**City of Perris**
**Perris Valley Storm Drain Channel Trail**

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# ACTIVE TRANSPORTATION PROGRAM

## CYCLE 1

## APPLICATION
## Part 1
## (Includes Sections I, V, VI, VII, VIII & XI)

**Please read the Application Instructions at**
**http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html**
**prior to filling out this application**

| **Project name:** | Perris Valley Storm Drain Channel Trail |
|---|---|

**For Caltrans use only:** ____TAP ____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

# I. GENERAL INFORMATION

**Project name:** Perris Valley Storm Drain Channel Trail

(fill out all of the fields below)

| | |
|---|---|
| 1. APPLICANT (Agency name, address and zip code)<br>City of Perris<br>101 N. D Street<br>Perris, CA 92570 | 2. PROJECT FUNDING<br>ATP funds Requested $ 1,201,112.00<br>Matching Funds (If Applicable) $ 2,626,029.00<br>Other Project funds $ 0.00<br>TOTAL PROJECT COST $ 3,827,141.00 |
| 3. APPLICANT CONTACT (Name, title, e-mail, phone #)<br>Darren Madkin<br>Deputy City Manager<br>DMadkin@CityofPerris.org<br>(951) 943-6100 | |
| 4. APPLICANT CONTACT (Address & zip code)<br>101 N. D Street<br>Perris, CA 92570 | 5. PROJECT COUNTY(IES):<br>Riverside |
| 6. CALTRANS DISTRICT #- Click Drop down menu below<br>District 8 | 7. Application # 1 of 2 (in order of agency priority) |

**Area Description:**

| | |
|---|---|
| 8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu> | SCAG Southern California Association of Governn |
| 9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu> | |
| 10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu> | Small Urban (Pop =or<200,000 but > than 5,000) |

**Master Agreements (MAs):**

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 08-5198
12. ☐ Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

| | |
|---|---|
| 14. Partner Name*: | 15. Partner Type |
| 16. Contact Information (Name, phone # & e-mail) | 17. Contact Address & zip code |

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

**Project name:** Perris Valley Storm Drain Channel Trail

## I. GENERAL INFORMATION-continued

**Sub-Project Type** (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☒ Recreational Trails*- ☒ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

| 26. SCHOOL NAME & ADDRESS: |
|---|
| 27. SCHOOL DISTRICT NAME & ADDRESS: |

| 28. County-District-School Code (CDS) | 29. Total Student Enrollment | 30. Percentage of students eligible for free or reduced meal programs ** |
|---|---|---|
| 31. Percentage of students that currently walk or bike to school | 32. Approximate # of students living along school route proposed for improvement | 33. Project distance from primary or middle school |

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name: Perris Valley Storm Drain Channel Trail

## V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

**Notes:**

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

*General Instructions*

| ☑ New Project | | | | | Date: | 5/20/14 |
|---|---|---|---|---|---|---|
| **District** | **EA** | **Project ID** | **PPNO** | **MPO ID** | | **TCRP No.** |
| 08 | | | | | | |

| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | |
|---|---|---|---|---|---|
| RIV | Ramona Expy | | | City of Perris | |
| | | | | **MPO** | **Element** |
| | | | | SCAG | Local Assistance |

| Project Manager/Contact | Phone | E-mail Address |
|---|---|---|
| Lissette Calleros | (909) 979-6586 | lcalleros@agi.com.co |

**Project Title**

Perris Valley Storm Drain Channel Trail

**Location, Project Limits, Description, Scope of Work** ☐ See page 2

New multi-use trail parallel to the Perris Valley Storm Drain(PVSD) from the nothern City limits to the San Jacinto River Trail and end at Kabian Regional Park in the southwest City limits. The trail will connect industrial and residential neighborhoods, as well as seven parks. The completed project will result in 4.32 miles of a 15-foot wide concrete trail with a chain link fence and split rail PVC fence. It will include landscaping, irrigation, and intrepretive signage to educate residents.

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

| Component | Implementing Agency |
|---|---|
| **PA&ED** | City of Perris |
| **PS&E** | City of Perris |
| **Right of Way** | City of Perris |
| **Construction** | City of Perris |

**Purpose and Need** ☐ See page 2

This project was awarded Cycle 1 ATP funds that will promote safe walking and biking.

**Project Benefits** ☐ See page 2

This project will increase active modes of transportation and create a safe, pedestrian and bicycle safety environment.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

| Project Milestone | | | Proposed |
|---|---|---|---|
| Project Study Report Approved | | | |
| Begin Environmental (PA&ED) Phase | | | |
| Circulate Draft Environmental Document | **Document Type** | CE | 07/01/16 |
| Draft Project Report | | | |
| End Environmental Phase (PA&ED Milestone) | | | |
| Begin Design (PS&E) Phase | | | 12/01/15 |
| End Design Phase (Ready to List for Advertisement Milestone) | | | 04/01/16 |
| Begin Right of Way Phase | | | 03/01/16 |
| End Right of Way Phase (Right of Way Certification Milestone) | | | 05/01/16 |
| Begin Construction Phase (Contract Award Milestone) | | | 03/01/17 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | 06/01/17 |
| Begin Closeout Phase | | | 06/01/17 |
| End Closeout Phase (Closeout Report) | | | 08/01/17 |

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

0516

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 8/6/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 08 | RIV | Ramona Expy | | | | |
| **Project Title:** | Perris Valley Storm Drain Channel Trail | | | | | |

| Proposed Total Project Cost ($1,000s) | | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | 145,954 | | | | | | 145,954 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | 107,033 | | | | | | 107,033 | |
| R/W | | | | | | | | | |
| CON | | | 3,574,154 | | | | | 3,574,154 | |
| TOTAL | | 252,987 | 3,574,154 | | | | | 3,827,141 | |

| Fund No. 1: | ATP Funds | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Caltrans |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 1,201,112 | | | | | 1,201,112 | |
| TOTAL | | | 1,201,112 | | | | | 1,201,112 | |

| Fund No. 2: | Parks Development Impact Fees | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | City |
| PS&E | | | 145,954 | | | | | 145,954 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | 107,033 | | | | | 107,033 | |
| R/W | | | | | | | | | |
| CON | | | | 136,803 | | | | 136,803 | |
| TOTAL | | | 252,987 | 136,803 | | | | 389,790 | |

| Fund No. 3: | In Lieu Fees | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | City |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | 2,236,239 | | | | | 2,236,239 | |
| TOTAL | | | 2,236,239 | | | | | 2,236,239 | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 8/6/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 08 | RIV | Ramona Expy | | | | |
| **Project Title:** | Perris Valley Storm Drain Channel Trail | | | | | |

| **Fund No. 4:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 5:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 6:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 7:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 8/6/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 08 | RIV | Ramona Expy | | | | |
| Project Title: | Perris Valley Storm Drain Channel Trail | | | | | |

| Fund No. 8: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 9: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 10: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Project name: | Perris Valley Storm Drain Channel Trail |
|---|---|

## VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

### FUNDING SUMMARY

| **ATP Funds being requested by Phase** (to the nearest $1000) | | **Amount** |
|---|---|---|
| PE Phase (includes PA&ED and PS&E) | $ | |
| Right-of-Way Phase | $ | |
| Construction Phase-Infrastructure | $ | 1,201,112 |
| Construction Phase-Non-infrastructure | $ | |
| **Total for ALL Phases** | $ | 1,201,112 |

| **All Non-ATP fund types on this project*** (to the nearest $1000) | | **Amount** |
|---|---|---|
| Parks Development Impact Fees (Match) | $ | 389,790 |
| In Lieu Fees (Match) | $ | 2,236,239 |
| | $ | |
| | $ | |
| | $ | |
| | $ | |

*Must indicate which funds are matching

| | | |
|---|---|---|
| Total Project Cost | $ | 3,827,141 |
| Project is Fully Funded | Yes | |

| **ATP Work Specific Funding Breakdown** (to the nearest $1000) | | **Amount** |
|---|---|---|
| Request for funding a Plan | $ | |
| Request for Safe Routes to Schools Infrastructure work | $ | |
| Request for Safe Routes to Schools Non-Infrastructure work | $ | |
| Request for other Non-Infrastructure work (non-SRTS) | $ | |
| Request for Recreational Trails work | $ | |

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

| | **Proposed Allocation Date** | **Proposed Authorization (E-76) Date** |
|---|---|---|
| PA&ED or E&P | | 10/01/2015 |
| PS&E | | 04/01/2016 |
| Right-of-Way | | 07/01/2016 |
| Construction | | 03/01/2017 |

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Perris Valley Storm Drain Channel Trail

## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date | Task/Deliverables |
|---|---|---|
| | | |
| | | |
| | | |

| Project name: | Perris Valley Storm Drain Channel Trail |
|---|---|

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5-13-14
Name: Richard Belmudez Phone: (951) 943-6100
Title: City Manager e-mail: rbelmudez@cityofperris.org

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/13/14
Name: Darren Madkin Phone: (951) 943-6100
Title: Deputy City Manager e-mail: dmadkin@cityofperris.org

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Lissette Calleros Phone: (909) 979-6586
Title: Project Consultant e-mail: lcalleros@agi.com.co

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
Perris Valley Storm Drain Channel Trail

## VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☐ North Arrow
  - ☐ Label street names and highway route numbers
  - ☐ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☐ Minimum of one labeled color photo of the existing project location
  - ☐ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☐ Must include a north arrow
  - ☐ Label the scale of the drawing
  - ☐ Typical Cross sections where applicable with property or right-of-way lines
  - ☐ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☐ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☐ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☐ Must identify all items that ATP will be funding
  - ☐ Contingency is limited to 10% of funds being requested
  - ☐ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☐ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☐ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

# ACTIVE TRANSPORTATION PROGRAM

## CYCLE 1

## APPLICATION
## Part 2
## (Includes Narrative Sections II, III & IV)

## II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location**

The City of Perris proposes to construct a new multi-use trail parallel to the Perris Valley Storm Drain (PVSD) that is currently not accessible to the public. The two mile Phase 1 segment of the trail will cross the Ramona Expressway and ultimately connect to a trail from the Northern City Limits to the San Jacinto River Trail and terminate at Kabian Regional Park in the Southwest City limits.

2. **Project Coordinates** Latitude 33.849220 (Decimal degrees) Longitude -117.212022 (Decimal degrees)

3. **Project Description**

The City of Perris proposes to construct a new multi-use trail parallel to the Perris Valley Storm Drain (PVSD) that is currently not accessible to the public. The City of Perris is requesting funds to construct the two mile Phase 1 segment of a trail that will cross the Ramona Expressway and ultimately connect a trail from the Northern City Limits to the San Jacinto River Trail and terminate at Kabian Regional Park in the Southwest City limits. The project area is located in the northern part of the City and will begin the community connections needed to link industrial and residential neighborhoods in the north limits of the City to seven parks (Morgan, Liberty, Patriot, Bob Long Memorial, Skydive Baseball, Monument Ranch (future), and Kabian Regional) and the San Jacinto River Trail (future) at the southern city limits.

When completed and connected to the conditioned trail segments to be built by developers, the project will result in 4.32 miles of new multi-use trail and will consist of a 15-foot wide concrete pavement path, comprised of a 5-foot wide pedestrian path and a 10-foot wide bike path, along the bank of the Perris Valley Storm Drain. The trail will be designed to connect with future trail extensions north and south of the route. The trail will include, a 6-foot chain link fence adjacent to

the storm drain and a split rail PVC fence on the opposite side of the trail, landscaping, irrigation, interpretive signage to educate on wildlife and conservation practices, and appropriate pedestrian access features that are consistent with the City of Perris Trail Master Plan.

4. **Project Status**

Preliminary design of the City of Perris' Multi-use Trail Project has been completed. The City retained the services of an engineer to conduct an analysis of the proposed improvements and to prepare preliminary design plans as well as a cost estimate for the project. Final design and initiation of construction will begin upon award of funding. The City is prepared to implement the project in accordance with the Caltrans Local Programs Procedures Manual.

## III. SCREENING CRITERIA

**1. Demonstrated Needs of the Applicant**
Describe the need for the project and/or funding

Perris is located in the western portion of Riverside County between the cities of Riverside and Menifee. The project will be constructed within the City limits of Perris, along the Perris Valley Storm Drain from the northern city limits to the San Jacinto River Trail. The project location is surrounded by industrial and residential properties and will systematically connect seven parks. As regional interest continues to grow in Perris and planned housing development is underway, the City recognizes that a linked trail system is needed to best serve the community and its visitors. The proposed project aims to create a safe environment that the community can utilize as both a means of transportation, as well as for increased health benefits by offering recreational trail opportunities that do not currently exist.

The Perris Valley Storm Drain Channel Trail project seeks to install a 4.32 mile multi-use trail to create a safe, pedestrian and bicycle friendly environment. The trail will consist of a 15-foot wide concrete path surrounded by chain link fence on one side and PVC rail on the other. Currently, there is no designated path for pedestrians and bicyclists along the Perris Valley Storm Drain and there is no connective route through the City. Pedestrians and bicyclists are forced to use sidewalks or streets, placing them in direct contact with motor vehicles, creating a hazardous and uninviting environment. Residents are forced to use motor vehicles for short trips rather than having the opportunity to utilize an active mode of transportation as a more logical and efficient alternative.

By installing the proposed trail, the City of Perris seeks to improve the community as a whole by improving the quality of the pedestrian and bicycle environment through creation of an efficient, continuous path along the Perris Valley Storm Drain throughout the City to make walking and bicycling a more viable option. Mobility and access to the currently unused project location will provide a safe and connected pedestrian and bicycle system to enable a person to

successfully complete a trip. It is envisioned that by providing a safer pedestrian environment, residents will be encouraged to walk and bike more for recreational purposes, as well as travel to nearby schools, parks, recreational facilities, employment hubs, and shopping centers.

**2. Consistency with Regional Transportation Plan (100 words or less)**
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The City of Perris's Trail Project is consistent with Southern California Association of Governments' Regional Transportation Plan. The project will provide for efficient movement of people, goods and information and improve the environment and quality of life. The project will increase bicycling and walking in the region by creating and maintaining an active transportation system. The project will make bicycling or walking a more logical and efficient choice for short trips. Traffic will be reduced, gas emissions lowered, mobility will be maximized, pedestrian travel will become safer, and it will be generally easier to get around the City.

## IV. NARRATIVE QUESTIONS

**1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS.** *(0-30 POINTS)*

A. Describe how your project encourages increased walking and bicycling, especially among students.

The project area is located within the northern city limit of the City of Perris. The proposed improvements consist of a new multi-use trail along the Perris Valley Storm Drain (PVSD), which is currently not accessible to the public. This multi-use trail project will ensure a safe passage for all non-motorized modes of travel including pedestrians and bicyclists traversing north and south along the trail. The project further encourages walking and bicycling through the installation of fences along the multi-use trail which will further increase the safety of the trail users.

Closely linking multi-use trails with residential communities to provide safe and convenient access will encourage residents to use the trail, increasing pedestrian and bicycle use among students. There are several schools immediately adjacent to the project site, with a total of approximately 6,751 students. Based on data obtained from the American Community Survey, 5.4% of the City of Perris' total population are children 5 years and younger while 16.8% are 5 to 17 years old, which comprise City of Perris student population. Currently, these students are forced to navigate through an environment dominated by motor vehicles due to a lack of designated pedestrian and bicyclist routes. Within the project area (Evans Road, Redlands Ave, and Perris Boulevard), speed limits reach up to 45 MPH making it less likely to be used by pedestrians and bicyclists. Even more, there are areas along these streets where designated sidewalks are not available, making it treacherous for students to access their school and other points of interest.

By providing a safe route to school created exclusively to accommodate pedestrians, bicyclists, and other active modes of transportation, students will be connected to various schools, recreational facilities, and shopping centers. For parents, it is very important that they feel certain that their children can safely walk and bike to school.

The proposed multi-use trail will greatly benefit students commuting to schools such as Rancho Verde High School, May Ranch Elementary, Avalon Elementary School, and Triple Crown Elementary, all in close proximity to the project area. The presence of a safe pathway for students will encourage them to walk or bike to their schools and other destinations.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The project improvements will be used by a large array of users from diverse backgrounds. According to the 2012 American Community Survey, within the borders of the City of Perris there exists a total population of 71,326 comprised of 42.3% White, 12.1% Black/African American, 0.9% American Indian, 4% Asian and/or Pacific Islander, 5.1 percent claim two or more races, and 71.8% of the total population claim Hispanic or Latino origin (of any race).

Currently, there are no official pedestrian or bicycle counts in the area, so a pedestrian sketch method was used to calculate pedestrian activity. A pedestrian sketch method by Matlick (1996) was used to estimate pedestrian volumes under current and future conditions in a pedestrian area. This methodology is discussed in "Guidebook on Method to Estimate Non-motorized Travel: Supporting Document". Publication N. FHWA-RD-98-166).

The Formula:

- Population x Trips/Persons= Total Daily Corridor Generated Trips (TCGT)
- TCGT x Total All Trips within ½ mile= Potential Pedestrian Trips (PPT)
- PPT x % Known Walking Trips within ½ mile= Estimated Primary Daily Pedestrian Trips

Through utilization of the California State Parks Community Fact Finder Report, it is estimated that the current population within a ½ mile area surrounding the site of the future trail is 14,735. (See attachment). Plotting points along the future trail location, being careful not to overlap populations, an estimated total population was derived. The national trip per person is 7.3 per day and percentage of all trips, under ½ mile is 13.56, and percentage of known walking trips under ½ mile is 39.43 are fixed variables prescribed under Matlick. Below shows the estimated pedestrian volume activity using the abovementioned equation.

