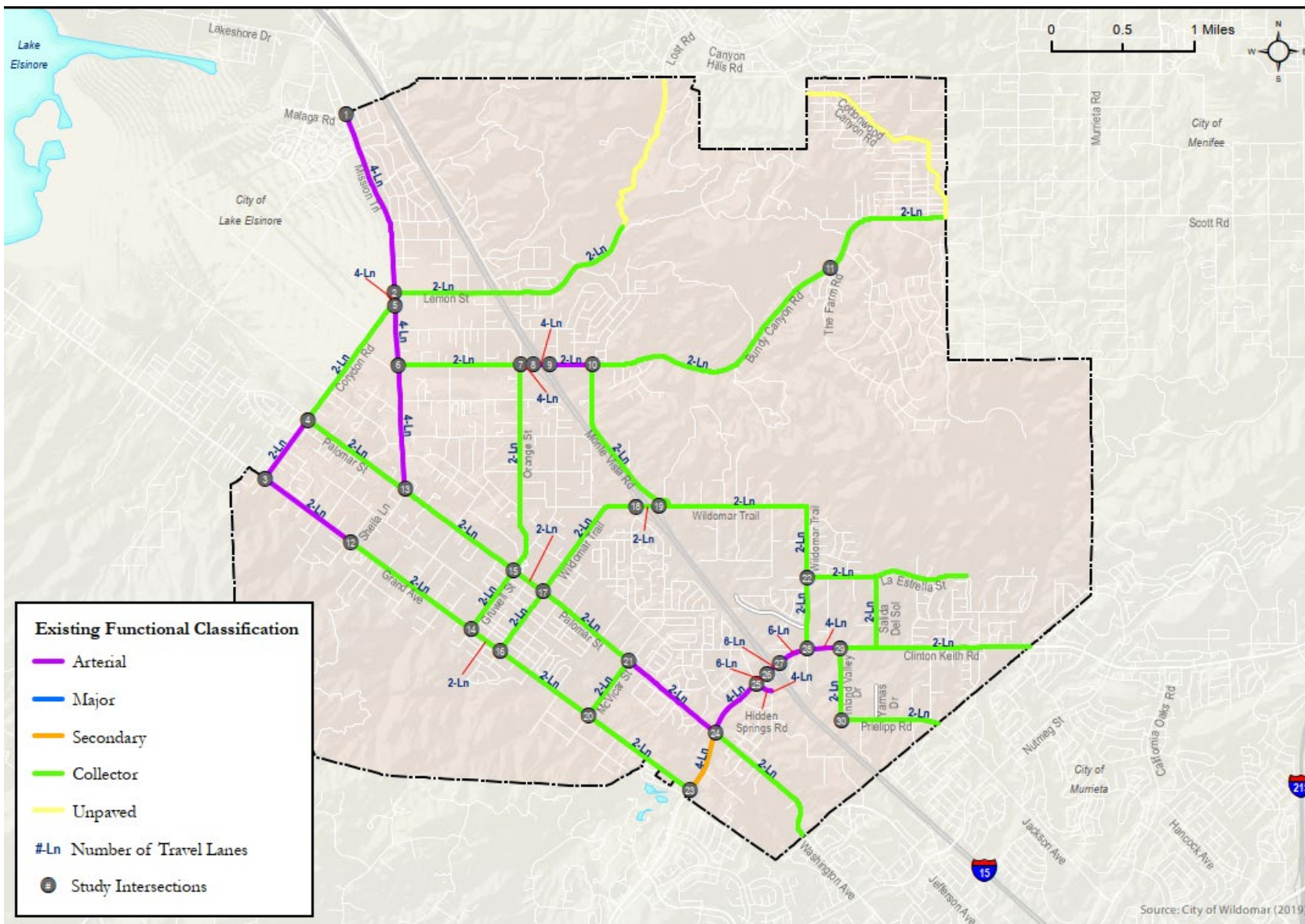


-  Bus Stops
-  Bus Route
-  Alternate Bus Route
-  1/4 Mile Walkshed from Bus Stop
-  Potential Transit Service Area

