AGENDA

CITY COUNCIL MEETING - SPECIAL (WORKSHOP) OF THE BANNING CITY COUNCIL
CITY OF BANNING, CALIFORNIA

June 11, 2024
4:00 p.m.
In Chambers

Council Chambers
99 E. Ramsey Street
Banning, CA 92220

The following information comprises the agenda for the regular meeting of the Banning City Council, a joint meeting of the City Council and Banning Utility Authority, and the Banning City Council sitting in its capacity as the Banning Successor Agency Board.

Per City Council Resolution 2016-44, matters taken up by the Council before 10 p.m. may be concluded, but no new matters shall be taken up except upon a unanimous vote of the council members present and voting. Such an extension shall only be valid for one hour and each hour thereafter shall require a renewed action for the meeting to continue.

TELECONFERENCE LOCATION
Council Member Happe will be participating from a remote location: 350 N Ocean Ave #59, Cayucos CA 93430. Members of the public are invited to attend at this location.

1. CALL TO ORDER

2. PUBLIC COMMENTS - *Agenda Items Only*

3. WORKSHOP ITEMS

3.1 Banning Active Transportation Plan (ATP)
Recommendation: Discuss the list of toolbox items, priority projects, and recommendations presented in the Active Transportation Plan (ATP) and provide feedback to assist in the preparation of the final draft.

4. ADJOURNMENT

AFFIDAVIT • DECLARACIÓN JURADA

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Caroline Patton, Administrative City Clerk
Secretario adjunto de la ciudad

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Public Comment

Agenda Items

Any member of the public may address this meeting of the City Council on any item appearing on the agenda. A five-minute limitation shall apply to each member of the public and no member of the public shall be permitted to share their time with any other person.

Non-Agenda Items

Any member of the public may address this meeting of the Council on any item which does not appear on the regular meeting agenda but is of interest to the general public and is an item upon which the Council may act. A three-minute limitation shall apply to each member of the public and no member shall be permitted to share their time with any other person. No action shall be taken, nor discussion held by the Council, on any item which does not appear on the agenda, unless the action is otherwise authorized in accordance with the provisions of subdivision (b) of §54954.2 of the Government Code.

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99 East Ramsey Street, Banning, California 92220

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Nate Smith, Public Works Deputy Director** **Art Vela, Director of Public Works**
MEETING DATE:	**June 11, 2024**
SUBJECT:	**Banning Active Transportation Plan (ATP)**

RECOMMENDATION:

Discuss the list of toolbox items, priority projects, and recommendations presented in the Active Transportation Plan (ATP) and provide feedback to assist in the preparation of the final draft.

BACKGROUND:

In 2019, the City of Banning embarked on a project to add bike lanes throughout the City. However, a comprehensive ATP is needed to guide active transportation decisions affecting local streets and roads, sidewalks, ADA compliance, school routes and business corridors and improve transportation infrastructure for pedestrians and bicyclists. Active Transportation Plan On March 31, 2022, SCAG staff released a Request for Proposals (RFP) No. 22-050 for the project through the electronic bidding system "PlanetBids" and directly to SCAG's Solicitation Management System website. In response to these efforts, forty-four (44) firms downloaded the RFP, and three (3) proposals were received. The RFP included: a detailed Consultant Scope of Services/Tasks, submittal requirements, and a description of the evaluation criteria and selection process for the RFP. The Proposal Review Committee (PRC) consisted of four staff members: two from SCAG, one from the City of Lynwood and one from the City of Banning's Engineering Division of Public Works. The PRC evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed all three (3) offerors. The highest ranked consultant was KTUA and SGAC approved Contract No. 22-050-C01 in an amount not-to-exceed $448,056, with KTUA, to develop one comprehensive Active Transportation Plan (ATP) for the City of Banning among other projects administered by SCAG with this award. This project was entirely funded by SCAG.

JUSTIFICATION:

The purpose of this project is to create a comprehensive citywide Active Transportation Plan. While the planning effort was comprehensive and evaluated bike/pedestrian infrastructure citywide, there are specific focus areas of concern. These include school routes, crash and injury hot spots, and the eastern portion of town that lacks infrastructure to support walking and biking. The Consultant identified and created maps for proposed pedestrian and bicycle facilities and non-infrastructure programs based on community, stakeholder, and stakeholder advisory committee feedback. The planning process identified improvements for active transportation, safe routes to schools, and ADA compliance including sidewalks, roadway safety improvements (high visibility crosswalks, markings, speed cushions/tables) and Class I, II, III and IV bicycle facilities/routes. Through stakeholder workshops and evaluation of current conditions, the assessment phase of planning resulted in a better understanding of where critical barriers to mobility and infrastructure gaps exist. The draft Plan includes a practical implementation strategy

with preliminary design schematics and concepts, and data that can be used in grant applications for fifteen (15) priority projects, including six (6) safe routes to schools projects. Additionally, existing conditions, public outreach and grant funding opportunities are summarized in the Plan. The Consultant coordinated with City staff to create an extensive and effective public participation approach engaging the community with proven approaches for finding consensus amongst stakeholders, which is essential to public policy development and long-term implementation of the Plan. All residents of Banning were encouraged to attend community meetings. The purpose of this ATP is to provide the City of Banning with a comprehensive document outlining the existing inventory of bicycle and pedestrian infrastructure and travel habits of the community. An analysis of the City's current infrastructure highlights areas of opportunity to be prioritized for future improvements and recommendations are presented within this plan as fifteen (15) priority projects. This ATP will guide the development and implementation of active transportation infrastructure programs and policies for the City.

The consultant prepared a Community Engagement Plan in order to provide outreach activities that included participation from the public and from key stakeholders to ensure the Plan's concepts reflect the community's needs and wishes. The outreach activities engaged local and regional representatives to obtain feedback, provided presentations covering the project background, goals, scope, preliminary and draft concepts, and the final Plan, as the project progressed. The purpose of project stakeholders' meetings was to advise key stakeholders of the goals of the project, and keep them informed on the project progress, while also allowing the stakeholders to provide input on the Plan and concepts. Nine (9) project Stakeholder Advisory Group (SAG) meetings occurred with the final meeting held on April 29, 2024. Additional outreach activities, including three (3) community events, a project website, surveys, and social media posts are included. In total, the following activities have been completed: October 27, 2022 Engagement Day Community pop-ups at Banning High School, Nicolet Middle School, and Central Elementary School Banning Civic Center Open House April 15, 2023 Disaster Expo, presentation boards soliciting community feedback May 5, 2023 Market Night, Kit of Parts demonstration of five infrastructure elements November 7, 2023 ATP Plan Update and Public Outreach: Sun Lakes HOA presentation Banning Civic Center Open House March 19, 2024 Community Workshop/Open House at Banning Public Library May 7, 2024 Sun Lakes HOA Presentation #2 Nine bimonthly Stakeholder Advisory Group (SAG) Meetings Public Surveys and Project Website Presentation of the Draft ATP May 1, 2024 Planning Commission Workshop Meeting May 7, 2024 Second Sun Lakes HOA presentation The Planning Commission presentation led to a discussion about Nicolet Middle School and the cycle track, regarding the merits of a one way versus a two way traffic cycle track. The Sun Lakes presentation led to a discussion regarding parking along Sun Lakes Boulevard.

FISCAL IMPACT:

No fiscal impact.