The Formula:

- 14,735 (project site population) x 7.3 (fixed national trips per person)= **107,565.50 Total Corridor Daily Generated Trips (TCDGT)**
- 107,565.50 (TCDGT) x 13.56% (fixed percentage of all trips under ½ mile) = **14,585.88 Potential Pedestrian Trips (PPT)**
- 14,585.88 (PPT) x 39.43% (fixed percentage of known walking trips under ½ mile)= **5,751.21 Primary Daily Pedestrian Trips (PDPT)**

Matlick's methodology accounts for pedestrian trips, however, less data was available to apply similar methodology for bicycle trip activity. As such, we have conservatively estimated that 91,432.50 bicycle trips will be accommodated annually based on the findings published in the American Journal of Public Health, "Walking and Cycling in the United States, 2001-2009: evidence from the National Household Travel Surveys". (2001 Dec;101 Suppl 1:S310-7. Doi: 10.2105/AJPH.2010.300067. Epub 2011 May 6.) Bloustein School of Planning and Public Policy, Rutgers University, New Brunswick, New Jersey 08901, USA is the source stating the average American made only 2 more bike trips, and 5 more miles cycling in 2009 than in 2001. At the population level, the prevalence of "any cycling' per day remained unchanged at 1.7%.

The Formula:

- 14,735 (PPT) x 1.7% (fixed percentage of cycling per day) = **250.50 Daily Bicycle Trips (DBT)**
- 250.50 (DBT) x 365 (days per year)= **91,432.50 Annual Bicycle Trips (ABT**

Due to the nature of the proposed improvements the project site currently does not accommodate any pedestrian or bicycle related trips. The site is currently inaccessible to the public and cannot be used as a means of travel. Upon construction of the proposed improvements the City estimates that the trail will accommodate an estimated 5,751.21 Primary Daily Pedestrian Trips and an estimated 91,432.50 annual bicycle trips.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The Project will offer recreational trail opportunities that do not currently exist. Therefore, throughout the area, travel to nearby schools, parks, recreational facilities, employment hubs, and shopping centers takes place predominately by automobile. The location of the proposed Trail runs adjacent to the housing developments, retail and commercial, and nearby manufacturing centers. The development of this multi-use trail will mark the beginning implementation of a recreational trail network linking population centers to nearby Lake Perris Fairgrounds, Morgan Park, several schools, and employment hubs.

The northerly portion of the Trail will begin within the Stratford Ranch Development located at the northerly city limits, north of the Ramona Expressway along the Perris Valley Storm Drain Channel. Construction of the Stratford Ranch Development consists of approximately 95 acres of housing development adjacent the channel to the East and a 91 acre high-cube warehouse distribution complex to the west of the Trail. The Trail will pass through the site of the future Detention Basins and pass over the Ramona Expressway through

installation of a new pedestrian traffic signal. The crossing will include installation of cross walk striping and signage as well as ADA accessible push buttons and flashing beacons. The Trail will continue on the south side of the Expressway reconnecting to the east bank of the Perris Valley Storm Drain Channel alongside the KB Home Development (constructed in 2006), a 72-acre subdivision comprised of 335 single family residential homes.

Aside from multiple housing developments, existing and proposed, throughout the northern portion of City of Perris, there are also activity centers that can be accessed utilizing the proposed multi-use trail.

To the northerly limit of the project, there is an immediate connection to a 91 acre manufacturing development, 15 acre park and elementary school. In addition, the multi-use trail is half a mile from the Lake Perris Fairgrounds and less than half a mile from the Lake Perris Recreational Area. The Lake Perris Fairgrounds is a 108 acre facility that hosts year round events including the Perris Auto Speedway, Lake Perris Sports Pavilion, Grand Prix BMX, Apex Go-Kart Racing, McElhinney Horse Arena, El Toro Huaco Rodeo, and the Southern California Fair. The Lake Perris State Recreational Area is 8800 acres of broad valley bounded on three sides by low ridges and offers camping, boating, fishing, picnicking, horseback riding, and Terri Peak Trail – a 3.5 mile hiking trail with 800 foot elevation gain to Indian Museum.

Towards the easterly portion of the project area, pedestrians and bicyclists can use the proposed trail to access Morgan Park, a 15 acre facility inclusive of picnic areas, restroom facilities, playground, basketball court, soccer field and snack bar. Morgan Park is also less than 1000 feet from May Ranch Elementary School. Approximately 2000 feet west of the proposed multi-use trail are employment centers including markets, grocery stores, and numerous eateries.

The trail's southerly limit concludes at Triple Crown Elementary School, located west of the proposed multi-use trail, approximately 2000 feet. Other present activity and employment

centers include a Walmart store, mini-mall, Kindred Hospital Riverside and Perris Valley Community Hospital.

As the City of Perris continues to grow with the creation of employment hubs and housing developments, the City will work closely with Riverside Transit Agency to add additional routes and stops that will maximize mobility for its residents, commuters, and visitors. In addition, aligned with the City's Trail Master Plan and Riverside County Trails & Bikeway System, the proposed multi-use trail will serve as a linkage to communities and many points on interest locally and regionally.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project will spearhead the community connections needed to link several housing developments in the City of Perris. This project was identified as part of a year-long community engagement process to develop the Perris Recreation Trail Master Plan and will link to the nearby Moreno Valley, Bikeway Trails System, Lake Perris Fairgrounds, and Lake Perris State Recreational Area.

Realizing a need for a Citywide Recreational Trails System that provides citywide and regional connections, the City of Perris underwent a Perris Trail Master Plan Process in 2011 and further partnered with planned development projects to identify the proposed opportunity. The proposed project is located in the northern city limits adjacent to Moreno Valley. The City of Moreno Valley's Existing Bikeway Trails system will connect to the proposed trail via Lasselle Street, 1000 ft. to the west of the trail or via Perris Boulevard to the Class II Bike Lanes located at Iris Avenue, also in Moreno Valley.

As the City of Perris Recreation Trail System is implemented, the proposed trail will link to the City of Perris Regional Trail planned along the Ramona Expressway and Regional Trail along Evans Road located 1000 feet to the west. Additional connectivity will occur with other

proposed bike trails such as the Urban Bicycle Trail that will run east/west at Morgan Park and Urban Bicycle Trail along Perris Boulevard that will run north/south through to the southern City limits. In addition, the proposed trail will fill in the gap between communities, eradicating barriers and improving mobility through walking and bicycling.

**2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS.** *(0-25 POINTS)*

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

There is currently no designated trail for pedestrians and/or bicycles. This forces them to use streets and sidewalks for any physical activity (walking, jogging, running, cycling, etc.) as well as for any transportation needs. The proposed trail, which will connect multiple trails throughout the city and result in 4.32 miles of new multi-use trail parallel to the Perris Valley Storm Drain, has the potential to transfer pedestrians and/or bicyclists from streets and sidewalks to a safer environment that is designated specifically for non-motorized travel. Motor vehicles will not have access to this trail, therefore eliminating any injuries or fatalities currently caused by motor vehicles as a result of the lack of safe routes to school and need for pedestrians and bicyclists to use streets and sidewalks.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles.

The trail will reduce the volume of motor vehicles because residents will be more inclined to walk and bike along the trail for transportation, therefore taking drivers off the road and out of vehicles.

- Improves sight distance and visibility.

As previously stated the project is expected to reduce volumes by taking residents out of motor vehicles. In doing so site distance and visibility will be greatly improved by removing obstacles, such as cars and trucks, from the remaining motorist's line of site.

- Improves compliance with local traffic laws.

By removing bicyclists and pedestrians from streets and sidewalks and placing them on a designated multi-use trail, there will be fewer opportunities for them to disobey local traffic laws such as, improper crossing, following signal/sign instructions, traveling in the same direction as traffic, keeping to the right of the road, etc.. Motorists will also have fewer opportunities to disobey traffic laws such as safely passing bicycles, yielding to pedestrians, etc. Use of the proposed trail will improve compliance with local traffic laws by reducing the opportunity for pedestrians, bicyclists, and motorists to disobey traffic laws.

- Eliminates behaviors that lead to collisions.

Installation of the multi-use trail will eliminate behaviors that lead to collisions by reducing the need for pedestrians and bicyclists to use the streets and sidewalks, which place them in direct contact with motor vehicles and move them to an off street facility eliminating the possibility of a motor vehicle collision.

- Addresses inadequate traffic control devices.

Not Applicable.

- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The 4.32 mile multi-use trail will run parallel to the Perris Valley Storm Drain, connecting trails throughout the City of Perris as well as seven parks and the future San Jacinto River Trail. There is currently no safe, continuous path that achieves this connection. Therefore, the proposed trail addresses inadequate bicycle facilities by installing 4.32 miles of trail specifically designed to fulfill this need.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The University of California Berkeley's Transportation Injury Mapping System (TIMS) was used to collect collision data for the project area. TIMS reported that a total of 21 pedestrian or bicycle collisions occurred within a 5 year period (2006-2011) in the area immediately

surrounding the trail's proposed project area. Of these collisions, 9.5% were fatal, 9.5% resulted in a severe injury, 33.3% in a visible injury, and 47.6% reported a complaint of pain from their injury. The collision types include: one head-on, two sideswipes, three rear end, four broadside and nine vehicle/pedestrian. The primary collision factors for the 21 collision are 4.8% driving or bicycling under the influence of alcohol or drugs, 4.8% unsafe speed, 14.3% wrong side of road, 4.8% unsafe lane change, 19% improper turning, 4.8% automobile right of way, 9.5% pedestrian right of way, 19% pedestrian violation, 4.8% traffic signals and signs, and 14.3% other or not stated. Motor vehicles collided with pedestrians 57.1% of the time and bicycles 33.3%.

According to City-Data, within the City of Perris three pedestrians were involved in fatal accidents from 2010 through 2011. There were 42 pedestrians involved in fatal accidents (per 100,000 population) between 2005 and 2011. This is much higher than the California average of 16.4 pedestrians involved in fatal accidents (per 100,000 population) for the same time frame.

Attached is a map of the pedestrian or bicycle collisions that occurred from 2006-2011 in the City of Perris, which demonstrates the area surrounding the proposed trail that was utilized to identify the 21 reported collisions. In addition, a collision diagram and summary statistics have also been attached.

### 3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

Just over two years ago the City of Perris contracted a consulting firm to assist in community engagement for the creation of a Trails Master Plan. Utilizing a variety of noticing and marketing efforts, the community engagement process was initiated. Public and community groups were contacted through online and public postings at City Hall, community centers, libraries, schools, post offices, and local publications. An exclusive website was also developed to provide information to the community and allow residents to provide comments and feedback

directly to the City. In addition, the City hosted five community events where residents and interested parties were able to partake in activities and provide further input. The City Council, staff, Planning Commission, and Public Safety Commission also played a major role by hosting a variety of Commission and City Council meetings to provide input throughout the Trail Master Plan development process. Each of these events provided residents a unique opportunity to discuss the project and express their thoughts and opinions on the plan.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

On December 3, 2011, the City hosted the Winter Wonderland Community Bike Ride/Walk to explore the potential for future bike/trail sites, which included the proposed project site. Community members including the Planning Commission, City staff and other interested parties were able to walk and bike as part of the event and discuss their concerns or issues, and ideas for bikeways and trails. At the conclusion of the event participants filled out a survey about their experiences.

From November 2011 to May 2012 the City also conducted an online survey on existing bicycle/trail infrastructure, future needs and existing obstacles and barriers.

On January 11, 2012, the City conducted a Community Design Charrette to identify possible locations for future bikeways and trails. Community members were separated into large groups and were provided with large printed maps and flip charts to identify safety issues, and discuss innovate design measures.

On January 25, 2012 the City conducted a stakeholder forum with outside agencies and organizations to receive input on opportunities, challenges and concerns related to the plan. To encourage youth participation the City held a Youth Mobility Workshop with middle school and high school students. Students were able to provide their input about trails and bike routes by participating in various activities ranging from a Post It Note exercise to small group mapping exercises.

Recommendations for the project's site were developed based on key considerations identified through the community outreach program and City staff input. Some of the key considerations from community members have been included in the project, such as increased linkages between residential neighborhoods and parks, schools, and public transportation. Residents were also concerned with preserving the natural habitat and existing wildlife that is unique to this area. In incorporating the communities concern for the natural environment the project will utilize recycled materials to the greatest extent feasible. Educational elements such as interpretative signage will also be incorporated per community request. The accessibility and safety concerns of the community will also be key elements that will be incorporated into the design of the proposed project.

C. Is the project cost over $1 Million? Y/N [ Y ]

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N [ Y ]

Yes. The project is prioritized in the City of Perris Trails Master Plan.

**4. COST EFFECTIVENESS** *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The City of Perris' Public Works Department reviewed the project location to determine the appropriate improvements including trail and fence materials. Due to the nature of the proposed improvements the City was not able to consider any build alternatives. Therefore, the two options considered were the "build" and "no build" alternative. The "no build" alternative would result in the current conditions remaining the same and would not represent any cost to the City. This alternative was not selected due to its lack of improvement to the current pedestrian and bicycle environment. In this alternative Perris Valley Storm Drain Channel remains a storm drain and is not improved to provide bicycle and pedestrian access.

The selected option, the "build" alternative, will provide the improvements identified by residents and further supported by the Public Works Departments review of the project site. This alternative was selected due to its benefit to the pedestrian and bicycle environment. The project's major components include installation of a new multi-use trail and will consist of a 15-foot wide concrete pavement path, comprised of a 5-foot wide pedestrian path and a 10-foot wide bike path, along the bank of the Perris Valley Storm Drain. The trail will be designed to connect with future trail extensions north and south of the route. The trail will include, a 6-foot chain link fence adjacent to the storm drain and a split rail PVC fence on the opposite side of the trail, landscaping, irrigation, interpretive signage to educate on wildlife and conservation practices, and appropriate pedestrian access features that are consistent with the City of Perris Trail Master Plan. The project provides various benefits including both direct benefits to users from improved active transportation conditions and indirect benefits including reduced motor vehicle travel, lowered greenhouse gas emissions and air quality benefits as well as promoting environmental justice objectives. Transportation projects that improve mobility and reduce congestion also improve air quality by reducing mobile source emissions. This can be attributed to the fact that mobile sources are a large contributor to regional smog. By increasing active transportation modes, cutting traffic jams and improving mobility, the project helps to reduce the two pollutants that contribute to ozone (i.e., oxides of nitrogen and reactive organic gases). Second, localized air pollution is often caused by traffic jams on busy streets. By reducing street traffic, emissions of carbon monoxide and particulates are reduced. When compared to current conditions, mobile source emissions are reduced due to a combination of mobility benefits and improved clean air technologies.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

The cost benefit ratio estimation is derived from three data sources; (1) Bike/Pedestrian demand forecasts, (2) detailed cost estimates and (3) the Benefit Factor developed by the Victoria Transport Policy Institute (VTPI). The demand forecasting results provide increased bicycle and pedestrian miles as well as reduced vehicle miles traveled. This information, derived values, are then multiplied by the economic benefit factors from VTPI that account for three main benefits from ATP type projects. These include:

- Changes in human health effects associated with increased active travel behaviors, walking and biking.
- Reduced driving as well as improved air quality, reduced CO2
- Land use impacts created by more walkable and bikable communities
- Other economic benefits associated with reduced vehicle travel miles including parking costs, congestion reduction and energy conservation.

After the benefits are calculated, they are compared to the direct project costs to calculate the life time Benefits/Costs Ratio (BC Ratio).

The City utilized the following method to estimate increases in bicycle and pedestrian activity. The goal of the forecast is to estimate an increase in bicycle and pedestrian trips, and bicycle and pedestrian miles traveled. The three primary processes are:

1. Data Collection and Travel Shed Identification
2. Establishment of Existing Pedestrian and/or Bike Travel Demand within the Travel Shed
3. Estimation of Increased Pedestrian and/or Bike Travel Demand within the Travel Shed

Process 1: Data Collection and Travel Shed Identification

This method utilizes technology to combine the information from three main sources to identify the travel shed.

- Existing bicycle and pedestrian counts
- Population and commute mode shares from the 2010 Census

- Average Daily Trips (ADT) within the corridor and all-purposes trip mode share from the California Air Resources Board

Process 2: Establishing Existing Pedestrian/Bicycle Travel Demand

The socio-economic and trip count data collected in Process 1 are used to estimate the trips within the travel shed. The Caltrans Household Travel Survey (2012) was used to convert the commute modes share to all trips share with further revision for students utilizing the 2009 National Household Travel Survey (ACS). This allowed for the development of the number of new trips generated by the activity centers and is dependent on many factors including but not limited to: land use patterns, connectivity, activity centers, length of facility and existing demand.

Process 3: Estimation of Increased Pedestrian and/or Bike Travel Demand within the Travel Shed

The analysis resulted in a conservative estimate of 15% increase for bicycle and pedestrian forecasts. The City's identified activity centers increases the likelihood of trips within the project area, which is accounted for in the forecast.

Summary

The estimated ratio of benefits of the project relative to both the total project cost and funds requested are summarized below. The BC Ratio assumes a 20 year life cycle and the costs and benefits have been adjusted to 2014 dollars.

| BC Ratio Summary | Based on Total Project Cost | Based on Funds Requested |
|---|---|---|
| Benefits | $4,984,992 | $4,984,992 |
| Direct Cost | $1,590,902 | $1,201,112 |
| Benefits/Costs | 3.13 | 4.15 |

## 5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The City of Perris offers a variety of recreational opportunities to its residents including 14 parks, Lake Perris State Recreational Area, with attractions such as hot air ballooning and skydiving activities that have received international recognition. As regional interest continues to grow in Perris and planned housing development is underway, the City recognizes that a linked trail system is needed to best serve the community and its visitors. The proposed project aims to create a safe environment that the community can utilize as both a means of transportation, as well as for increased health benefits by offering recreational trail opportunities that do not currently exist. It is envisioned that by providing a safer pedestrian environment, residents will be encouraged to walk and bike more for recreational purposes, as well as travel to nearby schools, parks, recreational facilities, employment hubs, and shopping centers. With an increase in physical activity, the community's health will improve and the high risk of chronic health conditions will reduce and be prevented.