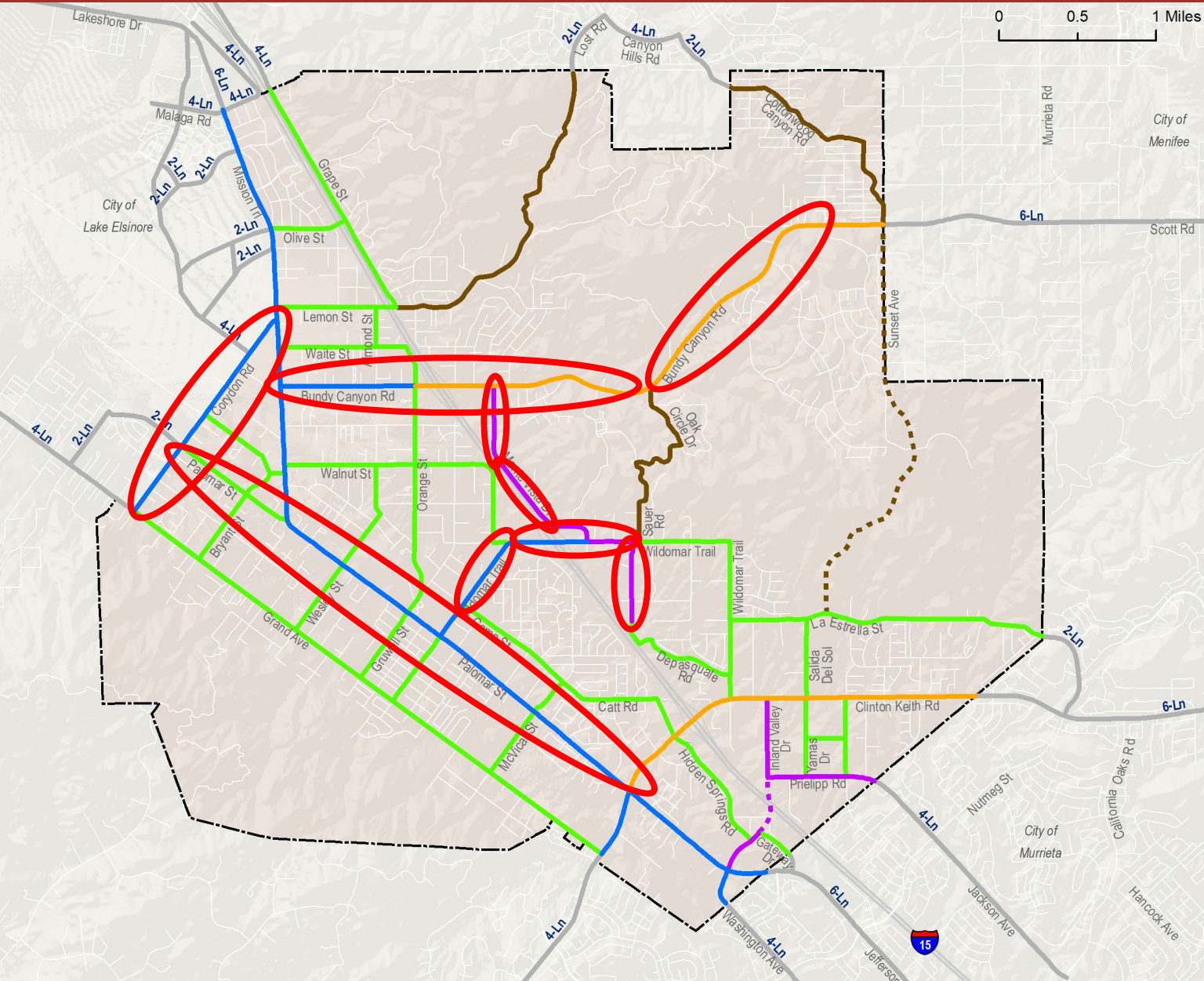
Roadway Classification Designations

- **Primary Arterial** – 6 Lanes with Raised Median
- **Major Arterial** – 4 Lanes with Raised/Striped Median or Center Left-Turn Lane
- **Minor Arterial** – 4 Lanes
- **Collector** – 2 Lanes with Left-Turn Pocket Where Needed
- **Rural Collector** – 2 Lanes connecting rural residential areas