ALTERNATIVES:

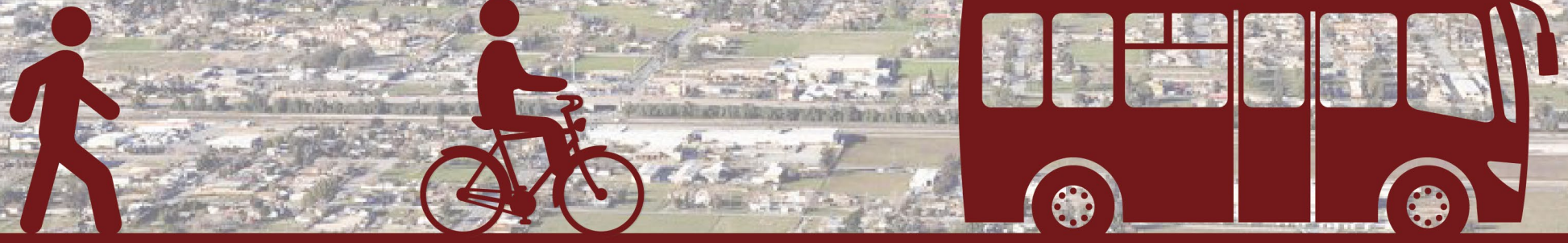
No alternatives. Discussion item only.

ATTACHMENTS:

1. DRAFT_Banning_ATP_042524.pdf
2. DRAFT_Banning_ATP_Appendix_042324.pdf
3. Banning_ATP_Workshop_Flyer_-_Banning_Civic_Center__updated__Page_1.pdf
4. Banning_Planning_Commission_Meeting_Slides_for_May_1.pdf
5. Presentation_-_City_Council_ATP_Workshop.pdf

CITY OF BANNING

ACTIVE TRANSPORTATION PLAN



DRAFT REPORT 2025


RAMSEY
K.K MARKET
A'S NOTHING OVER $9.99
LA'S NOTHING OVER $9.99
FASHION UNDER $10.99
STOP
2021

ACKNOWLEDGEMENTS

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INTRODUCTION 1.

1.1 PROJECT OVERVIEW

1.1.1 WHAT IS THE ACTIVE TRANSPORTATION PROGRAM?

The Active Transportation Program was established by Senate Bill 99 and Assembly Bill 101, "for the purpose of encouraging increased use of active transportation, such as biking and walking." The goals to be achieved are:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

1.1.2 ORGANIZATION OF PLAN

The City of Banning's Active Transportation Plan (ATP) is organized in the following chapters:

Chapter 1: Introduction

Introduces the purpose, goals, and vision of this plan.

Chapter 2: Existing Conditions

An overview of the existing conditions analysis undertaken to help identify gaps and areas for improvement throughout the city.

Chapter 3: Stakeholder Engagement

Provides an overview of outreach and public engagement conducted throughout the planning process for the development of this plan.

Chapter 4: Recommendations

Includes the top 15 priority projects identified throughout this study and provides recommendations for future improvements and enhancements.

Chapter 5: Implementation Plan

Provides funding opportunities and measurable metrics to track implementation of programming per each of traffic safety's six E's (Engineering, Education, Encouragement, Equity, Enforcement, and Evaluation).

1.1.3 PLANNING PROCESS

The planning process is meant to ensure the development of a successful plan that the community can support in the next phase of implementation. Figure 1-1 on page 3 shows the planning process undertaken for the development of this ATP.

1.1.4 PURPOSE AND OBJECTIVE

The purpose of this Active Transportation Plan (ATP) is to provide the City of Banning with a comprehensive document outlining the existing inventory of bicycle and pedestrian infrastructure and travel habits of the community. An analysis of the City's current infrastructure highlights areas of opportunity to be prioritized for future improvements and recommendations are presented within this plan as 15 priority projects. This ATP will guide the development of active transportation infrastructure programs and policies for the City.

FIGURE 1-1: Planning Process



Establishing a Vision

The Project Team, City Staff, and stakeholders define the projects vision and goals.



Research and Analysis

The Project Team with support and coordination with City Staff gather data of past and existing planning efforts through Geographical Information System (GIS) data collection, fieldwork, and the review of plans and policies.



Community Outreach and Engagement

Community engagement takes place in the form of workshops, pop-ups, and stakeholder workshops to listen and gather the needs and desires of community members.



Proposed Project Prioritization and Draft Plan

Fifteen Priority Projects are carefully identified by the Project Team that address the needs of the City and community. At this stage a Draft ATP Plan is created for review and open for comments.