The City of Perris falls under the jurisdiction of the Riverside County Department of Public Health. In the "Community Health Profile 2013", published by the County of Riverside Department of Public Health, the director of public health was quoted saying, "The residents of Riverside County could be healthier. Better diet, more physical activity, and less substance abuse can significantly improve health outcomes and advance the quality of life." The director also stated that physical activity levels for children were not as positive as they should be. With improved access to parks and schools, connected by the trail, children and residents of all ages can improve their physical activity levels. The profile reports that the top ten causes for mortality (heart disease, cancer, CLRD, stroke, unintentional injury, Alzheimer's disease, diabetes, influenza/pneumonia, chronic liver disease/Cirrhosis, and suicide) were responsible for 79.4% of

deaths in Riverside County in 2010. Two out of every three deaths in 2010 were the result of a chronic illness, most notably heart disease, cancer, CLRD, stroke, and diabetes.

Chronic Lung Disease, or CLRD, contributed to the death of nearly seven percent of Riverside County residents in 2010, becoming the third leading cause of death for Riverside County. Asthma is a form of Chronic Lung Disease. Asthma contributes to significant illness, resulting in 500,000 hospitalizations, 4,500 deaths, and 134 million days of restricted activity each year.

Nearly three percent of Riverside County residents' deaths in 2010 were caused by diabetes. Diabetes is an economic burden in the US, with estimated costs reaching near $174 billion annually. Type II diabetes is associated with obesity which is linked to many preventable health conditions such as heart disease, high blood pressure, depression, and certain cancers. Obesity-related conditions are the leading cause of preventable deaths.

Many of the leading causes of death and poor health conditions are preventable. According to the Oxford Health Alliance, a collaborative aimed at reducing chronic disease, three health behaviors: physical inactivity, poor diet, and tobacco/harmful alcohol use contribute to four chronic diseases: heart disease, diabetes, lung disease, and some cancers, and as a result contribute to more than 50% of preventable deaths around the world. The American Heart Association estimates that 80% of heart disease and stroke can be prevented. According to "Physical Activity and Health: A Report of the Surgeon General," increased physical activity and a healthier diet can have a tremendously positive impact on the musculoskeletal, cardiovascular, respiratory, and endocrine systems in the body. These changes reduce risk of premature mortality and reduce risks of coronary heart disease, hypertension, colon cancer, and diabetes mellitus. Regular participation in physical activity also appears to reduce depression and anxiety, improve mood, and enhance ability to perform daily tasks throughout the life span.

The benefits of regular physical activity have been well documented to reduce the risk of heart disease, cancer, diabetes, obesity, and premature death. Some studies have shown that for every hour of walking, life expectancy may be increased by two years. From weight control to building muscle and strength and living longer, physical activity, according to the Centers for Disease Control and Prevention (CDC), is one of the most important activities to promote health. Regular physical activity can improve health and wellbeing and reduce the risk of chronic illness for all ages.

The City of Perris hopes that the proposed multi-use trail will promote physical activity, providing a safe environment that its residents can utilize. Cycling, walking, and running are the most popular outdoor recreation activities and residents can dramatically improve their health by using the trail for these purposes. The proposed trail will make a large part of the City more accessible and will promote active modes of transportation to the seven connected parks and future San Jacinto River Trail. The connection to outdoor attractions will encourage more physical activity for residents of all ages, increasing the health of the City as a whole and targeting those populations who have a high risk factor for preventable chronic diseases. With all the benefits of physical activity and its ability to reduce the risk of so many chronic diseases and therefore lower death rates, this trail would be immensely beneficial to the City of Perris and its residents who currently suffer from several preventable chronic diseases and deaths.

**6. BENEFIT TO DISADVANTAGED COMMUNITIES** *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N [ Y ]

II. Does the project significantly benefit a disadvantaged community? Y/N [ Y ]

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: $46,435
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: N/A

- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 80.27 %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

The City of Perris is well documented as a disadvantaged community, meeting two out of the three criteria specified in the program guidelines.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The ATP ensures healthy equity by promoting active modes of transportation. The City of Perris will benefit from ATP funds by providing connections and linkages to ensure the use of active modes of transportation.

According to the 2012 American Community (5 year estimates), the City of Perris has a median household income of $46,435, well below the State of California's. The proposed improvements are located within the northern limit of the city. As a result, 100% of the project is located within a disadvantaged community and thus their residents will directly benefit from both the availability of a multi-use trail within their community and from the improved connections that it will provide to destinations located outside of their community.

By promoting the use of safe and active modes of transportation, residents, young and adult, will greatly benefit from an active lifestyle. According to the National School Lunch Program (NSLP), 80.27% of public school students in the project area are eligible to receive free or reduced-price meals. Studies have shown that there is a strong correlation between economic hardship and health factors such as adult and childhood obesity, diabetes and other general health ailments related to inactive lifestyle (*"How Social & Economic Factors Affect Health"* – LA County Department of Health). The proposed project will encourage students to walk and bike;

therefore, promoting active modes of transportation. The presence of the proposed multi-use trail will enable students to safely navigate their way to school.

Aligned with the City's Trail Master Plan, the proposed trail will serve as linkage connecting neighborhoods and communities. Throughout the area, travel to nearby schools, parks, recreational facilities, employment hubs, and shopping centers takes place predominately by automobile. With more housing developments underway in the City of Perris, the presence of a multi-use trail will offer a safe transportation and recreational opportunity for mobility to a disadvantaged community that does not currently exist.

**7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS** *(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

| | | |
|---|---|---|
| Project Description | Detailed Estimate | Project Schedule |
| Project Map | Preliminary Plan | |

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N [Y]

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

The CCC requested application information was submitted on May 15, 2014 to:

Virginia Clark

California Conservation Corps

(916) 341-3147

Virginia.clark@ccc.ca.org

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N [Y]

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

The CALCC requested application information was submitted on May 15, 2014 to:

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

Cynthia@csgcalifornia.com

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Y

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

Landscaping, trail directions, and cleaning and grubbing.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The Urban Conservation Corps of the Inland Empire can partner on building trails, installing fencing, landscaping, irrigation, and interpretive signage to educate the public on wildlife and conservation practices.

## 8. APPLICANT'S PERFORMANCE ON PAST GRANTS *( 0 to -10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Perris has successfully completed all of its ATP type grants within the past 5 years and does not have any failures to report.

City of Perris
Perris Valley Storm Drain Channel Trail

# Vicinity/Location Map

City of Perris
Perris Valley Storm Drain Channel Trail
Vicinity Map
N
Elder Ave
Cottonwood Ave
Moreno
Alessandro Blvd
Rancho Belago
Cactus Ave
Lasselle St
Moreno Beach Dr
Redlands Blvd
John F Kennedy Dr
March Field Park
6th St
Heacock St
Perris Blvd
Moreno Valley Ranch
March Air Force Base
Iris Ave
South Moreno Valley
Upper Lake Shore Dr
W Nance St
Lake Perris State Recreation Area
Evans Rd
Val Verde
Project Location
Lake Perris
N Perris Blvd
Ramona Expy
E Rider St
E Frontage Rd
Orange Ave
E Nuevo Rd
Nuevo
Redlands Ave
E San Jacinto Ave
San Jacinto Ave
W 4th St
Perris
Pico Ave
Menifee Rd
Ellis Ave
SCALE
5000 feet
1 km

City of Perris
Perris Valley Storm Drain Channel Trail
Location Map
N
Redlands Ave
Evans Rd
Lake Perris Dr
N Perris Blvd
Sinclair St
E Rider St
Lakeview Dr
Walnut St
Sparrow Way
Redlands Ave
Murneta Rd
Citrus Ave
E Nuevo Rd
SCALE
2500 feet
500 m

City of Perris
Perris Valley Storm Drain Channel Trail

# Photos of Existing Location

# CITY OF PERRIS

## Perris Valley Storm Drain Channel Trail

## Project Site Photos

003

004

005

006

007

008

009

010

011

012

013

014

015

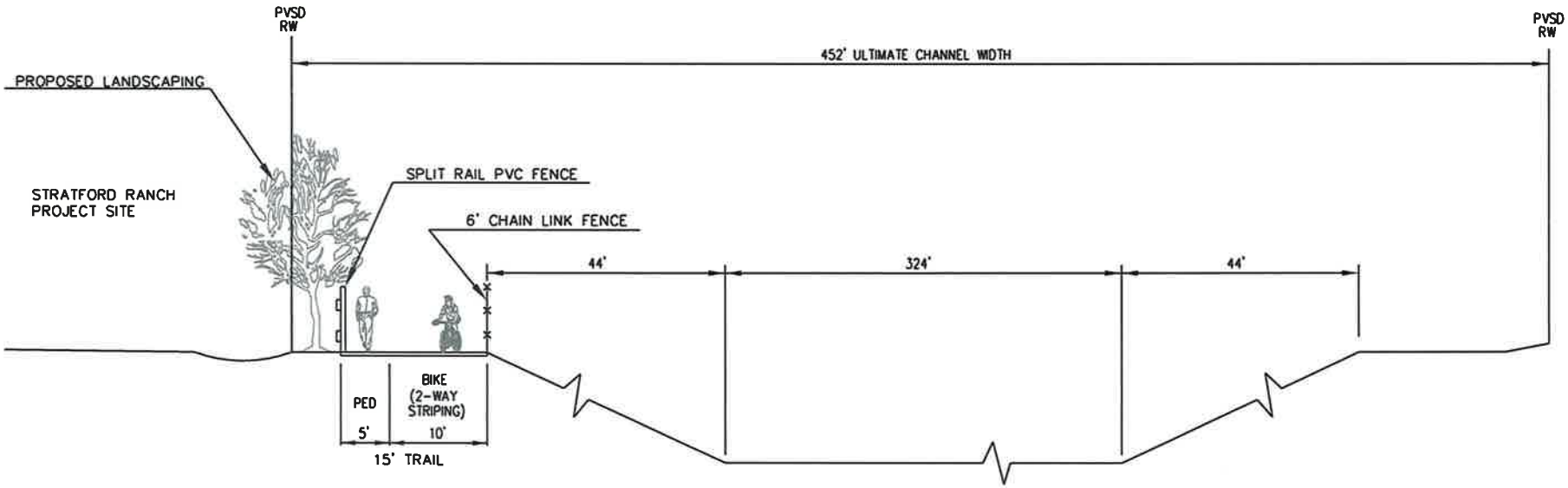
City of Perris
Perris Valley Storm Drain Channel Trail
Photo Map
E Nance St
Redlands Ave
Evans Rd
Lake Perris Dr
N Perris Blvd
015
014
013
012
011
010
009
008
007
006
005
004
003
002
001
Sinclair St
E Rider St
Lakeview Dr
Walnut St
Sparrow Way
Redlands Ave
Murneta Rd
Citrus Ave
E Citru
E Nuevo Rd
SCALE
2500 feet
500 m

City of Perris
Perris Valley Storm Drain Channel Trail

# Preliminary Plans

City of Perris
Perris Valley Storm Drain Channel Trail
Preliminary Plans
N
Redlands Ave
N Perris Blvd
Lake Perris Dr
Sinclair St
E Rider St
Walnut St
Lakeview Dr
Evans Rd
Sparrow Way
Murneta Rd
Citrus Ave
E Nuevo Rd
LEGEND
Proposed Trail (Grant Funded)
Split Rail Fence
Landscaping
Interpretive & Way Finding Signage
Proposed Trail (Installed by Others)
SCALE
2500 feet
500 m

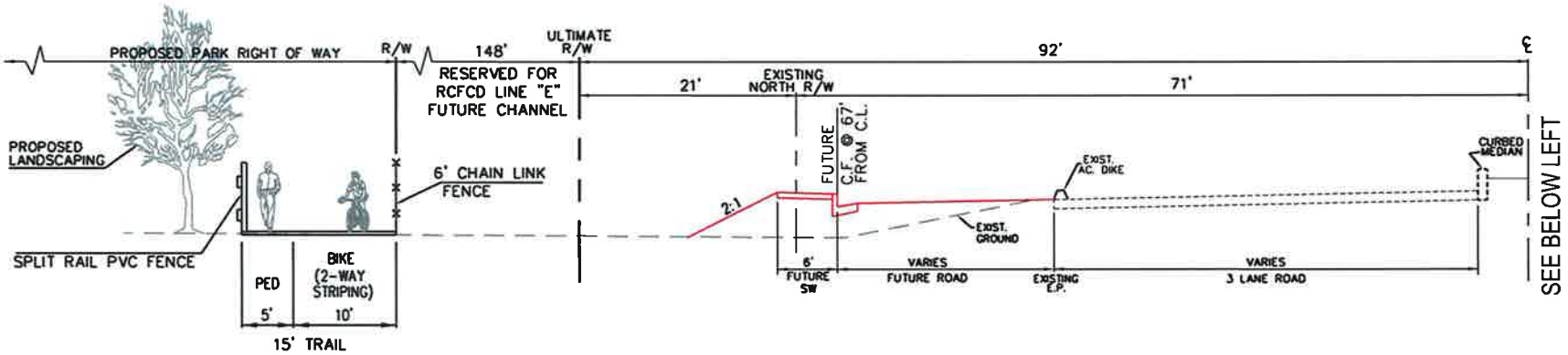
# CITY OF PERRIS
# SECTION A-A




PROPOSED P.V.S.D. CHANNEL TRAIL
SECTION A-A

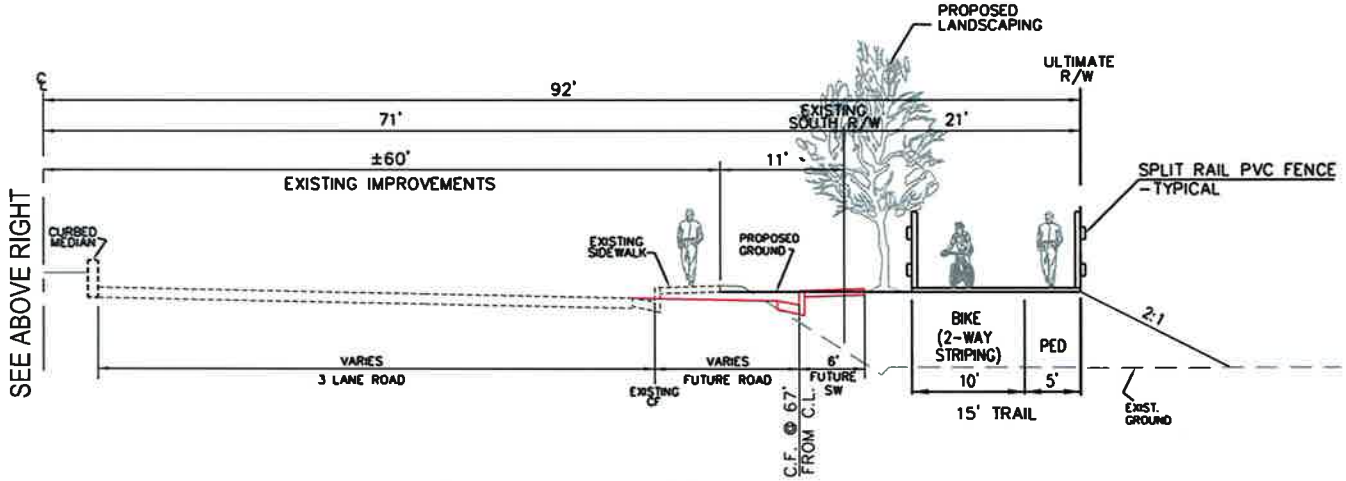
N.T.S.

# CITY OF PERRIS
# SECTION C-C




PROPOSED TRAIL (NORTH SIDE)
RAMONA EXPRESSWAY

N.T.S.




PROPOSED TRAIL (SOUTH SIDE)
RAMONA EXPRESSWAY

N.T.S.