Existing Roadway Network



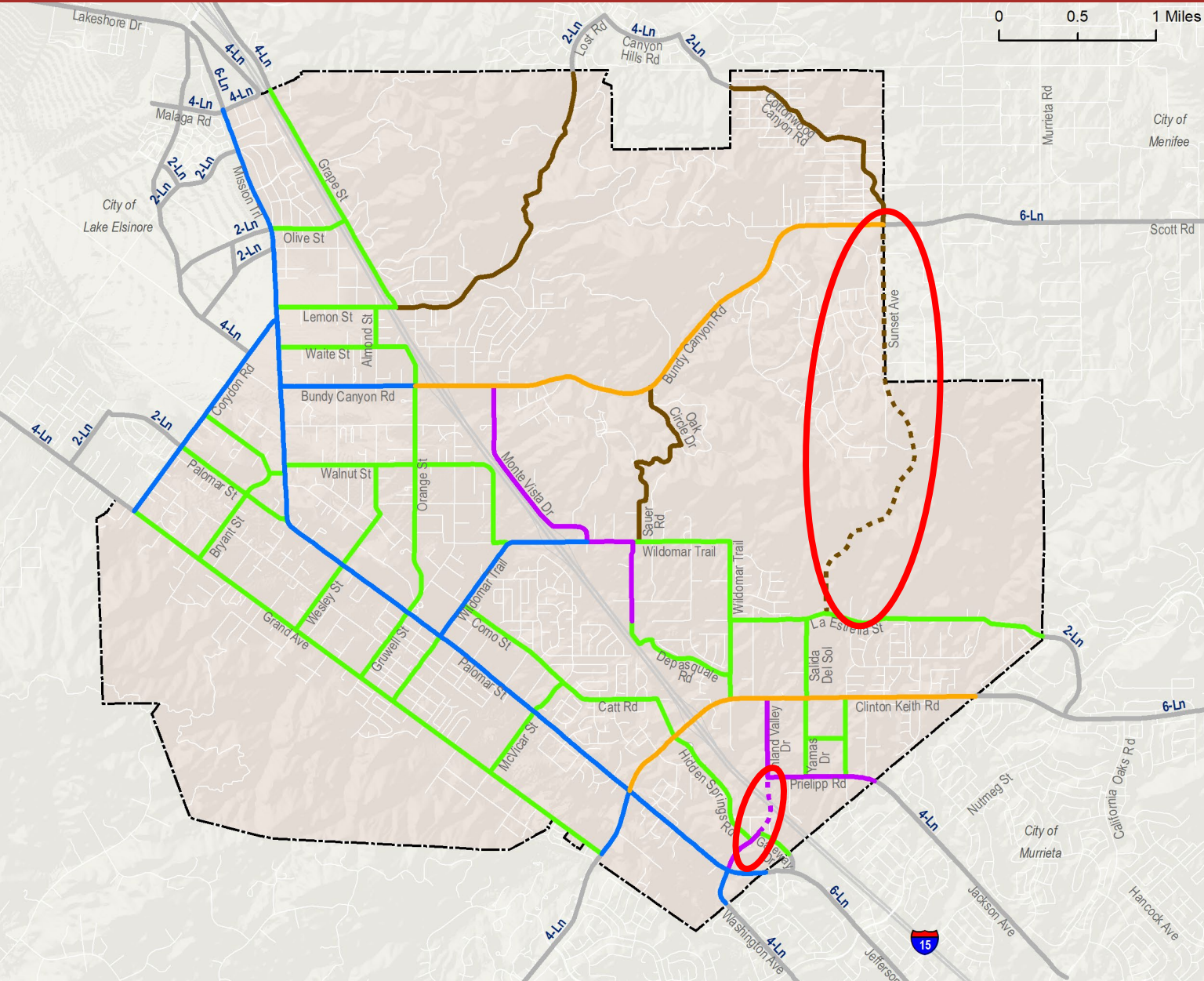
Draft Updated Roadway Network



Proposed Roadway Classification & Median Treatment

- Primary Arterial (6-Ln) Raised
- Major Arterial (4-Ln) Raised or Striped or Center Left-Turn Lane
- Minor Arterial (4-Ln) None (Left-Turn Pocket, as needed)
- Collector (2-Ln) None (Left-Turn Pocket, as needed)
- Rural Collector (2-Ln) None
- - - Potential Connections
- #Ln** Number of Travel Lanes