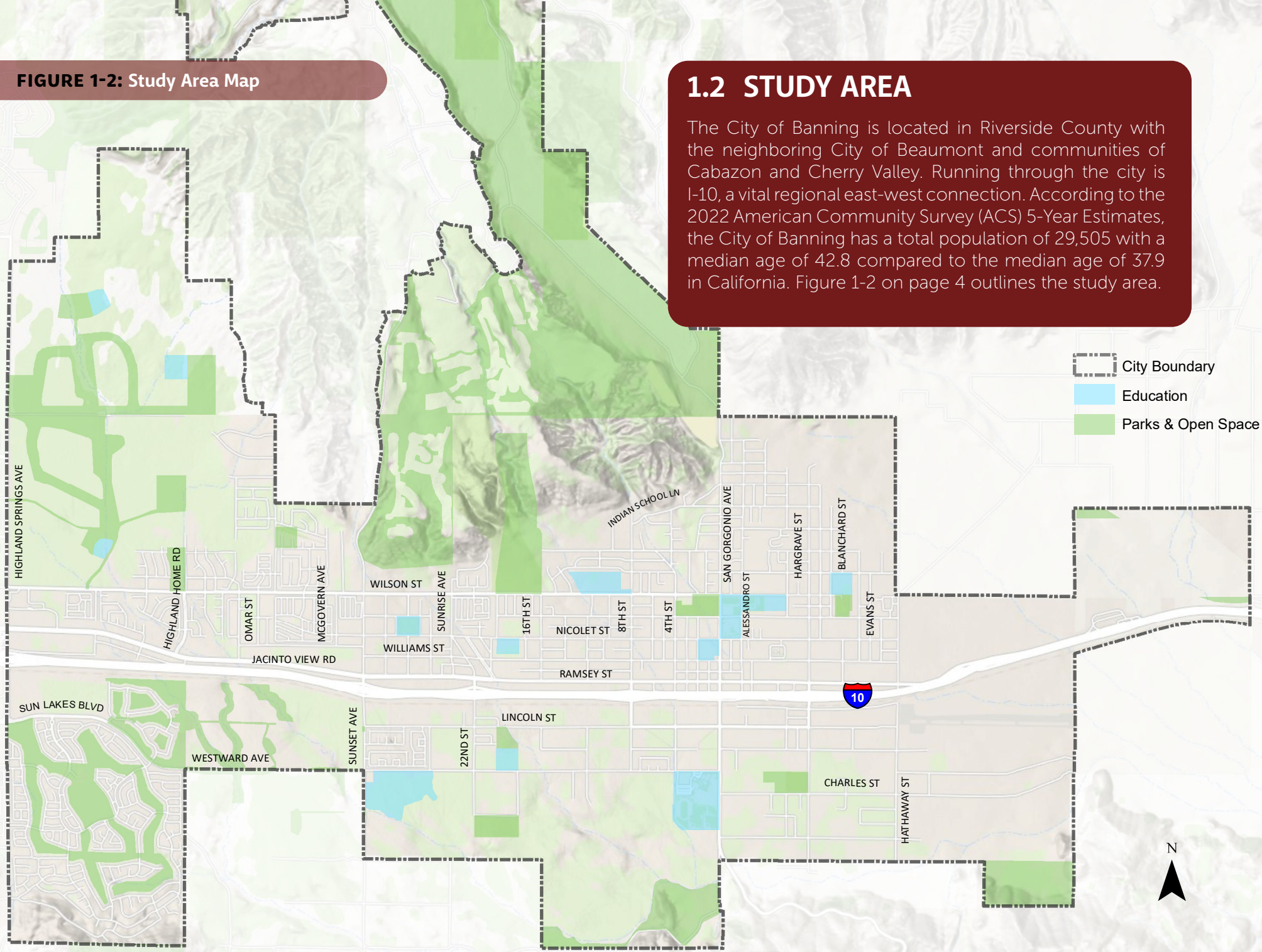
Adoption and Implementation

Once the Draft Plan has been approved by the City Council, it is adopted and the pursuit of funding of the Priority Projects for implementation is ready to begin as presented in the ATP Plan!

FIGURE 1-2: Study Area Map

1.2 STUDY AREA

The City of Banning is located in Riverside County with the neighboring City of Beaumont and communities of Cabazon and Cherry Valley. Running through the city is I-10, a vital regional east-west connection. According to the 2022 American Community Survey (ACS) 5-Year Estimates, the City of Banning has a total population of 29,505 with a median age of 42.8 compared to the median age of 37.9 in California. Figure 1-2 on page 4 outlines the study area.



1.2.1 ACTIVE TRANSPORTATION TRENDS

The current infrastructure in the U.S. is a result of past auto-centric programs and policies that were adopted. However, cities are now promoting more sustainable and environmentally conscious modes of transportation and embracing active transportation as an alternative to driving.

Trends in active transportation planning and design have evolved significantly over the last decade. Communities across the country and throughout California have seen the growth of both conventional and progressive active transportation infrastructure. Local leaders, community members, and advocates are showing ongoing interest in ensuring that walking, biking, and new mobility facilities are not only included, but prioritized in their built environment. The State of California continues to show its commitment to this movement through its Active Transportation Program, which draws from federal and state funds to provide roughly $320 million annually for bicycle and pedestrian projects across California. Since the program was launched in 2013, over 800 active transportation projects across California have been funded. The United States Congress authorized the Active Transportation Infrastructure Investment Program as part of the Infrastructure Investment and Jobs Act and appropriated $45 million in funding to kick-start the program in 2023, with more funding to come in 2024. Under the Infrastructure Investment and Jobs Act, the Safe Streets and Roads for All (SS4A) program established $5 billion to be distributed in California across a five-year period ending in 2026, with more to be distributed in future funding rounds.

1.3 BENEFITS OF ACTIVE TRANSPORTATION

Numerous environmental, health, economic, and equity benefits are attributed to modes of active transportation such as bicycling and walking - especially as substitutes for travel by motor vehicles. The following section describes the key benefits of active transportation addressed in this plan.

Environmental

Increasing the number of trips people take by bicycling and walking instead of driving advances the active transportation efforts to help achieve greenhouse gas (GHG) emissions reduction goals. The U.S. is one of the largest contributors of GHG emissions through the use of on-road transportation and increasing active transportation through walking, bicycling, and public transit can help decrease the use and dependency on motor vehicles. The County of Riverside is consistent with State 2050 GHG emissions reduction targets, according to its 2019 Climate Action Plan, and may make strategy adjustments as the State sets new reduction goals.

Health

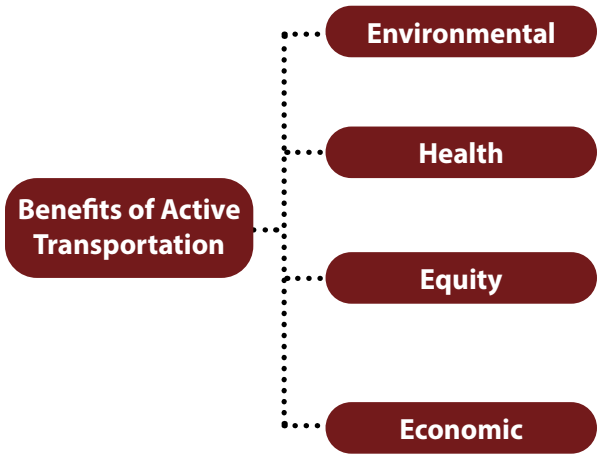
One of the goals of active transportation is to enhance public health, and investing in bicycle and pedestrian facilities creates opportunities for people to exercise and can ultimately help reduce obesity, diabetes, cardiovascular disease, and other illnesses. Regular physical activity has been found to decrease the likelihood of depression by 30 percent and biking has been found to be the happiest mode of transportation.

Economic

Active transportation provides economic benefits to individuals as they are cost effective alternatives to operating a motor vehicle and the associated costs. The average annual cost associated with operating a motor vehicle in 2020 according to American Automobile Association (AAA) was $9,561 versus $308 a year for owning and operating a bicycle, according to the American Bicyclists and the Sierra Club.

Equity

An equitable transportation system is fair and facilitates access to transportation for all ages and abilities. However, underrepresented communities, often low-income communities, have historically been excluded from the transportation planning process. The most vulnerable populations are affected by decades of prioritization given to wealthier and whiter communities where transportation spending is greater. Improving equity in transportation can make active transportation safer, and more accessible and comfortable, for underserved communities.



1.4 ANALYSIS OF EXISTING POLICY DOCUMENTS

A review of applicable regional planning documents was completed to ensure this ATP builds upon existing and past efforts. The following section provides a summary of relevant reports with existing goals, policy, and project frameworks on which to develop the ATP.

- City of Banning General Plan - 2013 Circulation Element
- The 2018 Western Riverside County of Government (WRCOG) ATP
- The 2015 Rancho San Gorgonio Specific Plan (RSGSP)
- The 2022 Banning Local Road Safety Plan

City of Banning General Plan Circulation Element (2013)

The City of Banning General Plan 2013 Circulation Element Amendment has a list of goals, policies, and programs with detailed road change recommendations that may already be completed at the time of adoption of this ATP. The report notes that bicycle lanes are proposed in the City's Park and Recreation Master Plan but also that "development of a network of bikeways is constrained by the existing condition of street right-of-ways.". The Active Transportation Plan supports:

Goal 1: A safe and efficient transportation system. This is from the General Plan Circulation Element above correct?

Policy 2: Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Policy 3: The City shall establish and maintain a 5-Year Capital Improvement Program for streets.

Policy 4: Proactively participate in regional transportation planning.

Policy 5: Consider amendments to the Highland Home/ Highland Springs/ 18th Street/ Brookeside street configurations based on public safety, design feasibility and area needs.

Policy 7: New development proposals shall pay their fair share for the improvement of streets within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.

Policy 8: Traffic Calming devices shall be integrated into all City Streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.

Policy 9: Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.

Policy 10: Sidewalks shall be provided on all roadways 66 feet or wider. In Rural Residential Land use designation pathways shall be provided.

Policy 11: Sidewalks or other pedestrian walkways shall be required on all streets within all new subdivisions.