City of Perris
Perris Valley Storm Drain Channel Trail

# Detailed Engineer's Estimate

# City of Perris Constructed - Perris Valley Storm Drain Trail (PVSD)

**Class 1 Bike Trail**

City of Perris, California

| | Item | Units | Qty | Unit cost | Extended cost | Funding Source |
|---|---|---|---|---|---|---|
| 1 | Mobilization | LS | 1 | $20,000.00 | $20,000.00 | Local |
| 2 | Clearing & Grubbing | SF | 127,007 | $0.40 | $50,802.80 | Local |
| 3 | Traffic Control | LS | 1 | $40,000.00 | $40,000.00 | Local |
| 4 | Grading | LS | 1 | $16,000.00 | $16,000.00 | Local |
| 5 | SWPPP - Erosion control | LS | 1 | $10,000.00 | $10,000.00 | Local |
| 6 | Construct 4" PCC bikepath | SF | 127,007 | $3.75 | $476,276.25 | ATP |
| 7 | Granular subbase | SF | 127,007 | $0.58 | $73,664.06 | ATP |
| 8 | PCC Access ramp | Each | 6 | $4,500.00 | $27,000.00 | ATP |
| 9 | Split (3) rail fencing with gate | LF | 7,471 | $16.00 | $119,536.00 | ATP |
| 10 | Landscaping | SF | 127,007 | $1.00 | $127,007.00 | ATP |
| 11 | Trail directional/interpretive signage | Each | 6 | $500.00 | $3,000.00 | ATP |
| 12 | Accessible pedestrian push buttons | LS | 3 | $1,000.00 | $3,000.00 | ATP |
| 13 | Cross walk striping and signage | LS | 3 | $10,000.00 | $30,000.00 | ATP |
| 14 | Flashing beacon crossing | LS | 1 | $40,000.00 | $40,000.00 | ATP |
| 15 | Pedestrian traffic signal | LS | 2 | $90,000.00 | $180,000.00 | ATP |
| | **Trail Cost** | | | | ***$1,216,286.11*** | |
| | Contingency (10%) | | | - | $121,628.61 | |
| | **Total** | | | | **$1,337,914.72** | |

# Developer Constructed - Perris Valley Storm Drain Trail (PVSD)

**Class 1 Bike Trail**

City of Perris, California

| Total Trail Cost | **$2,236,238.75** |
|---|---|

| | Item | Units | Qty | Unit cost | Extended cost |
|---|---|---|---|---|---|
| 1 | Mobilization | LS | 1 | $20,000.00 | $20,000.00 |
| 2 | Clearing & Grubbing | SF | 260,746 | $0.40 | $104,298.40 |
| 3 | Traffic Control | LS | 1 | $40,000.00 | $40,000.00 |
| 4 | Grading | LS | 1 | $16,000.00 | $16,000.00 |
| 5 | SWPPP - Erosion control | LS | 1 | $10,000.00 | $10,000.00 |
| 6 | Construct 4" PCC bikepath | SF | 260,746 | $3.75 | $977,797.50 |
| 7 | Granular subbase | SF | 260,746 | $0.58 | $151,232.68 |
| 8 | PCC Access ramp | Each | 1 | $4,500.00 | $4,500.00 |
| 9 | Split (3) rail fencing with gate | LF | 15,338 | $16.00 | $245,408.00 |
| 10 | Landscaping | SF | 260,746 | $1.00 | $260,746.00 |
| 11 | Trail directional/interpretive signage | Each | 6 | $500.00 | $3,000.00 |
| 12 | Accessible pedestrian push buttons | LS | | $1,000.00 | $0.00 |
| 13 | Cross walk striping and signage | LS | | $10,000.00 | $0.00 |
| 14 | Flashing beacon crossing complete and in place | LS | | $40,000.00 | $0.00 |
| 15 | Pedestrian traffic signal complete and in place | LS | | $90,000.00 | $0.00 |
| | **Trail Cost** | | | | ***$1,832,982.58*** |
| 16 | Architectural/Engineering (12%) | | | - | $219,957.91 |
| 17 | Contingency (10%) | | | - | $183,298.26 |
| | **Total** | | | | **$2,236,238.75** |

City of Perris
Perris Valley Storm Drain Channel Trail

# Documentation of the Public Participation Process

# Appendix A: Community Involvement

# Perris Trail Master Plan
# December 3, 2011 Community Bike Ride and Walk
# Summary Report

To kick off the project, a Community Bicycle Ride and Walk was held on Saturday, December 3, 2011 to introduce the project to the community and receive initial input. The Ride/Walk started and ended at Frank Eaton Memorial Park. Seven community members including a Planning Commissioner, City staff and other interested parties attended the Ride/Walk.

## I. Ride/Walk Objectives

The Ride/Walk objectives were to introduce community members to the project and engage them in exploring the existing bicycle and pedestrian facilities in the City while receiving input on what participants see as potential issues and opportunities related to the project.

## II. Community Ride/Walk

At the start of the Ride/Walk the group gathered at Frank Eaton Park and received an informational brochure. Two groups departed from the park- one walking and one bicycling. The Project Team led the groups predetermined routes. Along the route, the groups stopped to discuss what they see/experience, concerns or issues, and ideas for future bikeways and trails.

The Walking Group took the following route:

- Along Avalon Pkwy to aqueduct greenway.
- Along paved path over aqueduct.
- North on Bradley, returning to the park.

The Biking Group took the following route:

- Sidewalk along Ramona Expressway to greenway entry.
- Down paved path in greenway, cross Avalon Parkway, left onto Bradley, right onto Rider.
- Left onto Old Evans.
- Left onto Walnut, left after El Nido into neighborhood.

59

- Returned to park via Bradley.

The route map provided to participants is shown below.

## III. Post Ride/Walk Survey

At the conclusion of the Ride/Walk, participants filled out a survey about their experiences. The following is a summary of the responses.

- Walk participants generally felt safe along the route.
- Walk participants reported feeling unsafe crossing streets because of:
  - Lack of stop sign or signal
  - Lack of marked crosswalks
  - Lack of bike paths
- Walk participants enjoyed the views, clean

streets, nice neighborhoods, parkways, quiet areas and trees.

- Walk participants said the following would encourage them to walk more:
    - Safer street crossings
    - Better linkages to destinations
    - More seating areas/benches
    - Organized citywide walking activities/events
    - Markers along pathways
- Bike ride participants reported feeling unsafe along the route because of:
    - Oncoming cars making left turns
    - High volume of cars on Rider Street
    - Narrow roads or lanes
- Bike ride participants enjoyed the scenic ride, low traffic and being able to ride with a group.
- Bike ride participants said the following would encourage them to bike more:
    - Improved surfaces
    - Better linkages to destinations
    - More on-street bike lanes

Other considerations discussed during the Ride/Walk were the need for lighting and the ability to create a route network that links to other cities and provides opportunities for citywide and regional special events.

# Perris Trail Master Plan
# January 11, 2012 Community Design Charrette
# Summary Report

On January 11, 2012, the City conducted a Community Design Charrette to introduce the Trail Master Plan project to the community and receive input on the opportunities, issues and concerns related to the project.

## I. Introductory Presentation

The Charrette began with a brief presentation covering the project components and schedule. RBF conducted a "Who's in the Room" survey where attendees answered basic questions about bicycling and other activity preferences by show of hands. The presentation concluded with an overview of traditional and innovative bikeway and trail facilities and treatments.

## II. Group Discussion 1: Bike Safety, Education and Promotion

As a large group, participants discussed perceptions people have about safety and biking/walking, why people do or don't feel safe biking/walking in Perris, what sorts of education programs people would be most receptive to, and ways to promote bicycling and walking in Perris. The following are notes taken during the discussion.

***Safety and Education***

- Bicyclists are running the stop signs (on Victoria in particular)
- Students/parents pedestrians/drivers are not obeying the rules
- Wrong-way riding
- Occurrences of night riding with no lights
    - Lack of education
- Right turning vehicles vs. cyclists
- Cyclists are biking on the sidewalks

- No/few street lights west of D Street makes for unsafe walking & biking conditions
- Start education in schools for an effective campaign
- Public access T.V. as a means of general education campaign
    - Other citywide events
- Bicycle license training program
    - OTF example
- Family fun ride with bicycle rodeo
    - Tour de Riverside example
- Partnership with Rotary or others

***Promotion***

- Street signage
- City sponsored events in Tour de Perris
- Art bike racks
    - Pizza store/rack example
- Bike safety event
    - At national "Night Out"- Sheriff's Department
- Non-profit collaboration for safety education
- Health event / street closures
- Earn a bike program
- Youth/Senior center training
- International Walk/Bike to School Day
- Bike shop donation for underserved
    - Riverside example
- Community bicycle cooperatives
    - Bike Kitchen
- Pop-up bike shop/repair, education and giveaways
- Newspapers
    - Perris Progress, Press Enterprise

**III. Group Discussion 2: Destinations and Connections**

Next, the group identified barriers, biking/walking destinations and possible locations for future routes. Notes were recorded on a map of the City and on flip chart. The following are notes taken during the discussion.

***Destinations/Connections***

- Connect to Menifee via Goetz Road
    - Speed concerns

- Case Road
    - Nice scenery
    - Tour route
    - Concern about high vehicle speeds- maybe have an adjacent Class I
- A Street
    - Orange Empire lease property to connect to Goetz Rd. or Mapes Rd.
- Connect to Menifee via Murrieta Road
- Trail along Ramona to San Jacinto River
    - Regional connection
    - Plans to widen the channel
- Connect Lake Perris & Lake Elsinore and perimeter path
- Bikeway along Rider
- Ramona Expressway is key
- Connect all schools and parks through bike lanes
- Walk/jog trails adjacent to bike trails
- Connect to jobs in Riverside/Moreno Valley
- Loop for historic sites in city
- Link to Metrolink
    - Careful design of trail adjacent railroad
- Link Big League Dreams to Airport to Railroad Museum
- Link north to Moreno Valley along channel
- Need to address bike crossing over railroad
- Bike path along SR-74
- Work with Motte preserve for potential access/destination

***Other Facilities/Amenities***

- Info kiosks
- Bike rental/share
- Pedi cab
- Exercise stations along paths/trails

- Brick as material
- Mountain bike trails
- "Adopt a Lane" program
- Include mileage markers
- Provide info/historic markers
- Separate bike trails from street at higher volume streets
- Trail along flood channel for excitement
- Example- 605 freeway- adjacent bike trail
- Coordinate with property along trail museum

## IV. Bikeway and Trail Treatments and Facilities

Boards with the traditional and innovative bikeway and trail treatments and facilities presented at the beginning of the meeting were provided in the back of the room. Attendees were asked to indicate with a dot sticker the treatments/facilities they would like to see in Perris. The following summarizes the number of dots each item received.

| Treatment/Facility | Number of Dots |
|---|---|
| Class I Bikeway (Bike Path) | 11 |
| Class II Bikeway (Bike Lane) | 6 |
| Class III Bikeway (Bike Route) | 0 |
| Recreational Trail/Multipurpose Trail | 13 |
| Buffered Bike Lane | 0 |
| Colored Bike Lane | 5 |
| Cycle Track | 2 |
| Sharrow | 1 |
| Bike Boulevard | 0 |
| Enhanced Routes Signs | 3 |
| Bike Box | 2 |
| Combined Bike Lane/Turn Lane | 0 |
| Bicycle Detection at Signals | 0 |
| Median Refuge Island | 0 |
| Bike Corral | 0 |
| Bike Oasis | 3 |
| Bike Station | 3 |
| Bike Valet at Special Events | 1 |

# Perris Trail Master Plan
# January 25, 2012 Stakeholder Forum
# Summary Report

On January 25, 2012, the City conducted a Stakeholder Forum to introduce the Trail Master Plan project to stakeholders including outside agencies and organizations and to receive input on opportunities, challenges and concerns related to the project.

## I. Introductory Presentation

The Stakeholder Forum began with a brief presentation covering the project components and schedule.

## II. Group Discussion: Existing Plans, Challenges and Opportunities

As a large group, participants discussed existing plans and projects they are involved in that relate to the Perris Trail Master Plan. Participants also discussed the challenges and opportunities they see for the Master Plan and potential ways to partner or share resources. The following are notes from the discussion.

***Current/Existing Plans & Projects***

- County Parks – area plans, bikeways (w/M General Plan) – Trail Dev. Standards.
  - Draft EIR – Summer 2012
- Moreno Valley Bicycle Master Plan
  - Looking to update in future
  - Natural surfaces
  - Destinations accessible from residential
  - Need signage
  - Historic trail/signature trails
  - Integration parks/facilities

***Challenges & Opportunities***

- Crossing 215
- Crossing RR
  - Alternatives to adj./within ROW
  - Safety issues
- Utility Corridors
  - Challenges w/gas line corridors
- Colorado River aqueduct – certain restrictions

- Pipe maintenance – need to dig up periodically
- May be looking to generate revenue
- Horse trails proposed previously
- Plan for long process, be flexible
- Look @ parallel trails on each side of easement

- Need to determine major corridor functions
  - Equestrian communities to east & west
  - How to cross Perris
  - Classifications w/flexibility – multi-use
  - How to sell the program
  - Safety concerns, etc.
- Consider future growth patterns
  - Engage public from onset
  - Make sure trails are built w/development, not after
- San Jacinto River
  - Included within County's plan
- Railway museum – need to go around, address ROW
- Agricultural lands – moving sheep – potential on trails
- Funding for construction & maintenance
- Flood control channels
  - Maintenance roads, agreements w/flood control district
  - Bridges, crossings
- Design guidelines for specific area
  - Detailed
  - Address specific issues
- Maintenance adjacent to curb can affect usability of bike lane (policy standards-institutionalized maintenance)
- Moreno Valley – example to require construction address edge condition
  - Addressing slope of bike lane w/resurfacing
- Trails are not just for recreation
  - Safe Routes to School
  - Pedestrians – using for errand, commuting, etc.
- Retrofitting to accommodate multiple uses
  - Address liability – drainage, pavement quality, transit stops
  - Overhanging trees
  - Maintenance – street sweeping pavement repairs (elevated priority}
  - Crossing freeway
  - Involve Caltrans
- Lake Perris – connect to this asset
  - Trail around lake
- Change/create bicycle-culture
  - "Share the Road" campaign
  - Local media, newsletter
  - Educate motorists
  - Harassment ordinance
- Connect to Moreno Valley via Evans

- Ramona Expressway
  - Shoulders not maintained
  - Regional connections
- Cajalco
- Staff point person for bike issues
  - Bike coordinator
  - Understand cyclist needs
- Traffic Signals – Detention, push buttons
  - Timing
  - Indian, etc. – see map
  - Lake Perris Drive – Complete trail w/development
  - Utility Corridors – constrained w/future growth
  - Edison – Need CPUC approval
  - Liability issues
  - Need to construct new would affect trail
  - Expensive to have facilities to stop trespassing
  - Own some land in fee, 5 year maximum license. Some are easements, specific language in documents
  - Added cost associated with serving equestrian users
- Bike parking – in Development Code?
  - New businesses, City Hall
  - Integrate into project – i.e. Metrolink Station
  - Visibility, secure
  - Bike lockers for train stations; bike lids
- No bikes on freeways (215)
  - Maybe SR-74 separate bikeway from road
- Crossing freeways – will consider all users w/reconstruction
- Corporate sponsorship for trail maintenance?
  - Tap into utility companies vendors
  - Public donations (look @ County program)
  - Community service groups – light maintenance
  - Youth
  - Church
- Concepts that are low maintenance, suitable for volunteer maintenance

# Perris Trail Master Plan
# July 17, 2012 Teen Workshop
# Summary Report

On July 17, 2012, the City conducted a Teen Workshop to introduce the Trail Master Plan project to youth in the community and receive input on the opportunities, issues and concerns related to walking and bicycling in Perris.

## I. Introductory Presentation

The workshop began with a brief presentation covering the project components and schedule. RBF conducted a "Who's in the Room" survey where attendees answered basic questions about bicycling and other activity preferences by show of hands.

## II. Post It Note Exercise: Destinations and Improvements

***Destinations***

Participants were asked to identify places they currently walk or bike to and places they would like to walk or bike to. The following are the comments provided on Post It Notes. The comments are provided verbatim.

- Everywhere
- Library
- School
- Wal-Mart
- Park
- Exercise
- Highway 74
- Game Stop
- Park and Mall
- Moreno Valley Mall
- Ride to skate park
- BMX to skate park next to Wal-Mart which is too far
- Need closer skate park

***Improvements***

Participants were asked to write down ideas for improving walking and biking in Perris on Post It Notes. The following are the comments provided verbatim.

- Safer Streets
- More sidewalks
- Sidewalks
- Bike lanes
- Moving sidewalks
- Less Dirt
- More roads
- Paths
- Walkways
- Good stop lights
- More chips
- Closer skate park
- Bike/highway dividers
- Signs
- More bike lanes
- Different lanes
- More trees
- Less Rocks

**III. Small Group Mapping Exercise**

Next, the participants divided into small groups based on the schools they current attend or have attended in the past. Each group was asked to identify current and desired bicycling and walking routes, barriers and ideas for improvements on the maps provided. The following summarizes the comments indicated on the maps.

- Students currently cross the railroad close to the California Military Institute and Metz Park to walk to both CMI and IHCS.
- A good loop bicycle trail for exercise would be from 4th Street and C Street south on C Street to 8th Street, west to B Street, south to 11th Street, east to D Street, north to 4th Street and then back to C Street. This can be accessed from the Teen Center with a route down C Street.
- There is no crosswalk on D Street from City Hall to the Teen Center.
- Need for a connection from Perris Lake High School across the railroad at Ellis Avenue.
- There is a lot of dirt along the road from Pinacate Middle School to Perris Lake High School- needs paving.
- Need sidewalks along Nuevo Road.
- Add bike lanes to Orange Avenue, Nuevo Road, Wilson Avenue, Murietta Road, Redlands Avenue, Perris Boulevard, Dale Street, 4th Street and C Street leading to the Teen Center, and along the storm drain behind Temple Christian School.