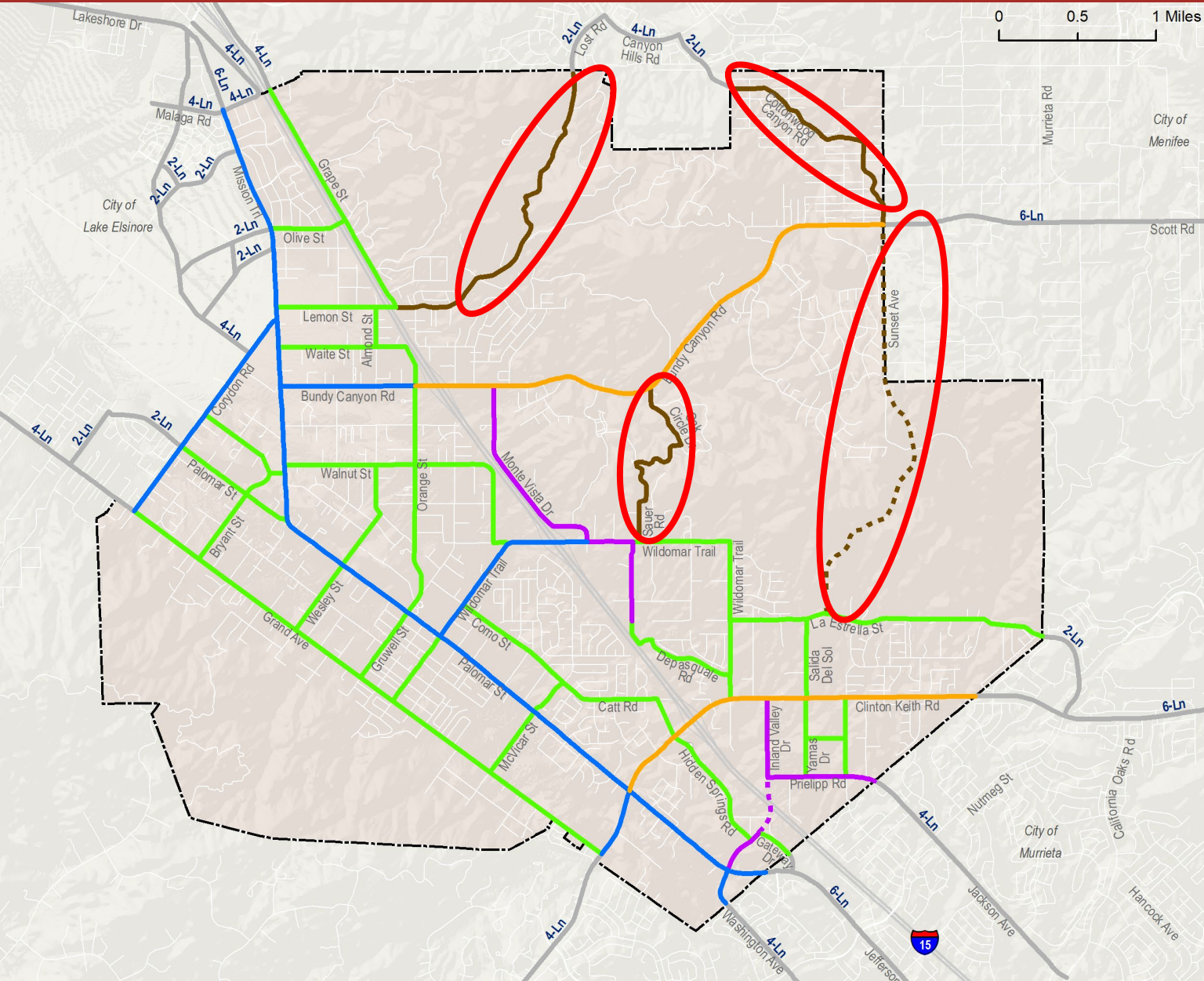
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EIR Support – Transportation Impacts

- Vehicle Miles Traveled (VMT) is the new metric to measure transportation impacts
 - Residential - VMT per Resident
 - Employment/Jobs - VMT per Employee
 - Retail – Total Regional VMT
 - Retail less than 50,000 SF is generally considered local serving and considered “no impact”.
 - Transportation Project
- Pending transportation modeling (RIVCOM)

Public Comments

Next Steps

- Finalize Draft Proposed Land Use Plan and Roadway Network Map for review by Planning Commission and City Council (May)
- Goal and Policy Development (Spring/Summer)
- GPAG Meeting #5 on Goals and Policies (Summer)
- Public Workshop #3 on Goals and Policies (Summer)
- Environmental Review (Summer/Fall)
- Development Code (Summer/Fall)