Policy 12: In the absence of a vehicular grade separation, the City shall aggressively pursue a grade separated pedestrian access across San Gorgonio, to assure that high school students do not have to cross the railroad tracks on their way to and from school.

Policy 13: Pedestrian access in the Downtown Commercial designation shall be preserved and enhanced.

Policy 15: The City shall develop a Golf Cart Plan compliant with state requirements.

Policy 16: Golf cart paths and facilities shall be funded, to the greatest extent possible by new development.

Policy 17: Encourage the expansion of an integrated Pass transit system.

Policy 18: The City shall review its transit service to major regional attractions, and intra-City recreational locations in future planning efforts, based on need.

Policy 20: Promote the location of a passenger rail station for long distance and commuter rail service.

Policy 23: The City shall purchase and/ or replace its fleet of vehicles with alternative fuel vehicles when available to the greatest extent possible, and shall encourage other agencies to do the same.

Policy 24: Public alleys throughout the City shall be maintained to be useful and safe at all times.

Policy 25: The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.

Policy 26: The City should continue to work with the Morongo Band of Mission Indians and neighboring cities and communities to create a regional bicycle and trail network.

Policy 27: The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrian, and/ or pedestrians.

Policy 28: Motorized vehicles shall be prohibited on City trails.

Western Riverside County of Government (WRCOG) Active Transportation Plan (2018)

The 2018 Western Riverside County of Government (WRCOG) ATP summarizes active transportation related policy and project context for the City of Banning. This report first notes safety of bicyclists and pedestrians as one of the most important aspects of an ATP that can be achieved through policy and education with Safe Routes to School and Vision Zero. Transit oriented development with furnishings, complete streets, a flexible level of service for vehicles, complete pedestrian and bicycle networks, enhanced paving, landscaping, and bicycle racks at retail are all recommended. As part of the San Bernardino I-10 Pass, a non-motorized facility will connect residents in Beaumont, Banning, and Cabazon to the greater Riverside region and beyond through various types of bicycle facilities. This project will encourage transit users to use nonmotorized travel for first-last mile connections.

Rancho San Gorgonio Specific Plan (RSGSP) (2015)

The 2015 Rancho San Gorgonio Specific Plan (RSGSP) developed by the City of Banning sets out a plan for growth using seven walkable 'villages' with varying levels of density from very low to medium high and a total maximum of approximately 3,300 new dwelling units. Bicycle lanes are proposed to be on both sides of all arterial and collector streets (parallel parking not on these streets), plus sidewalks on one side of the same street and a 10 foot wide multi-purpose trail on the other side of the street. The multi-purpose trail will be a decomposed granite surface to support hiking, jogging, bicycles, and potentially equestrian use. Roundabouts are proposed for all collector and arterial intersections, although the roundabout diagrams do not show the bicycle lanes. Approved golf carts, also known as electric Low Speed Vehicles (LSV), will be accommodated on all internal project streets on shared bicycle/LSV lanes.

Additional traffic calming measures allowed in the RSGSP include narrow residential streets, bulb-outs at intersections with reduced turning radius, street trees, on street parking where bicycle/LSV lanes are not proposed, pavement treatments at intersections, high visibility crosswalks, and street lights.

Banning Local Road Safety Plan (2022)

The development of a Local Road Safety Plan (LRSP) program was established by the California Department of Transportation (Caltrans) in 2019 and it is meant to provide cities with a framework that identifies priority roadway safety improvements for funding. Therefore, the development of the 2022 Banning Local Road Safety Plan in alignment with the California Strategic Highway Safety Plan (SHSP) that provides traffic safety strategies five E's - engineering, enforcement, education, emergency response, and emerging technologies - allows the City to qualify for the pursuit of Highway Safety Improvement Program (HSIP) grant funding that the City has in the past been successful in obtaining. The Banning LRSP vision is to "provide a safe roadway system for all Banning roadway users including vehicles, pedestrians, and bicyclists" and through feedback from stakeholders and data analysis, two priority projects and one HSIP funding set-aside project were identified for development of a preliminary project scope, cost estimate, and benefit cost ratio (BCR) analysis. Please note these three projects were awarded HSIP grants last cycle.

Citywide traffic signal hardware upgrades

- Emergency vehicle preemption (EVP) systems
- Countdown pedestrian signal heads
- Accessible pedestrian signal (APS) push buttons
- Light emitting diode (LED) safety lighting
- Retro-reflective backplates

Unsignalized Pedestrian Crossing Upgrades

- High visibility crosswalk striping
- Advanced warning signs and pavement markings
- ADA curb ramps
- Curb extensions
- Rectangular rapid flashing beacons (RRFBs).
- Intersections near schools (prioritized based on safety needs and feedback from stakeholders)

Pedestrian Crossing Enhancements Set-Aside project for the intersection of Wilson Street and 12th Street.

- Upgrade the pedestrian school crossings in front of Susan B. Coombs Intermediate School through improvements such as: curb extensions, a median refuge island, RRFBs, high visibility crosswalks, and advanced warning signs and pavement markings.

1.5 PRIMARY GUIDANCE

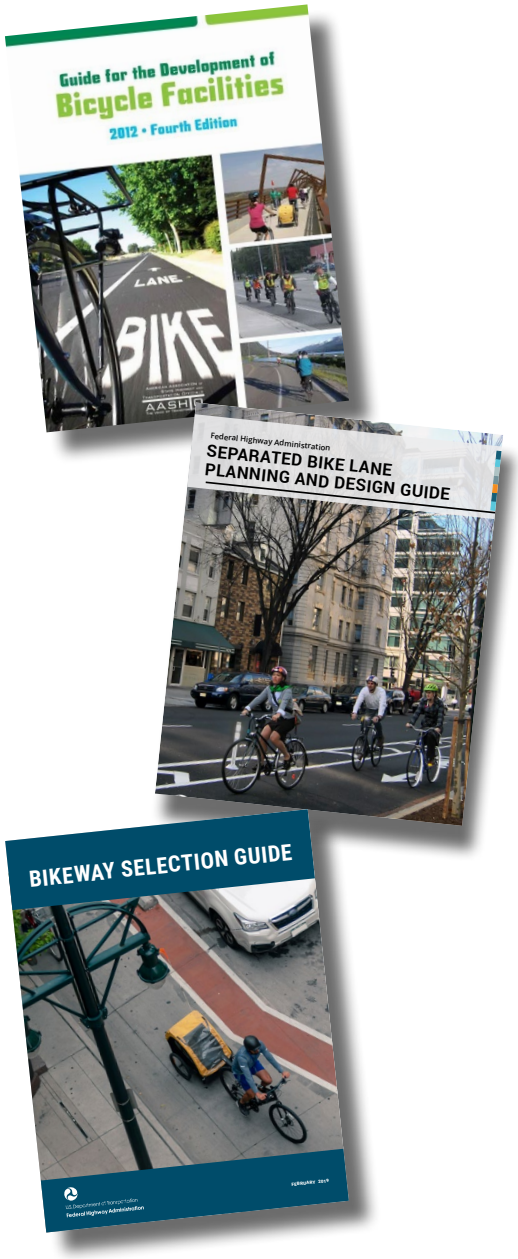
Technical guidance for bicycle and pedestrian facilities has evolved. While bikeway design guidance has traditionally come from the State, cities are now often turning to national organizations for guidance on best practices. In California, there is flexibility in design guidance offered by Caltrans and the Federal Highway Administration (FHWA). The following are the national and state guidance documents used for the development of Banning's ATP:

1.5.1 NATIONAL GUIDANCE

AASHTO Guide to Bikeway Facilities (Fourth Edition)

The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are important national resources for planning, designing, and operating bicycle and pedestrian facilities. The AASHTO Guide for the Development of Bicycle Facilities is especially useful for bicycle path design outside of a typical road right of way. The NACTO Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares Guide build upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrians and cyclists. Updated guidance will be available in 2024.