- More sidewalks everywhere
- Better Environment
- Another school east of The Academy,
- Closer Walmart
- McDonald's south of the Teen Center
- Starbucks near the Teen Center
- Skatepark south of the Teen Center
- Less rocks and dirt
- Bike lanes and trees
- Hard to walk to town, needs stair Nuevo crossing at the 215
- Add a trail along A Street

## 1. What is the primary reason you choose to bike?

| | Response Percent | Response Count |
|---|---|---|
| Recreation and health | 77.0% | 57 |
| Commuting | 2.7% | 2 |
| Shopping/errands | 0.0% | 0 |
| Parking cost/availability | 0.0% | 0 |
| I don't own a car | 5.4% | 4 |
| Cost of gas | 2.7% | 2 |
| Avoid congestion and traffic | 0.0% | 0 |
| It's good for the environment | 2.7% | 2 |
| I do not bike | 9.5% | 7 |
| Other reason: | 0.0% | 0 |
| | answered question | 74 |
| | skipped question | 2 |

## 2. For what other reasons do you choose to bike? (Check ALL that apply.)

| | Response Percent | Response Count |
|---|---|---|
| Recreation and health | 51.5% | 34 |
| Commuting | 16.7% | 11 |
| Shopping / errands | 24.2% | 16 |
| Parking cost / availability | 7.6% | 5 |
| I don't own a car | 7.6% | 5 |
| Cost of gas | 27.3% | 18 |
| Avoid congestion and traffic | 16.7% | 11 |
| It's good for the environment | 53.0% | 35 |
| I do not bike | 4.5% | 3 |
| Other reasons: | 9.1% | 6 |
| | answered question | 66 |
| | skipped question | 10 |

## 3. In addition to biking, what other activities do you use the City's bikeways and recreational trails for? (Check ALL that apply.)

| | Response Percent | Response Count |
|---|---|---|
| Biking only | 15.1% | 11 |
| Hiking, walking, and jogging | 71.2% | 52 |
| Taking my children to school | 11.0% | 8 |
| Horseback riding | 8.2% | 6 |
| Skateboarding or rollerblading | 9.6% | 7 |
| I do not currently use the City's bikeways and recreational trails | 11.0% | 8 |
| Other non-biking activities: | 2.7% | 2 |
| answered question | | 73 |
| skipped question | | 3 |

## 4. Which of the following do you prefer to use on MOST of your bicycle trips? (Check ALL that apply.)

| | Response Percent | Response Count |
|---|---|---|
| Off-street paved routes | 67.6% | 48 |
| Off-street non-paved routes | 28.2% | 20 |
| On-street striped bike lanes | 45.1% | 32 |
| Sharing a lane with vehicles | 7.0% | 5 |
| Sidewalks | 28.2% | 20 |
| answered question | | 71 |
| skipped question | | 5 |

## 5. To what extent would each of the following encourage you to ride your bicycle more often?

| | (1) It would definitely NOT encourage me to ride more often | (2) | (3) | (4) | (5) It would DEFINITELY encourage me to ride more often | Rating Average | Response Count |
|---|---|---|---|---|---|---|---|
| Improved surfaces | 0.0% (0) | 1.8% (1) | 12.5% (7) | 19.6% (11) | **66.1% (37)** | 4.50 | 56 |
| Better linkages between routes | 0.0% (0) | 1.9% (1) | 7.4% (4) | 18.5% (10) | **72.2% (39)** | 4.61 | 54 |
| Better linkages to destinations | 0.0% (0) | 5.7% (3) | 17.0% (9) | 20.8% (11) | **56.6% (30)** | 4.28 | 53 |
| Better access to public transit | 14.5% (8) | 14.5% (8) | **32.7% (18)** | 16.4% (9) | 21.8% (12) | 3.16 | 55 |
| Commuter incentives | 14.5% (8) | 16.4% (9) | 25.5% (14) | 16.4% (9) | **27.3% (15)** | 3.25 | 55 |
| Better bike accommodations on transit | 9.3% (5) | 24.1% (13) | 22.2% (12) | 18.5% (10) | **25.9% (14)** | 3.28 | 54 |
| More on-street bike lanes | 3.7% (2) | 9.3% (5) | 16.7% (9) | 18.5% (10) | **51.9% (28)** | 4.06 | 54 |
| More off-street bike paths/trails | 1.9% (1) | 1.9% (1) | 7.4% (4) | 13.0% (7) | **75.9% (41)** | 4.59 | 54 |
| Wider bicycle lanes | 0.0% (0) | 3.7% (2) | 7.4% (4) | 29.6% (16) | **59.3% (32)** | 4.44 | 54 |
| Safer street crossings | 0.0% (0) | 1.8% (1) | 18.2% (10) | 23.6% (13) | **56.4% (31)** | 4.35 | 55 |
| Motorists being more careful | 0.0% (0) | 0.0% (0) | 15.4% (8) | 23.1% (12) | **61.5% (32)** | 4.46 | 52 |
| Other bikers being more careful | 7.4% (4) | 16.7% (9) | **33.3% (18)** | 24.1% (13) | 18.5% (10) | 3.30 | 54 |
| More/better bike parking | 3.8% (2) | 13.2% (7) | **30.2% (16)** | 28.3% (15) | 24.5% (13) | 3.57 | 53 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Better signage on routes/streets | 1.9% (1) | 3.8% (2) | 24.5% (13) | **35.8% (19)** | 34.0% (18) | 3.96 | 53 |
| Improved landscaping/aesthetics | 3.7% (2) | 1.9% (1) | 9.3% (5) | 37.0% (20) | **48.1% (26)** | 4.24 | 54 |
| More seating areas/benches | 14.8% (8) | 18.5% (10) | **29.6% (16)** | 22.2% (12) | 14.8% (8) | 3.04 | 54 |
| More bike lockers | 18.9% (10) | 18.9% (10) | **30.2% (16)** | 17.0% (9) | 15.1% (8) | 2.91 | 53 |
| Better lighting along routes | 0.0% (0) | 1.8% (1) | 18.2% (10) | 20.0% (11) | **60.0% (33)** | 4.38 | 55 |
| Shower facilities at work/school | **33.3% (18)** | 22.2% (12) | 16.7% (9) | 11.1% (6) | 16.7% (9) | 2.56 | 54 |
| Organized citywide bike activities/events | 7.3% (4) | 5.5% (3) | 20.0% (11) | 20.0% (11) | **47.3% (26)** | 3.95 | 55 |
| | | | | | | Other: | 1 |
| | | | | | | **answered question** | **56** |
| | | | | | | **skipped question** | **20** |

## 6. When you are biking in the City of Perris, to what degree do each of the following potential hazards worry you?

| | (1) This hazard DOES NOT worry me at all | (2) | (3) | (4) | (5) This hazard DEFINITELY worries me | Rating Average | Response Count |
|---|---|---|---|---|---|---|---|
| Poorly maintained roads | 0.0% (0) | 7.5% (4) | 13.2% (7) | 24.5% (13) | **54.7% (29)** | 4.26 | 53 |
| Poorly maintained route surfaces | 0.0% (0) | 3.7% (2) | 11.1% (6) | 35.2% (19) | **50.0% (27)** | 4.31 | 54 |
| Debris on the roads, bikeways or trails | 0.0% (0) | 5.7% (3) | 15.1% (8) | 28.3% (15) | **50.9% (27)** | 4.25 | 53 |
| Opening of car doors by parked cars | 9.3% (5) | 7.4% (4) | 22.2% (12) | 25.9% (14) | **35.2% (19)** | 3.70 | 54 |
| Cars making right turns ahead of me | 5.6% (3) | 9.3% (5) | 31.5% (17) | 16.7% (9) | **37.0% (20)** | 3.70 | 54 |
| Cars entering or leaving parking spaces or driveways | 1.9% (1) | 11.3% (6) | 26.4% (14) | 28.3% (15) | **32.1% (17)** | 3.77 | 53 |
| Oncoming cars making left turns | 3.7% (2) | 11.1% (6) | 27.8% (15) | 18.5% (10) | **38.9% (21)** | 3.78 | 54 |
| Narrow roads or lanes | 0.0% (0) | 3.7% (2) | 13.0% (7) | 27.8% (15) | **55.6% (30)** | 4.35 | 54 |
| High vehicle speeds | 3.8% (2) | 1.9% (1) | 9.4% (5) | 18.9% (10) | **66.0% (35)** | 4.42 | 53 |
| Passing vehicles stopped in traffic | 9.3% (5) | 9.3% (5) | **35.2% (19)** | 18.5% (10) | 27.8% (15) | 3.46 | 54 |
| Roadway construction projects | 7.4% (4) | 22.2% (12) | **33.3% (18)** | 13.0% (7) | 24.1% (13) | 3.24 | 54 |
| Not being seen by cars in the dark | 1.9% (1) | 5.6% (3) | 13.0% (7) | 18.5% (10) | **61.1% (33)** | 4.31 | 54 |
| Fear of crime | 5.6% (3) | 13.0% (7) | 13.0% (7) | 24.1% (13) | **44.4% (24)** | 3.89 | 54 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Poor lighting or lack of lighting** | 3.8% (2) | 3.8% (2) | 13.2% (7) | 22.6% (12) | **56.6% (30)** | 4.25 | 53 |
| Motorists not knowledgable of or following bike laws | 1.9% (1) | 3.7% (2) | 13.0% (7) | 25.9% (14) | **55.6% (30)** | 4.30 | 54 |
| **Bicyclists not knowledgable of or following bike laws** | 5.7% (3) | 13.2% (7) | **32.1% (17)** | 20.8% (11) | 28.3% (15) | 3.53 | 53 |
| Verbal abuse | 13.0% (7) | 20.4% (11) | 25.9% (14) | 11.1% (6) | **29.6% (16)** | 3.24 | 54 |
| | | | | | | Other: | 2 |
| | | | | | | **answered question** | **54** |
| | | | | | | **skipped question** | **22** |

## 7. In your opinion, a bicycle safety and education program aimed at which of the following groups would be MOST effective in increasing the safety of Perris bikeway and trail users? (Check ALL that apply.)

| | | Response Percent | Response Count |
|---|---|---|---|
| **Youth/children in grade school** | | **76.8%** | **43** |
| **Adult recreational bicyclists** | | 53.6% | 30 |
| **Adult commuter bicyclists** | | 46.4% | 26 |
| **Non-bicyclist trail users** | | 32.1% | 18 |
| **Motorists** | | 69.6% | 39 |
| **Other group(s):** | | 1.8% | 1 |
| | | **answered question** | **56** |
| | | **skipped question** | **20** |

## 8. Where do your bicycle trips most often originate from? (Choose one.)

| | Response Percent | Response Count |
|---|---|---|
| My home | 94.2% | 49 |
| My place of employment | 0.0% | 0 |
| A bus stop | 3.8% | 2 |
| Other: | 1.9% | 1 |
| answered question | | 52 |
| skipped question | | 24 |

## 9. When you ride your bike, what are currently your most common destinations? (Check ALL that apply.)

| | Response Percent | Response Count |
|---|---|---|
| Downtown Perris | 11.8% | 6 |
| Perris Transit Center | 7.8% | 4 |
| Perris Plaza Shopping Center | 15.7% | 8 |
| Perris Valley Airport | 9.8% | 5 |
| Elementary school | 5.9% | 3 |
| Middle school | 3.9% | 2 |
| High school | 2.0% | 1 |
| Public parks | 51.0% | 26 |
| Park and Ride facility | 15.7% | 8 |
| Bus stop | 0.0% | 0 |
| Friend/family's home | 27.5% | 14 |
| Local restaurant or shopping center | 29.4% | 15 |
| Place of employment | 15.7% | 8 |
| Lake Perris | 49.0% | 25 |
| Destinations outside the City of Perris | 27.5% | 14 |
| Other destinations: | 13.7% | 7 |
| | answered question | 51 |
| | skipped question | 25 |

**10. Which of the following destinations would you be more likely to ride to, if bikeways and trails were established or improved to get you there more easily? (Check ALL that apply.)**

| | Response Percent | Response Count |
|---|---|---|
| Downtown Perris | 47.2% | 25 |
| Perris Transit Center | 18.9% | 10 |
| Perris Plaza Shopping Center | 34.0% | 18 |
| Perris Valley Airport | 20.8% | 11 |
| Elementary school | 7.5% | 4 |
| Middle school | 7.5% | 4 |
| High school | 5.7% | 3 |
| Public parks | 62.3% | 33 |
| Park and Ride facility | 28.3% | 15 |
| Bus stop | 9.4% | 5 |
| Friend/family's home | 43.4% | 23 |
| Local restaurant or shopping center | 49.1% | 26 |
| Place of employment | 17.0% | 9 |
| Lake Perris | 62.3% | 33 |
| Perris train stations (future) | 45.3% | 24 |
| Destinations outside the City of Perris | 35.8% | 19 |
| Other destinations: | 7.5% | 4 |
| | answered question | 53 |
| | skipped question | 23 |

## 11. How long are your most frequent bicycle trips? (Each way.)

| | Response Percent | Response Count |
|---|---|---|
| 0-20 minutes | 21.2% | 11 |
| 20-45 minutes | 36.5% | 19 |
| 45-90 minutes | 30.8% | 16 |
| More than 90 minutes | 11.5% | 6 |
| answered question | | 52 |
| skipped question | | 24 |

## 12. How often do you ride your bike?

| | Response Percent | Response Count |
|---|---|---|
| Daily | 5.6% | 3 |
| 1-2 days/week | 22.2% | 12 |
| 3-5 days/week | 29.6% | 16 |
| 2-3 times/month | 24.1% | 13 |
| Once a month or less | 14.8% | 8 |
| Never | 3.7% | 2 |
| answered question | | 54 |
| skipped question | | 22 |

## 13. How would you describe yourself? (Check ALL that apply.)

| | Response Percent | Response Count |
|---|---|---|
| **Perris resident** | **83.0%** | **44** |
| Employee in Perris | 5.7% | 3 |
| Resident of another city | 13.2% | 7 |
| Other (please specify) | 5.7% | 3 |
| **answered question** | | **53** |
| **skipped question** | | **23** |

## 14. If you are a Perris resident, where do you live? (Please refer to the map above.)

| | Response Percent | Response Count |
|---|---|---|
| Section 1 | 0.0% | 0 |
| **Section 2** | **28.8%** | **15** |
| Section 3 | 7.7% | 4 |
| Section 4 | 23.1% | 12 |
| Section 5 | 3.8% | 2 |
| Section 6 | 19.2% | 10 |
| Section 7 | 1.9% | 1 |
| I am not a Perris resident | 15.4% | 8 |
| **answered question** | | **52** |
| **skipped question** | | **24** |

## 15. What is your age?

| | Response Percent | Response Count |
|---|---|---|
| 17 years or younger | 0.0% | 0 |
| 18-24 | 5.7% | 3 |
| 25-34 | 30.2% | 16 |
| 35-44 | 28.3% | 15 |
| 45-54 | 26.4% | 14 |
| 55-64 | 7.5% | 4 |
| 65 or older | 1.9% | 1 |
| | answered question | 53 |
| | skipped question | 23 |

## 16. What is your gender?

| | Response Percent | Response Count |
|---|---|---|
| Male | 68.5% | 37 |
| Female | 31.5% | 17 |
| | answered question | 54 |
| | skipped question | 22 |

## 17. Do you have any additional comments you would like to share?

| | Response Count |
|---|---|
| | 19 |
| answered question | 19 |
| skipped question | 57 |

**18. If you would like us to be able to contact you in the future about your responses to this survey, please provide your name and contact information.**

| | Response Percent | Response Count |
|---|---|---|
| Name (optional): | 76.2% | 16 |
| Email address (optional): | 100.0% | 21 |
| Phone number (optional): | 33.3% | 7 |
| answered question | | 21 |
| skipped question | | 55 |

**Page 1, Q2. For what other reasons do you choose to bike? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | fun for the family | Mar 12, 2012 4:15 PM |
| 2 | Recreation with Family | Jan 10, 2012 7:47 AM |
| 3 | exercise | Dec 17, 2011 4:12 PM |
| 4 | I would love to bike to run errands in North Perris, but currently don't have a grocery store/Target/etc store in this area. | Dec 5, 2011 10:53 PM |
| 5 | take my dog out for a run | Dec 3, 2011 5:58 AM |
| 6 | More closely evaluate and see what's going on in the community | Nov 30, 2011 12:52 PM |

**Page 1, Q3. In addition to biking, what other activities do you use the City's bikeways and recreational trails for? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | Longboarding | Jun 19, 2012 5:57 PM |
| 2 | Currently there are no biking or walking/hiking trails | Jan 13, 2012 12:34 PM |

**Page 2, Q5. To what extent would each of the following encourage you to ride your bicycle more often?**

| | | |
|---|---|---|
| 1 | trails for off-road biking and hiking trails | Nov 27, 2011 10:16 PM |

**Page 2, Q6. When you are biking in the City of Perris, to what degree do each of the following potential hazards worry you?**

| | | |
|---|---|---|
| 1 | stray dogs | Mar 12, 2012 4:22 PM |
| 2 | People in Perris drive like IDIOTS. Our City needs more traffic enforcement. Especially near the 4th St./215 interchange | Dec 12, 2011 1:45 PM |

**Page 2, Q7. In your opinion, a bicycle safety and education program aimed at which of the following groups would be MOST effective in increasing the safety of Perris bikeway and trail users? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | all people should be educated on bike saftey. thats like saying what motorists should be educated | Dec 4, 2011 8:48 PM |

**Page 3, Q8. Where do your bicycle trips most often originate from? (Choose one.)**

| | | |
|---|---|---|
| 1 | Eveywhere, I ride and longboard everywhere | Jun 19, 2012 6:01 PM |

**Page 3, Q9. When you ride your bike, what are currently your most common destinations? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | loop | Apr 18, 2012 4:51 PM |
| 2 | Circular training route beginning and ending at home. | Mar 18, 2012 8:45 AM |
| 3 | Santa Ana River Trail | Mar 12, 2012 4:24 PM |
| 4 | Throughout Perris without a particular location in mind | Jan 13, 2012 12:40 PM |
| 5 | Mountain bike trails Ortega Hwy | Jan 12, 2012 11:43 AM |
| 6 | Kay Cisneros Senior Center | Dec 17, 2011 4:17 PM |
| 7 | hiking trails | Nov 27, 2011 10:19 PM |

**Page 3, Q10. Which of the following destinations would you be more likely to ride to, if bikeways and trails were established or improved to get you there more easily? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | wilderness | Jan 12, 2012 11:43 AM |
| 2 | A key component missing from the question is adequate and secure bicycle parking. | Jan 11, 2012 3:26 PM |
| 3 | Just riding to ride. | Dec 12, 2011 1:46 PM |
| 4 | hiking trails | Nov 27, 2011 10:19 PM |