FHWA supports the use of these resources to further develop non-motorized transportation networks, particularly in urban areas. Moreover, in August of 2013, the FHWA issued a memo on Bicycle and Pedestrian Facility Design Flexibility issuing their support for taking a flexible approach to bicycle and pedestrian facility design. Moving away from standards and towards flexibility in design using the designer's judgment is an important step towards contextual design, implementing the appropriate facility based on location and context.



FHWA Separated Bike Lane Planning and Design Guide

The Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide (2015) is the primary national resource for planning and designing separated bicycle lane facilities - also referred to as "cycle tracks" or "protected bicycle lanes". It captures the state of practice of bicycle facility design within the street right of way. Additionally, it provides a menu of design options covering typical one and two-way cycle tracks and provides detailed intersection design information covering topics such as turning movement operations, signalization, signage, and on-road markings.

FHWA Bikeway Selection Guide

The FHWA Bikeway Selection Guide (2019) is an important complement to the FHWA Separated Bike Lane Planning and Design Guide (2015) and is a resource to help transportation practitioners make informed decisions when selecting bikeway types. It focuses on supporting flexible design in the development of bicycle networks for people of all ages and abilities. It gives the designer additional tools such as matrices, flow charts, and graphs that facilitate the design of the appropriate bikeway based both on roadway characteristics and the intended type of bicyclist.

NACTO Urban Bikeway (Second Edition) and NACTO Urban Street Design Guides

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2012) and Urban Street Design Guide (2013) represent the industry standard for innovative bicycle and streetscape facilities and treatments in the United States. In 2014, Caltrans officially endorsed the NACTO Urban Street Design Guide and Urban Bikeway Design Guide as valuable toolkits for designing and constructing safe, attractive local streets. At the time, Caltrans was only the third State Department of Transportation to officially endorse the guides. It is also important to note that virtually all of the

Urban Bikeway Design Guide design treatments (with two exceptions) are permitted under the Federal MUTCD.

NACTO Transit Street Design Guide

As transit gains a more prominent role in cities, more people are using buses, streetcars, and light rail than ever before. As a result, street design is shifting to give transit the space it deserves. The NACTO Transit Street Design Guide (2016) provides design guidance for the development of transit facilities on streets, as well as for prioritizing transit, improving its service quality, and supporting other related goals.

The majority of design elements included in this guide are consistent with MUTCD standards, including signage, markings, and signal elements that have received interim approval. These guidelines were developed using other design guidance as a basis, along with city case studies, best practices, research and evaluation of existing designs, and professional consensus

NACTO Urban Street Stormwater Guide

The NACTO Urban Street Stormwater Guide (2017) provides guidelines on how to create streets that are resilient to climate impacts and also provide quality public spaces with social and economic benefits. This guide focuses on green infrastructure within urban streets, including the design and engineering of stormwater management practices that support and improve mobility. It also intends to reduce the impacts of stormwater runoff and human activity on natural ecological processes.

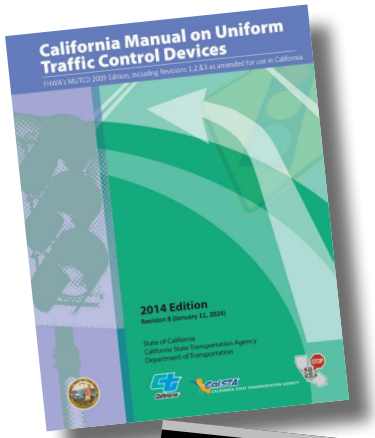
One of the main goals of this guide is to encourage interdepartmental partnerships around sustainable infrastructure, which includes communicating the benefits of such projects. However, this guide does not address stormwater management strategies on private property, nor does it address drainage and infiltration around controlled-access highways.



1.5.2 STATE GUIDANCE

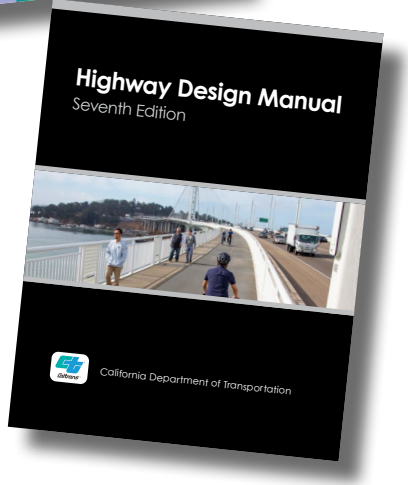
California Manual on Uniform Traffic Control Devices (CA MUTCD) - Revision 8

Effective on January 18, 2024, the California Department of Transportation (Caltrans) updated the CA MUTCD, referred to as Revision 8 (Rev8), with recommendations from the California Traffic Control Devices Committee and pursuant to provisions of the California Vehicle Code Section 21400. The update is meant to provide uniform standards and specifications for all official traffic control devices in California and aligns with Caltrans 2014 mission to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"., The CA MUTCD must conform to the Manual on Uniform Traffic Control Devices (MUTCD) for national guidance, most recently updated to the 11th Edition in December, 2023. States are allowed to supplement the MUTCD but must remain in "substantial conformance" with the national MUTCD and adopt changes within two years after they are adopted by FHWA. California has until January 18, 2026 to update the CA MUTCD to make it compliant with the 11th edition of the national MUTCD.



The 7th Edition Highway Design Manual (HDM) - Caltrans Highway Design Manual Chapter 1000: Bicycle Transportation Design

The 7th Edition Highway Design Manual (HDM) is created by the Division of Design for the use on the California State highway system by providing policies and procedures for the California Department of Transportation. The HDM does not set legal standards but it does provide guidance for officers and employees of the California Department of Transportation. Chapter 1000 - Bicycle Transportation Design of the HDM, updated in 2020, issues additional guidance on the design of bikeway facilities that is not provided in the AASHTO Guide for the Development of Bicycle Facilities. Chapter 1000 defines the role of bikeways, bikeway facility types, and bikeway design criteria. According to Chapter 1000 bikeway facility types should not be constructed as a hierarchy of bikeways based on the class designations which are the following:



- Shared Roadway (No Bikeway Designations)
- Class I Bikeway (Bike Path/Multi-Use Path)
- Class II Bikeway (Bike Lane)
- Class III Bikeway (Bike Route)
- Class IV Bikeway (Separated Bikeway)



Other Guidance

MassDOT Separated Bike Lane Planning and Design Guide

The Massachusetts Department of Transportation (MassDOT) Separated Bike Lane Planning & Design Guide (2015) draws on research and best practices from the United States and around the world to cover topics not covered in other manuals, such as protected intersections and cycle tracks within roundabouts. Although it is a state guide for Massachusetts and not a national guide, the up-to-date information and the easy-to-read graphics make it an important reference guide for bicycle planners and designers. This is often the go-to guidance since it's likely to be similar to the soon-to-be-published 2024 AASHTO Bike Guide.



NACTO Designing Streets for Kids and NACTO Global Street Design Guide

The NACTO Designing Streets for Kids builds upon the approach of putting people first. Focusing on the specific needs of babies, children, and their caregivers as pedestrians, cyclists, and transit users in urban streets around the world. It is supplemental to the NACTO Global Street Design Guide, a resource for transportation practitioners to inform them on street design that prioritizes pedestrians, cyclists and transit riders.





1.5.3 APPLICABLE LEGISLATION

Several pieces of legislation support increased bicycling and walking in the State of California and it typically addresses (GHG) emission reduction through bicycling and walking as helping achieve set goals. Legislation also highlights the value of walking and bicycling along with the need to address safety and accessibility for all as a matter of equity. A list of some of the most relevant legislation concerning bicycle and pedestrian policy, planning, infrastructure and programs are:

Federal Legislation

- Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18) in the national MUTCD and has been included in CA MUTCD Rev 8 Part 9
- Infrastructure Investment and Jobs Act (2021) and Safe Streets for All (SS4A)

State Legislation

- AB-32 Air Pollution: Greenhouse Gases California Global Warming Solutions Act of 2006 (2005-2006)
- AB-43 Traffic Safety (2021)
- AB-285 Forecast Impacts of Emerging Technologies (2019)
- AB-361 Vehicles: Photographs of Bicycle Lane Parking Violations (2023)
- AB-390 Pedestrian Crossing Signals (2017)
- AB-413 Vehicles: stopping, standing, and parking (2023)
- AB-712 Tenancy: personal micromobility devices (2023)
- AB-773 Street Closures and Designations (2021)
- AB-902 Traffic Violations and Diversion Programs (2015)
- AB-1096 Electric Bicycles as Vehicles (2015)
- AB-1193 Bikeways (2014)
- AB-1266 Bicycle Guidance Signal Through an Intersection
- AB-1358 Planning: Circulation Element: Transportation (2007-2008) - Complete Streets Act
- AB-1371 Vehicles: bicycles: passing distance (2013-2014) (Passing Distance/Three Feet for Safety Act 2013)
- AB-1909 Vehicles: Bicycle Omnibus Bill (2022)
- AB-2147 Pedestrians (2022)
- AB-2863 Green Building Standards: Bicycle Parking (2022)
- SB-1 Transportation Funding (2017)
- SB 288 California Environmental Quality Act: exemptions: transportation-related projects (2020)
- SB-375 Transportation Planning: Travel Demand Models: Sustainable Communities Strategy: Environmental Review (2007-2008) - Sustainable Communities and Climate Protection Act
- SB-400 Clean Cars 4 All Program (2019)
- SB-672 Traffic-Actuated Signals: Motorcycles and Bicycles (2017)
- SB-743 CEQA Reform (2013)
- SB-922 California Environmental Quality Act Exemption: Transportation-related Projects (2022)
- SB-932 General Plans: Circulation Element: Bicycle and Pedestrian Plans and Traffic Calming Plans (2022)
- SB-1000 Land use: General Plans: Safety and Environmental Justice (2015-2016)
- California Active Transportation Program
- California Transportation Plan 2050 (2021)
- Caltrans' Deputy Directive 64-R2 (2014)
- CEQA for Bicycle and Pedestrian Plans
- Design Information Bulletin 89-02 (Updated in 2022)
- Executive Order N-19-19 (2019)

See Appendix A - Legislation Definitions for descriptions of each legislation.



EXISTING CONDITIONS 2

2.1 DEMOGRAPHICS

Understanding the existing roadway conditions and other context-sensitive information in Banning is critical for the ATP's planning process. The existing conditions analysis reviews data on pedestrian and bicyclist collisions, existing bus stop locations, adjacent land uses, bicycle infrastructure and pedestrian infrastructure. The goal of the analysis is to help identify latent demand, potential projects, and priorities to improve accessibility, permeability, comfort, and safety to create bicycle-friendly and pedestrian-friendly streets.

Topics discussed in the following sections include Banning's demographics, land use, bicycle and pedestrian collision history, and various elements of the existing roadway infrastructure. Data from the 2020 U.S. Census Bureau is also summarized and used to analyze the demographic and commuting characteristics of the City's residents. The datasets in this chapter provide valuable information and help create meaningful discussions on how each of the topics supports or impedes active transportation development within the city.



According to the 2022 American Community Survey (ACS) 5-Year Estimates, Banning has a population of 29,929 within its 23.24 square mile city boundary. The City has a population density of 1,287 people per square mile and has approximately 11,069 households.

The population of Banning has an age distribution that is relatively evenly split. People under the age of 18 make up 23.3 percent, people ages 20-44 make up 27.2 percent, and people ages 45-64 make up 20.1 percent. People over the age of 65 (seniors) comprise 27.6 percent of the total population, indicating that seniors make up the greatest proportion of the population compared to other age brackets and emphasizing the importance of age-friendly infrastructure.

The racial and ethnic makeup in Banning is 48.8 percent White, 7.4 percent Black or African American, 5.5 percent Asian, two percent Native American, less than one percent Native Hawaiian or other Pacific Islander, 19.3 percent some other race, and 17.1 percent identify as two or more races. 49.1 percent of the City's population identify as Hispanic or Latino.

The median household income in Banning is $54,083, lower than California, which is at $91,551. However, homeownership is higher in Banning at 73.1 percent compared to California, which is at 55.8 percent, and housing is more affordable. According to Zillow, the typical value of homes in Banning is $393,909 whereas the State average is $750,709.

2.1.1 MAPPING DATA SOURCES

Geographic Information System (GIS) and supporting tabular data used in this report are based primarily on data provided by the City of Banning in September 2022 as well as other sources listed below. Additional data layers were downloaded from the Southern California Association of Governments (SCAG) web page or Transportation Injury Mapping Systems (TIMS). Data from the U.S. Census Bureau is also used to understand the City's demographics.