**Page 4, Q13. How would you describe yourself? (Check ALL that apply.)**

| | | |
|---|---|---|
| 1 | County Health Dept Employee & Bike Supporter/Enthusiast | Mar 12, 2012 4:25 PM |
| 2 | artist | Jan 12, 2012 11:43 AM |
| 3 | Romoland Resident | Dec 13, 2011 4:36 PM |

| Page 5, Q17. Do you have any additional comments you would like to share? | | |
|---|---|---|
| 1 | I would love to see bike ways/paths that could get me to Downtown Perris safely. | May 26, 2012 9:33 PM |
| 2 | more trails around the lake would be great for example connecting the trail near the plant | Apr 18, 2012 4:52 PM |
| 3 | As a resident participant in the inaugural Tour de Perris, I am happy to see that the city has made the tour an annual event, and I look forward to participating again this year. | Mar 18, 2012 8:49 AM |
| 4 | Excited to see the results of your trails committee and master plan. Connectivity and safety are the main components. Please contact me if you'd like to receive support/input/promotion from county health dept. | Mar 12, 2012 4:27 PM |
| 5 | We desparately need a Regional Trail System established first i.e. tying together Lake Perris, Field of Dreams Baseball Park, Skydiving, Historic Downtown and the Orange Railway Museum. | Jan 13, 2012 12:42 PM |
| 6 | perris has change , i think there doing a good job on changing it thanks | Jan 12, 2012 9:33 PM |
| 7 | scenic routes and trails, off hwy routes, public art bike markers | Jan 12, 2012 11:44 AM |
| 8 | Made at the meeting | Jan 12, 2012 11:37 AM |
| 9 | Bicycle Parking is critical to the success of any bike program. As with cars, if there is no place to park, people will not go there | Jan 11, 2012 3:29 PM |
| 10 | I go to other cities at times to reacreationally bike ride with my kids because other cities have more adequate and safe off road bike paths. An example of a good bike path system is the Pacific electric trail in Rancho Cucamonga. If Perris creates more safe off road bike paths then I will definately increase bicycle riding with my kids in Perris. I would love to see this happen. | Jan 10, 2012 7:55 AM |
| 11 | We're not in suburbia, we are in horse country and horseback riding should be included in your plans | Jan 10, 2012 6:56 AM |
| 12 | I would love to ride my bike with my children to a dog park in my local area. Can you incorporate a dog park as part of this plan? | Dec 20, 2011 10:06 AM |
| 13 | I am mostly interested in jogging trails. I plan to bicycle only when I feel safe in traffic. | Dec 19, 2011 4:33 PM |
| 14 | Fix the streets and storm sewers to handle rain run off! | Dec 18, 2011 8:16 AM |
| 15 | [redacted] | [redacted] |
| 16 | dog parks are also needed in the city. if you are planning to have more and better trails, parks well maintained are also important. their present condition gives Perris a poor image (trash, poor lighting). I have to get out of the city to go to a park. street landscaping is ok, but can be better. | Dec 7, 2011 10:45 PM |

| Page 5, Q17. Do you have any additional comments you would like to share? | | |
|---|---|---|
| 17 | Family-Friendly Bike Trails/ For slower riders, learning to bike, bike attachments | Dec 5, 2011 10:59 PM |
| 18 | Trail along the Perris flood control channel from lake Perris to Canyon Lake with a connection to the County regional park off of Goetz road. | Nov 28, 2011 1:28 PM |
| 19 | I would like to see hiking and off-road biking trails be a part of the trail master plan. A really good example can be seen in the city of Riverside with Mt. Rubidoux and Sycamore Canyon Park. | Nov 27, 2011 10:35 PM |

# Perris Trail Master Plan

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## PROJECT UPDATE

**Over the past few months, the City has hosted a number of meetings and workshops to hear what the community wants to see in the Trails Master Plan. The events included:**

- **Community Walk/Bicycle Ride – December 3, 2011**
- **Community Design Charrette – January 11, 2012**
- **Planning Commission Presentation – January 18, 2012**
- **Stakeholder Agencies/Organizations Forum - January 25, 2012**
- **Public Safety Commission Presentation – February 8, 2012**

**The City and consultant are in the process of identifying proposed future bikeways and trails and developing recommendations that will be included in the Draft Trails Master Plan. An Open House, scheduled for Summer 2012, will include a presentation on the Draft Trails Master Plan and opportunities to comment on the proposed improvements.**

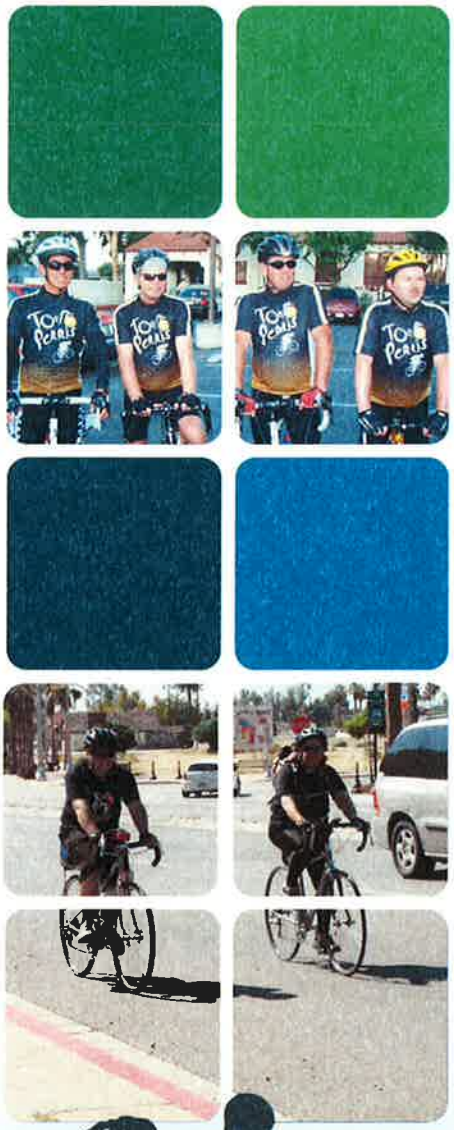
**Project and schedule updates will be continuously provided on this website. Community participation is vital to achieving a successful Trails Master Plan for Perris, so please stay tuned!**

## PROJECT BACKGROUND

**The City of Perris is preparing a Trail Master Plan to identify existing and future needs for bikeway and trail users. With a master plan, the City can better serve the community for both recreational use and daily transportation such as bicycle commuting. The study will consider the current roadway system, key attractions throughout the City such as parks, schools, jobs, and shopping areas, and then develop recommendations and priorities for improved facilities. A consultant has been**

# Perris Trail Master Plan

## Winter Wonderland Community Bike Ride and Walk



The City of Perris is kicking off an exciting project to plan for trails and bikeways with a **Winter Wonderland Community Bike Ride and Walk.**

**Join us for a 3 to 4 mile bicycle ride.**
Explore Perris with City staff and the project team and provide your input on future trails and bikeways in the city.

**Don't feel like bicycling?**
We will also be holding a short, 1 mile walk. Come join us and share your thoughts on improvements for pedestrians in Perris.

Refreshments will be provided after the ride/walk. This is a free event!

**Saturday, December 3rd**
**10 am to 11:30 am**
**Meet at Frank Eaton Memorial Park**
**3600 Bradley Road, Perris**

### Online Survey

Visit **cityofperris.org** for more information about the Trail Master Plan project and take our online survey.

### Save the Date! Community Design Charrette

Join your friends and neighbors at an interactive workshop to learn more about the Trail Master Plan project and share your ideas and concerns with us.

**January 12th at 6:00 pm**
**City Council Chambers**

**For more information contact:**
*Para obtener mas informacíon*
**Nathan Perez, City of Perris**
**nperez@cityofperris.org**
**951.943.5003**

# Perris Trail Master Plan

# You're Invited!
# Community Design Charrette

**Wednesday, January 11th**
**6:00 pm to 7:30 pm**
**City Council Chamber**
**101 North "D" Street**
(Corner of San Jacinto Avenue and Perris Boulevard)

The City of Perris is working on an exciting project to plan for trails and bikeways and wants to hear from you! Join your friends and neighbors at an interactive workshop to learn more about the Trail Master Plan project and share your ideas and concerns with us.

## Online Survey

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**For more information contact:**
*Para obtener mas informacíon*
**Nathan Perez, City of Perris, nperez@cityofperris.org, 951.943.5003**

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*Para obtener mas informacion*
**Nathan Perez, City of Perris, nperez@cityofperris.org, 951.943.5003**

# Perris Trails Master Plan

## Upcoming Community Participation Events

The City of Perris is in the process of drafting a Trails Master Plan for trails and bikeways and wants to keep you informed. We invite you to join us at one or both of the upcoming events.

### Planning Commission Presentation

The Planning Commission will receive a presentation on the Perris Trails Master Plan and discuss opportunities, constraints, and ideas.

**Wednesday, January 18th**
**6:00 pm**
**City Council Chamber**
**101 North "D" Street**
(NW Corner of San Jacinto Avenue and Perris Boulevard)

### Stakeholder Forum

This forum will provide the opportunity for public agencies, organizations and other stakeholders to learn about the project and discuss specific opportunities and issues related to trails and bikeways in Perris.

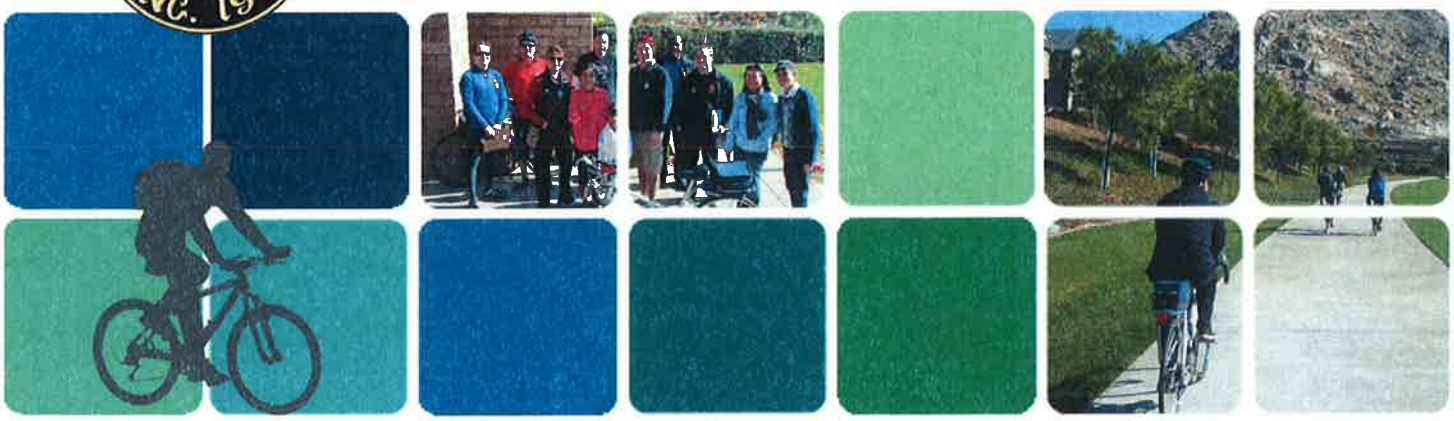
**Wednesday, January 25th**
**4:00 to 5:30 pm**
**City Council Chamber**
**101 North "D" Street**
(NW Corner of San Jacinto Avenue and Perris Boulevard)

### Online Survey

Visit **cityofperris.org** for more information about the Trail Master Plan project and take our online survey.

**For more information contact:**
*Para obtener mas informacíon*
**Nathan Perez, City of Perris**
**nperez@cityofperris.org**
**951.943.5003**

# Perris Trail Master Plan



## You're Invited!

# Teen Workshop

**July 17, 2012**
**5:00 pm to 6:00 pm**
**Perris Senior/Teen Center**
**100 North "D" Street**

Visit cityofperris.org for more information about the Trail Master Plan project.

The City of Perris is working on an exciting project to plan for trails and bikeways and wants to hear from teens in the city! Join your friends at an interactive workshop to learn more about the Trail Master Plan project and share your ideas about biking & walking in Perris with us.

**Win great prizes!**

**Refreshments provided!**

**For more information contact:**
*Para obtener mas informacíon*
**Nathan Perez, City of Perris, nperez@cityofperris.org, 951.943.5003**

**City of Perris**
**Perris Valley Storm Drain Channel Trail**

## Additional documentation

- Letters of Support
- Activity Center Map
- Collision Map
- Project Site Map

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

Riverside County Transportation Commission

May 19, 2014

Ms. Teresa McWilliam
ATP Program Manager
California Department of Transportation
Division of Local Assistance, MS 1
Attention: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Subject: California Department of Transportation – Active Transportation Program
City of Perris – Multi-Use Trail that Parallels the Perris Valley Storm Drain

Dear Ms. McWilliam:

The Riverside County Transportation Commission (RCTC) is pleased to support the city of Perris' grant application for Active Transportation Program (ATP) funding to construct a multi-use trail that parallels the Perris Valley Storm Drain.

The city of Perris is requesting funds to construct the two mile Phase 1 segment of a trail that will cross the Ramona Expressway and ultimately connect a trail from the northern city limits to the San Jacinto River Trail and terminate at Kabian Regional Park in the southwest city limits.

When completed and connected to the conditioned trail segments to be built by developers, the project will result in 4.32 miles of new multi-use trail and will consist of a 15-foot wide concrete pavement path, comprised of a 5-foot wide pedestrian path and a 10-foot wide bike path, along the bank of the Perris Valley Storm Drain. The trail will be designed to connect with future trail extensions north and south of the route. The trail will include a 6-foot chain link fence adjacent to the storm drain and a split rail PVC fence on the opposite side of the trail, landscaping, irrigation, interpretive signage to educate on wildlife and conservation practices, and appropriate pedestrian access features consistent with the city of Perris Trail Master Plan.

Perris is a disadvantaged community in need of infrastructure investment and the ATP program presents an important priority to provide needed improvements for residents while improving safety conditions and encouraging healthy transportation options.

Please contact Goods Movement Manager Tanya Love at (951) 781-7141, or by email at tlove@rctc.org, if you have additional questions or need more information.

Sincerely,

John Standiford
Deputy Executive Director

WARREN D. WILLIAMS
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

150647

# RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

January 15, 2013

Mr. Darren C. Madkin
Deputy City Engineer
City of Perris
101 N. D Street
Perris, CA 92570

Dear Mr. Madkin:

Re: City of Perris
Multi-Use Trail Project
Perris Valley Channel
Project No. 4-0-00010

The City has requested that the District allow the use of the Perris Valley Channel maintenance roads for a pedestrian trail from Perris Valley Channel Lateral B to the I-215 Freeway. The District is willing to grant permission to the City for trail use provided that the City enters into a license agreement with the District.

The City shall apply for an encroachment permit from the District for the trail use and submit a license agreement application with the permit application, drawings of the trail alignment within District right of way, details of the trail surface composition, and Federal, State, and County environmental regulatory permits required for the trail construction. The trail design shall provide a minimum 15' wide safe, drivable surface for District vehicles and unobstructed maintenance access to the channel.

Included in the license agreement will be the following requirements:

- The proposed trail improvements must not compromise the flood protection function of the District's facility;
- The proposed improvements must be reviewed and approved by the District prior to construction;
- The City shall assume sole responsibility for the operation and maintenance of the trail improvements, any associated appurtenances and the public's use thereof;
- The District shall retain sole responsibility for the operation and maintenance of the flood control facility;

- The City shall limit the use of the trail improvements to non-motorized recreation, and said use shall not unreasonably interfere with the District's ability to operate and maintain its facility; and

- The City shall agree to defend and hold District harmless from any damage or injury claims associated with the proposed improvements or the public's use thereof.

Please contact Ed Lotz, District Permit Engineer, at 951.955.1266 or Imad Guirguis, Engineering Project Manager, at 951.955.1210 if you have questions regarding the encroachment permit and license agreement process.