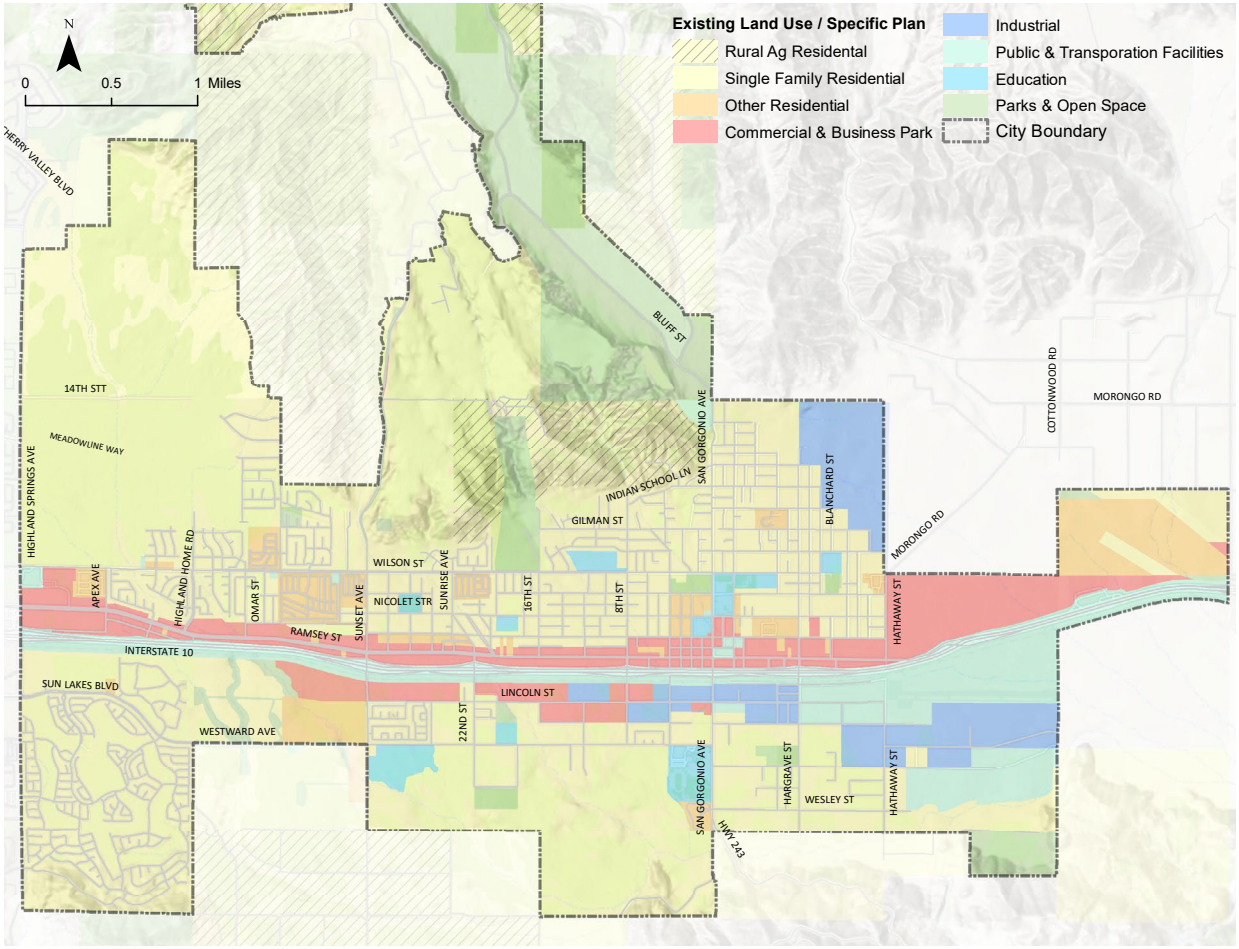
- United States Census Bureau, American Community Survey
- Southern California Association of Governments
- Statewide Integrated Traffic Records System (SWITRS) / Transportation Injury Mapping System (TIMS)
- City of Banning Long Range Transportation Plan
- City of Banning Engineering and Traffic Survey for Speed Limits

2.1.2 LAND USE

Banning is a small city in Riverside County with the City of Beaumont on its western border and unincorporated parts of Riverside County on the eastern and southern borders, which are mostly undeveloped open areas. Both north and south of I-10, which runs parallel to the Union Pacific rail line, single family residential and rural land occupy the "outer" portions of the city as shown in Figure 2-1 on page 15. There is an east-west corridor of commercial and business uses bisecting the city on both sides of Ramsey Street on the north side of I-10. On the south side of I-10, the commercial and business uses, plus some industrial uses and an airport, run east-west along Lincoln Street.

To be eligible for State funding, a city's bicycle and pedestrian plan must address connections between specific activity center types. Identifying these centers, and their draw for the community, is essential to creating useful and connected bicycle and pedestrian networks. It is important to cite facilities that connect people to places they want or need to go.

FIGURE 2-1: Land Use



2.2 TRANSPORTATION MODE SHARE

Approximately 91.4 percent of workers in Banning drive to work, whether alone or in a carpool. This suggests that investments in transit and other mobility choices, in addition to land use changes, should be undertaken to reduce employee commuter trips and reduce traffic congestion throughout the city. Moreover, low rates of people walking and bicycling in Banning suggests that a more bicycle-friendly and walk-friendly community could increase those mode shares.

Walking Mode Share

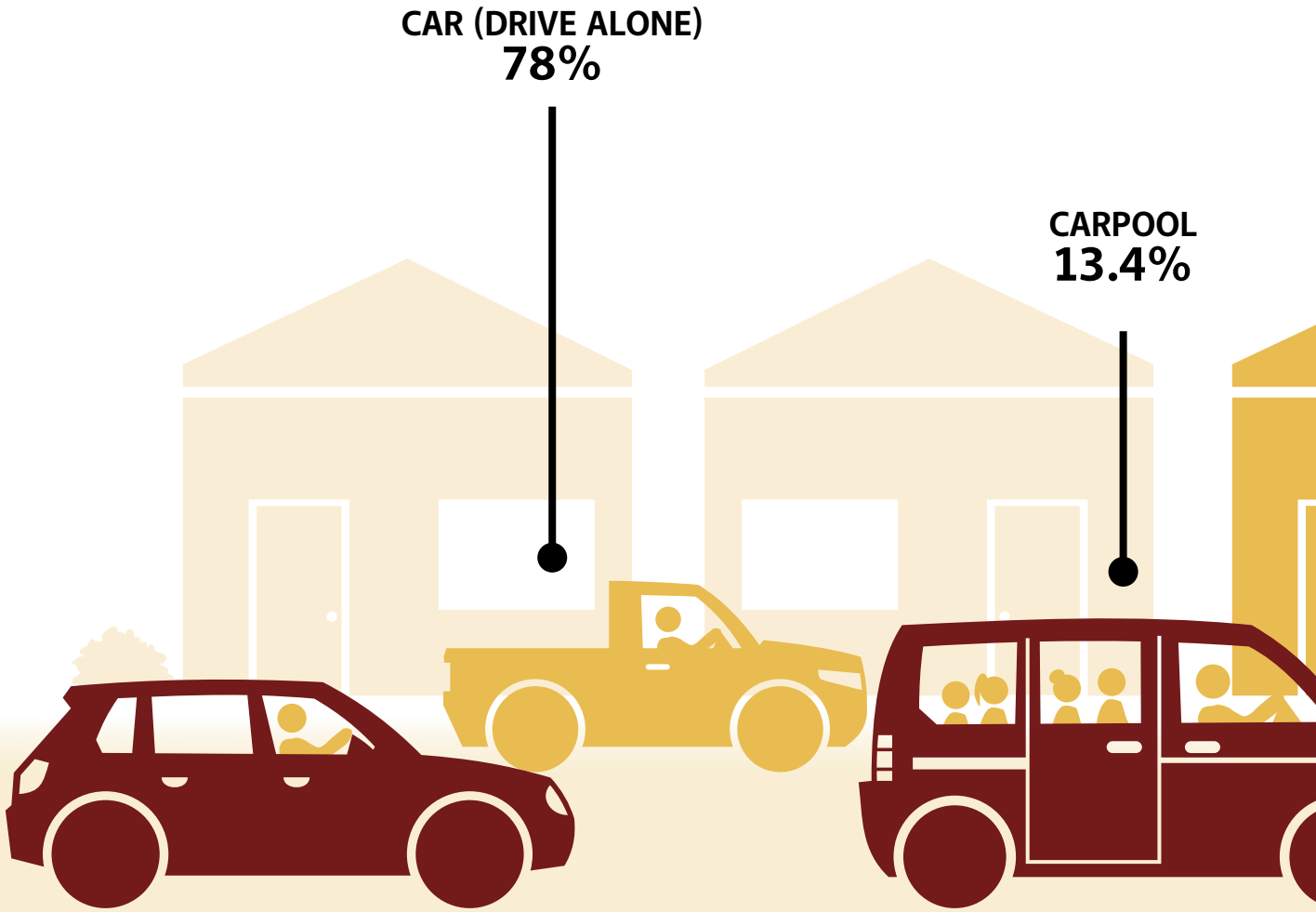
The walking mode share measures the percentage of workers aged 16 years and over who commute to work by walking or rolling. This mode share reflects how well infrastructure and land-use patterns support pedestrian travel to work, considering connections between housing and employment centers or other destinations, as well as the comfort and perceived safety of pedestrian amenities.