Very truly yours,

ZULLY SMITH
Chief of Operations and
Maintenance Division

EWL:rlp

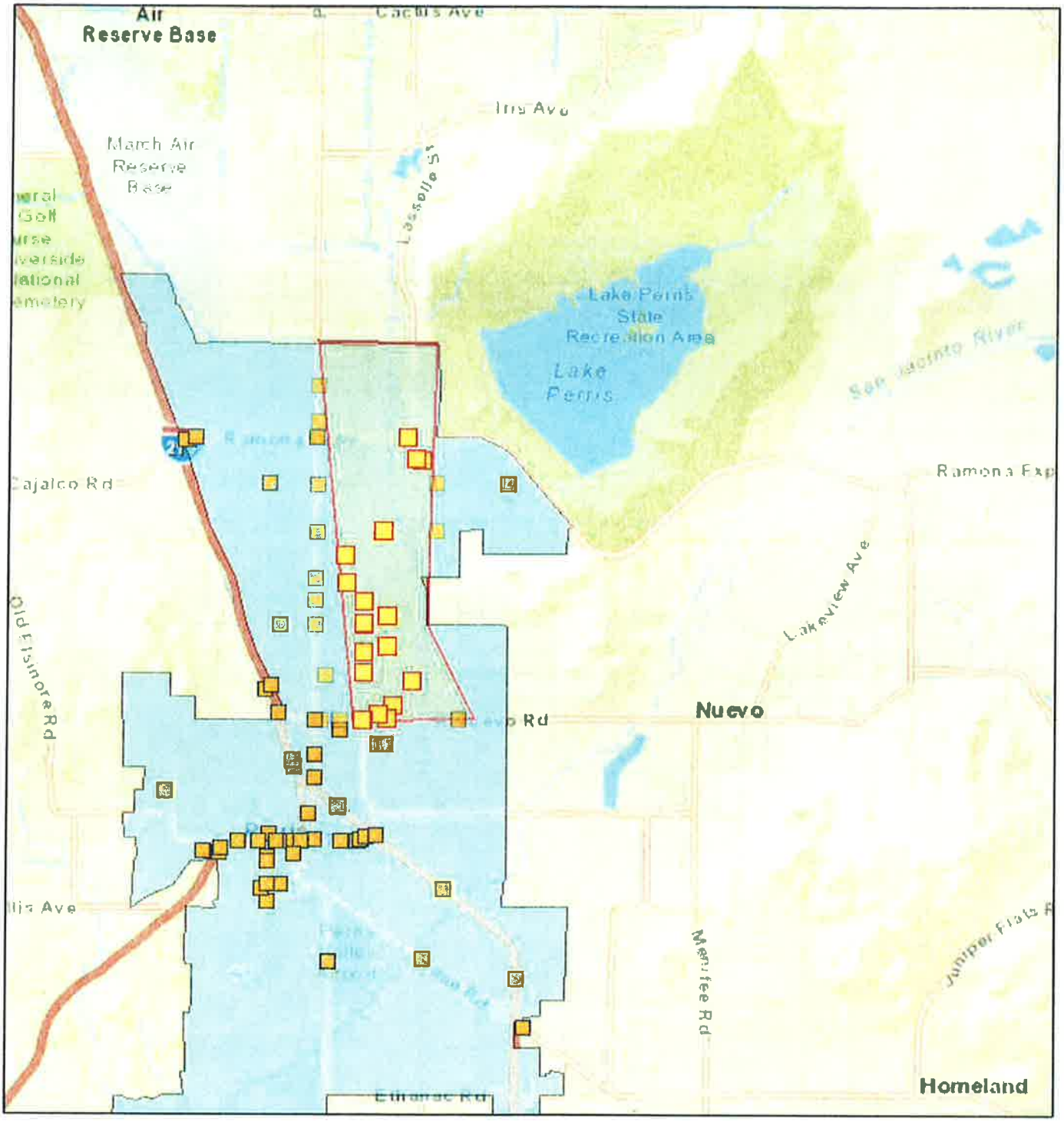
LEGEND

- Project Area
- Schools
  1. Rancho Verde High School
  2. Triple Crown Elementary School
- Parks
  1. Frank Eaton Memorial Park
  2. Morgan Park
  3. Liberty Park
  4. May Ranch Park
  5. Paragon Park
  6. Copper Creek Park
- Eateries
  1. Subway
  2. McDonalds
  3. Starbucks
  4. Lulu Hawaiian BBQ
  5. Farmer Boys
  6. Albertos
  7. Sol y Mar Mexican Restaurant
  8. Jack in the Box
  9. Taco Bell
  10. McDonalds
  11. Albertos
  12. Burger King
  13. Pizza Hut
  14. McDonalds
  15. Jenny's Family Restaurant
  16. Juan Pollo
- Markets
  1. Lake Perris Market & Deli
  2. Mendez Meat Market
  3. Gourmet Foods
  4. Market Plus
  5. Kingdom Fish Market
- Perris Valley Spectrum Center
  1. Walmart
  2. Dollar Tree

Winston Village Shopping Center
1. Walgreens
2. Just Tires

- Farmers Fairgrounds

# SWITRS Collisions from 1-1-06 to 12-31-11, PERRIS, RIVERSIDE




May 12, 2014

1:112,549

0 0.75 1.5 3 mi

0 1.5 3 6 km

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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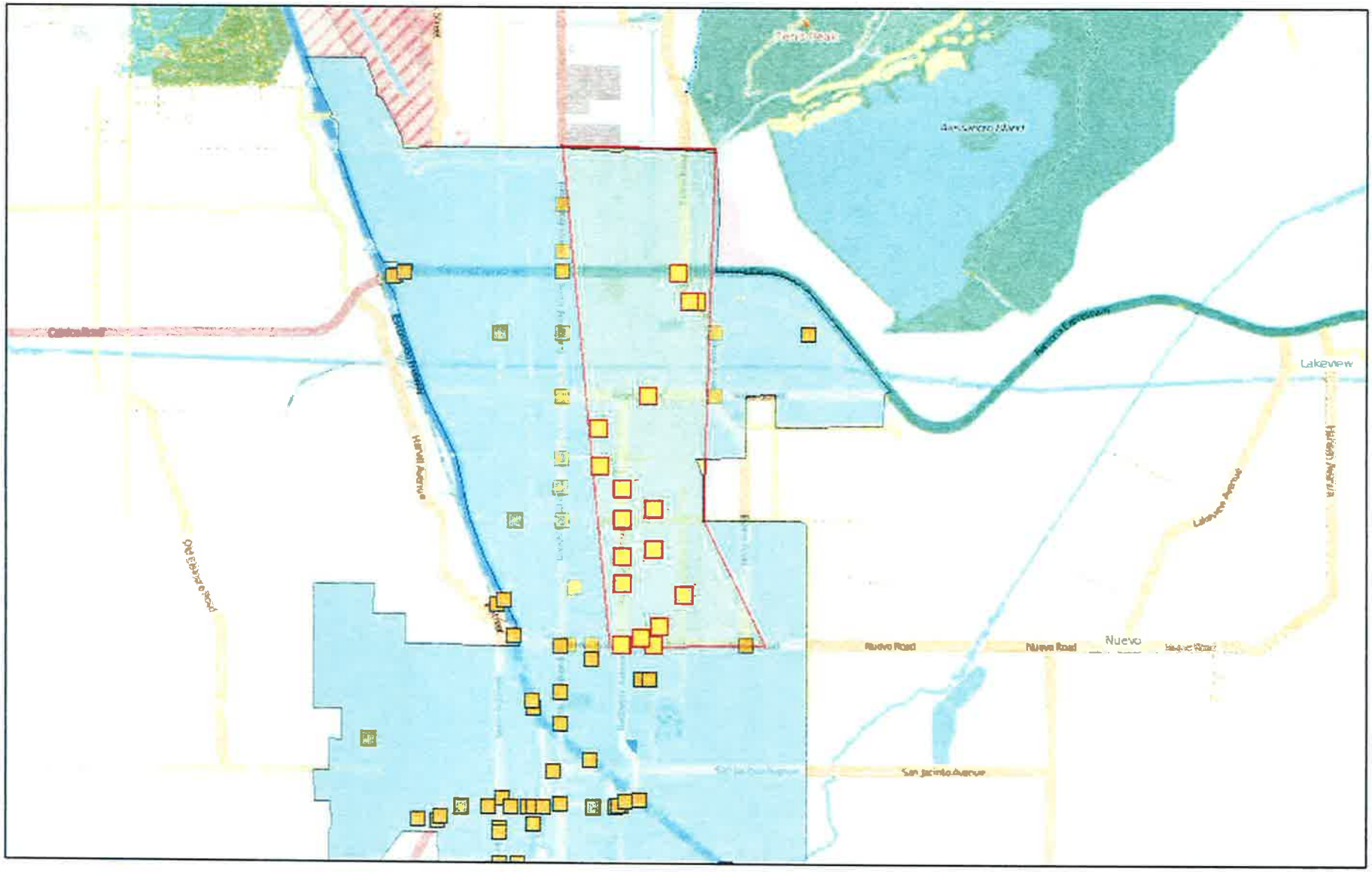
# SWITRS Collisions from 1-1-06 to 12-31-11, PERRIS, RIVERSIDE






May 14, 2014

1:84,412

0 0.5 1 2 mi

0 1 2 4 km

Made by: SWITRS GIS Map at TIMS (http://tims.berkeley.edu)

# Collision Diagram

Primary Street:

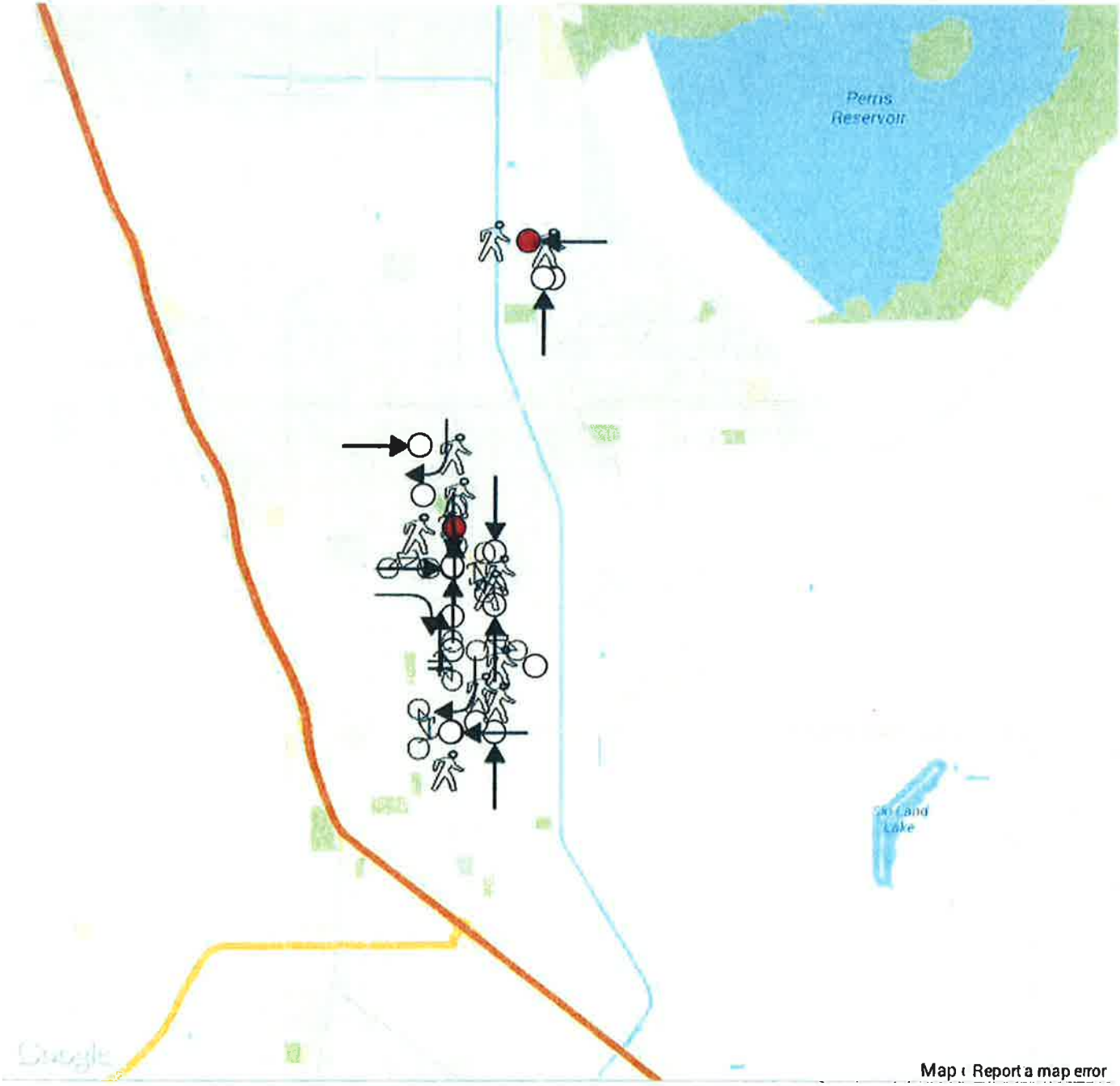
Secondary Street:

Time Period:

Agency Name:

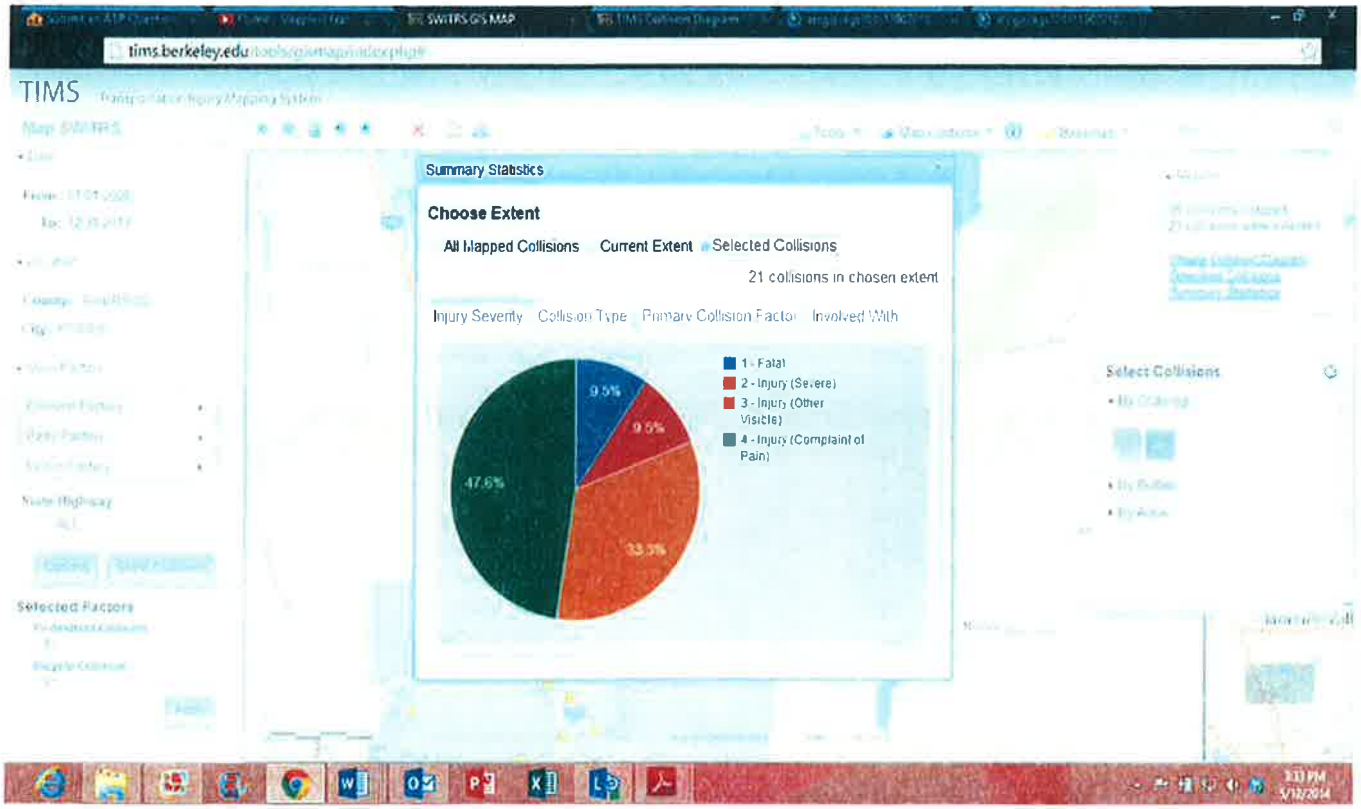
| Mapping Summary | |
|---|---|
| Fatal Collision | 2 |
| Injury Collision | 16 |
| Mapped | 18 |
| Not Drawn | 3 |
| Total | 21 |

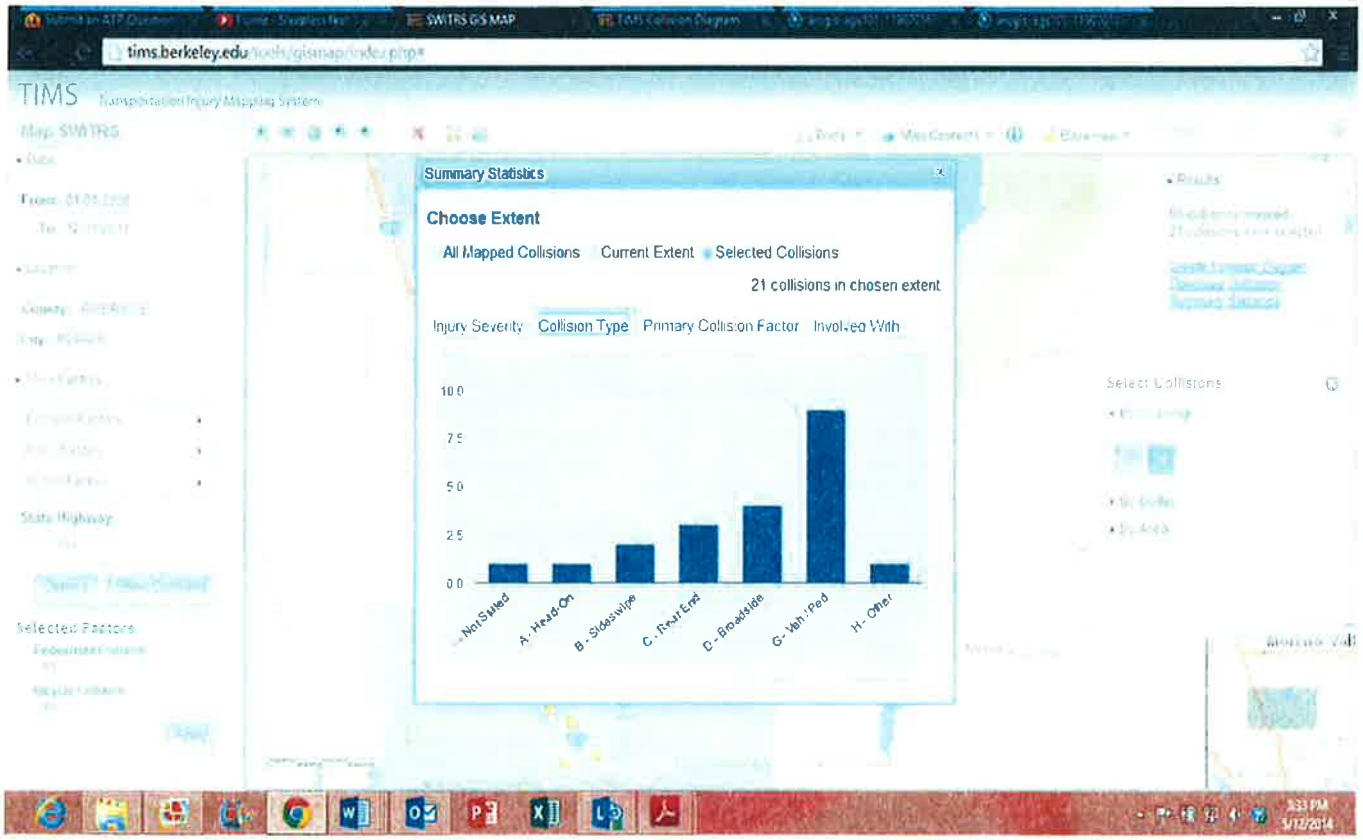
Straight
Left Turn
Right Turn
U-Turn
Pedestrian
Object
Fatal Crash
Overturned
Ran Off Road
Stopped
Parked
Bicycle
Injury Crash

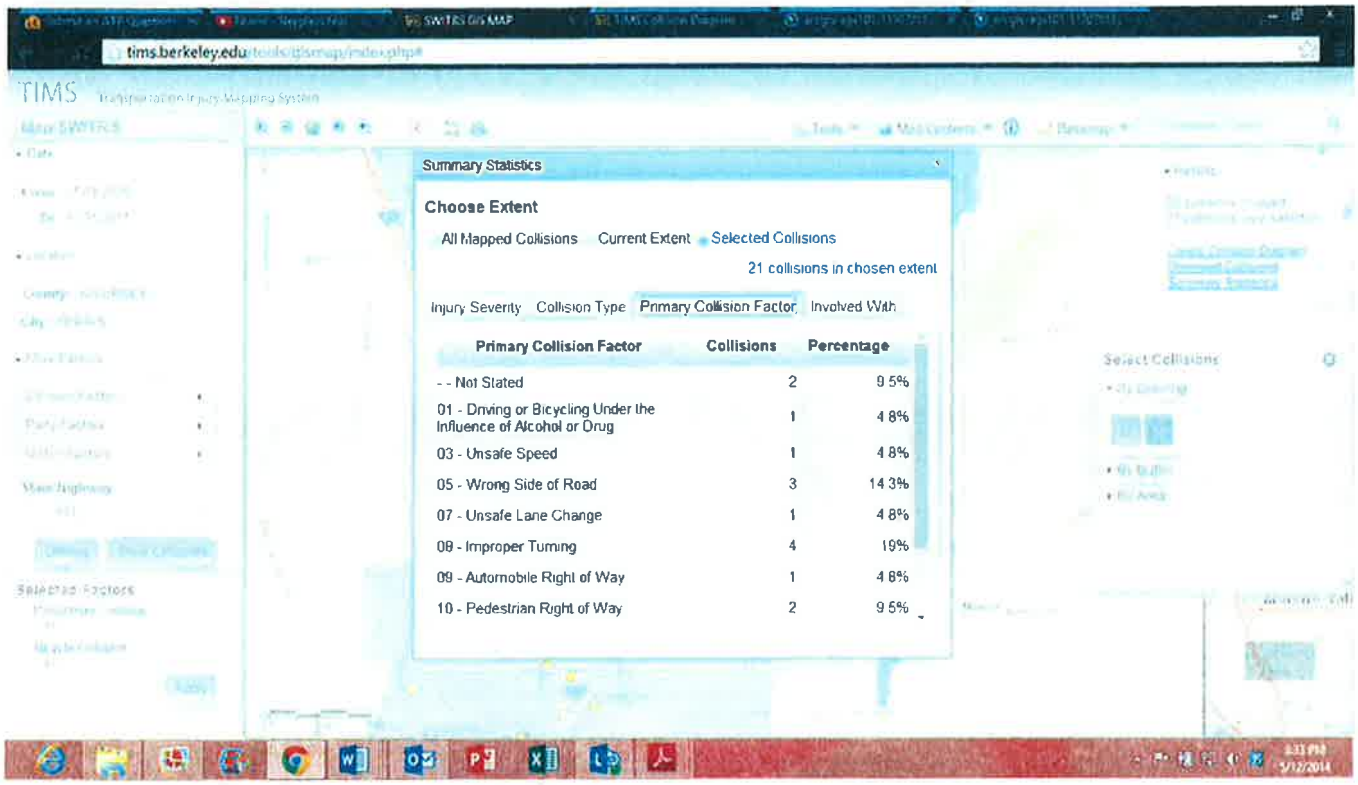


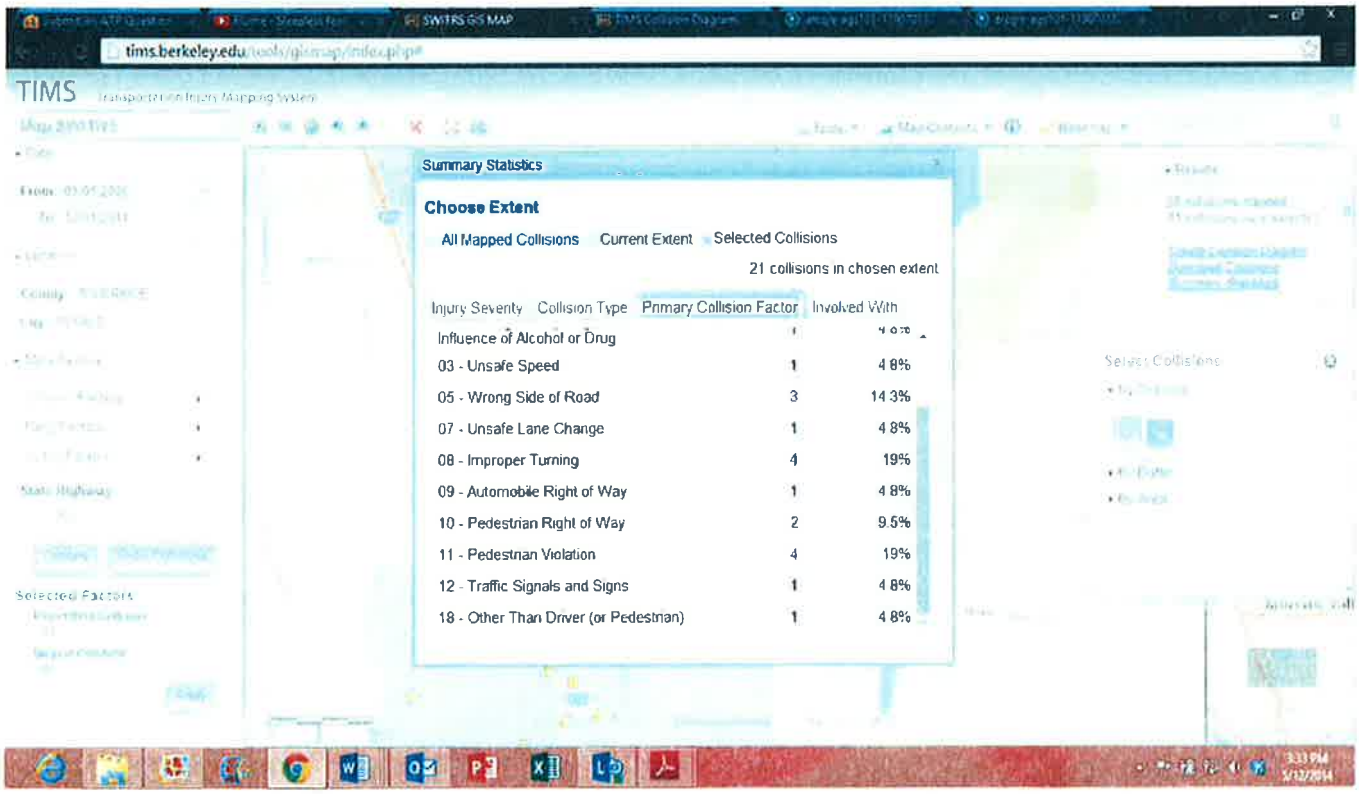

Date Created: 05/12/2014

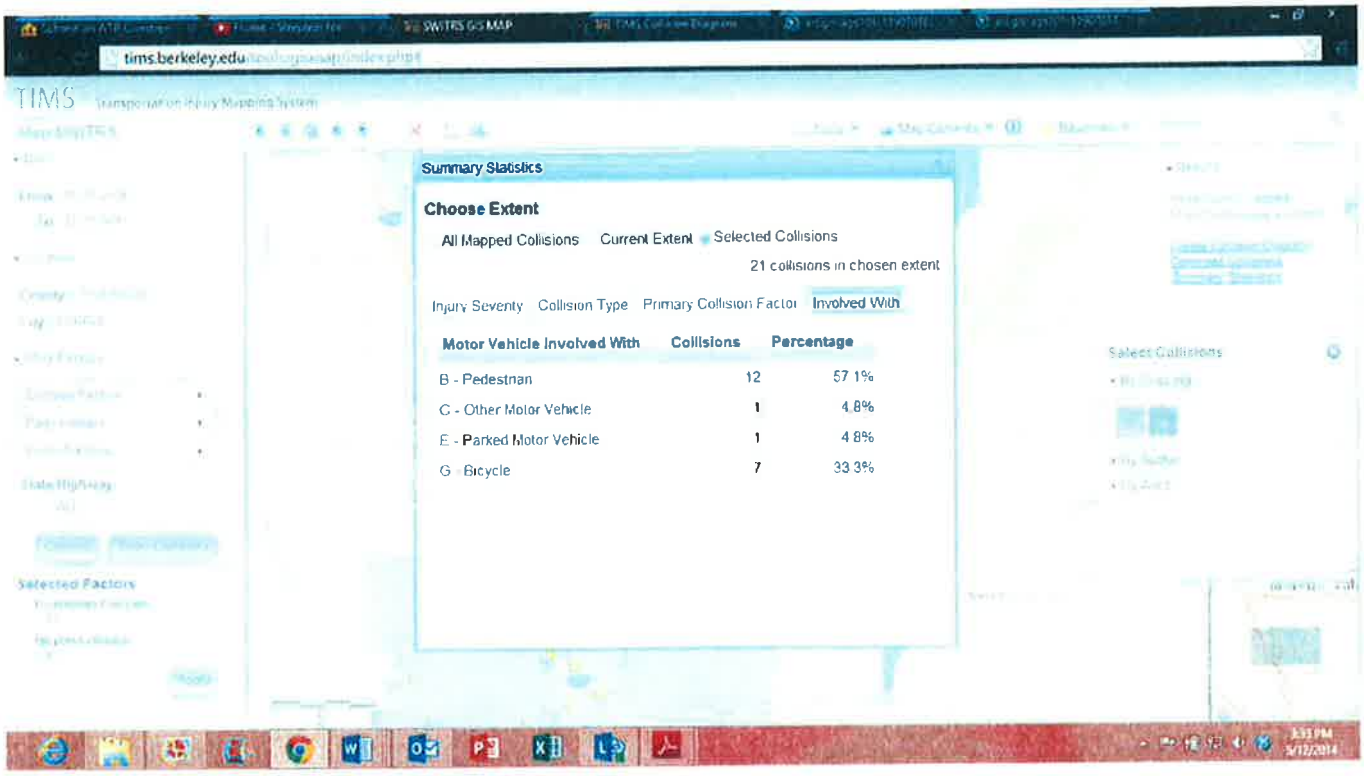
Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2013

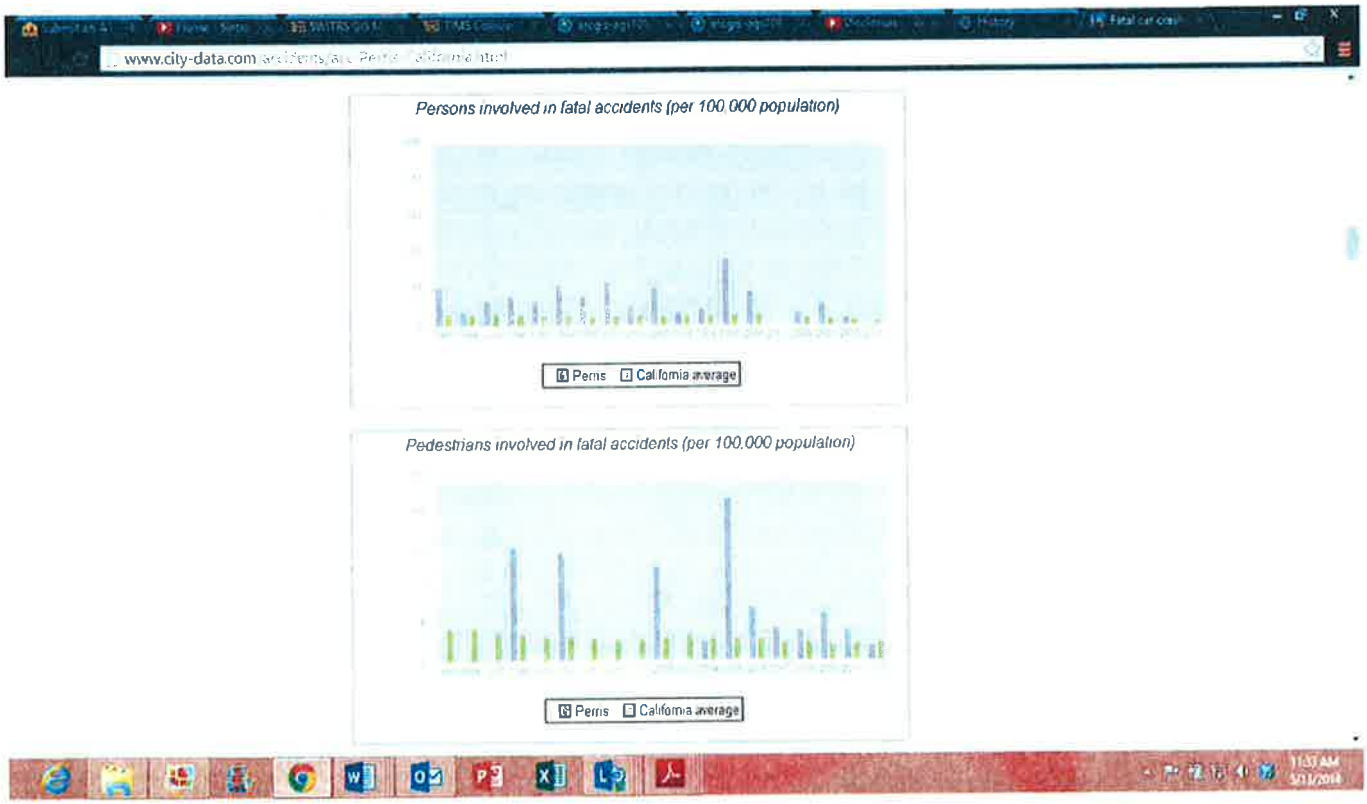

SWITRS GIS MAP
tims.berkeley.edu
TIMS
Summary Statistics
Choose Extent
All Mapped Collisions
Current Extent
Selected Collisions
21 collisions in chosen extent
Injury Severity
Collision Type
Primary Collision Factor
Involved With
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
9.5%
9.5%
47.6%
33.3%
Select Collisions
Selected Factors


SWITRS GIS MAP
tims.berkeley.edu
TIMS
Summary Statistics
Choose Extent
All Mapped Collisions
Current Extent
Selected Collisions
21 collisions in chosen extent
Injury Severity
Collision Type
Primary Collision Factor
Involved With
10.0
7.5
5.0
2.5
0.0
Not Stated
A - Head On
B - Sideswipe
C - Rear End
D - Broadside
G - Veh / Ped
H - Other
Select Collisions
Selected Factors


tims.berkeley.edu
TIMS
Summary Statistics
Choose Extent
All Mapped Collisions
Current Extent
Selected Collisions
21 collisions in chosen extent
Injury Severity
Collision Type
Primary Collision Factor
Involved With
Primary Collision Factor | Collisions | Percentage
- - Not Stated | 2 | 9.5%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug | 1 | 4.8%
03 - Unsafe Speed | 1 | 4.8%
05 - Wrong Side of Road | 3 | 14.3%
07 - Unsafe Lane Change | 1 | 4.8%
08 - Improper Turning | 4 | 19%
09 - Automobile Right of Way | 1 | 4.8%
10 - Pedestrian Right of Way | 2 | 9.5%


tims.berkeley.edu
TIMS
Summary Statistics
Choose Extent
All Mapped Collisions
Current Extent
Selected Collisions
21 collisions in chosen extent
Injury Severity
Collision Type
Primary Collision Factor
Involved With
Influence of Alcohol or Drug
03 - Unsafe Speed | 1 | 4.8%
05 - Wrong Side of Road | 3 | 14.3%
07 - Unsafe Lane Change | 1 | 4.8%
08 - Improper Turning | 4 | 19%
09 - Automobile Right of Way | 1 | 4.8%
10 - Pedestrian Right of Way | 2 | 9.5%
11 - Pedestrian Violation | 4 | 19%
12 - Traffic Signals and Signs | 1 | 4.8%
18 - Other Than Driver (or Pedestrian) | 1 | 4.8%


tims.berkeley.edu
TIMS
Summary Statistics
Choose Extent
All Mapped Collisions
Current Extent
Selected Collisions
21 collisions in chosen extent
Injury Severity
Collision Type
Primary Collision Factor
Involved With
Motor Vehicle Involved With | Collisions | Percentage
B - Pedestrian | 12 | 57.1%
C - Other Motor Vehicle | 1 | 4.8%
E - Parked Motor Vehicle | 1 | 4.8%
G - Bicycle | 7 | 33.3%
Selected Factors


www.city-data.com
Persons involved in fatal accidents (per 100,000 population)
Perris
California average
Pedestrians involved in fatal accidents (per 100,000 population)
Perris
California average

Seaton Ave
Cajalco Expy
Patterson Ave
Nevada Ave
Webster Ave
N Webster Ave
E Frontage Rd
N Perris Blvd
Ramona Expy
Medical Center Dr
Redlands Ave
Wilson Ave
Murrieta Rd
Evans Rd
E Rider St
E Nuevo Rd
E Nido Ave
Lake Perris State Recreation Area
Lake Perris
0.2516 mi
1.616 mi
1.079 mi
1.346 mi
4.32 mi