Bicycle Mode Share

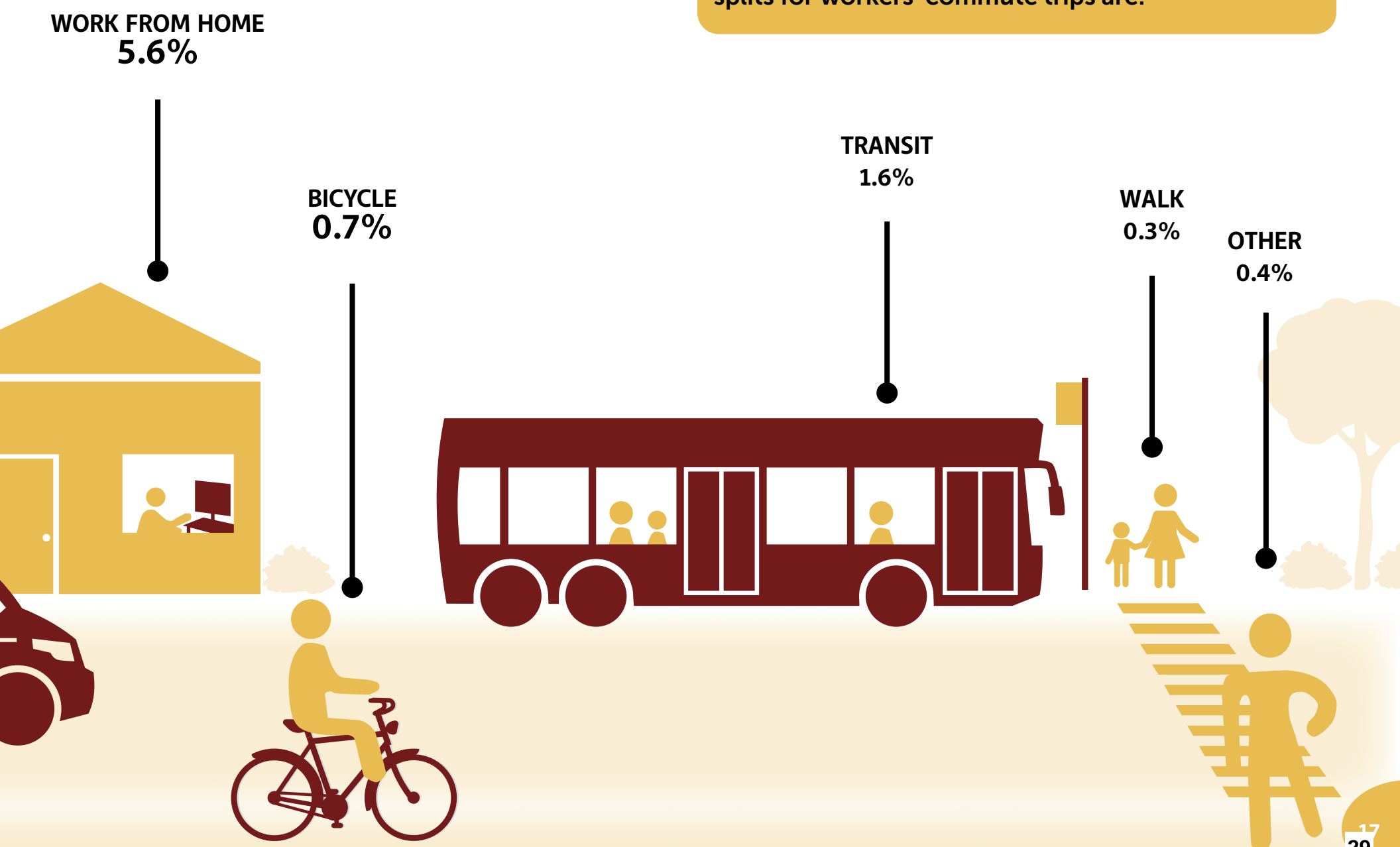
Similar to the walking mode share, bicycling mode share measures the percentage of resident workers aged 16 years and over who commute to work by bicycle. Similar to the walking mode share, the bicycle mode share patterns are also connected to the relative proximity of housing to destinations as well as the comfort and perceived sense of safety of bicycle routes. Research consistently shows that people's main reasons for not bicycling involve excessive high speeds and high volumes of motor vehicles.

Public Transit Mode Share

Transit mode share measures the percentage of workers aged 16 years and over who commute to work by transit. This mode share reflects how well first mile-last mile infrastructure, transit routes, and land-use patterns support travel to work by transit.



According to the 2022 ACS 5-Year Estimates, there are an estimated 10,149 workers in Banning. Mode splits for workers' commute trips are:



2.3 COLLISION DATA AND ANALYSIS

Collision analysis in this report is based on 2011 to 2021 pedestrian and bicycle collision data downloaded from the University of Berkeley's Transportation Injury Mapping System (TIMS), which is supported by the City's Local Road Safety Plan (LRSP). TIMS data is based on the California Highway Patrol's (CHP) Statewide Integrated Traffic Records Systems (SWITRS). Note that TIMS data includes injury-related collisions but does not include property damage or near misses.

Figure 2-2 shows all bicycle injury collisions and Figure 2-3 shows all pedestrian injury collisions that occurred between 2011 and 2021. Each map has the collisions "heat map" with shaded red "hot spots" where the highest density of total bicycle and pedestrian collisions have occurred between 2011 to 2021. As shown in the figures, the highest density of injury-related collisions occurred on the following corridors/streets:

- Ramsey Street
- Wilson Street
- Sunset Avenue
- 8th Street
- Nicolet Street

Census tract attributes are incorporated to provide additional demographic and socio-economic information that can be used to help prioritize future projects. As shown in Figure 2-4, the City of Banning includes eight census tracts but some of the census tracts extend into the currently undeveloped hillside areas north and south of the city's core residential and business areas.

One challenge with using census tracts to quantify high rates of pedestrian and bicycle collisions within the City of Banning is the location of census tract edges that coincide with roads – which are also city bus routes. Whereas collision data points have latitude and longitude coordinates, they may not have exact location accuracy and collisions near census tract edges may get counted in one tract over the other, potentially increasing one census tract count slightly over another. Because this potential data accuracy issue cannot be resolved within the existing data, the quantities shown in the following tables are based on the as-is collision location data.

Table 2-1 shows all pedestrian and bicycle injury collisions grouped by the eight census tracts in Banning and counted by severity of injury. The underlying "Heat Map" red zones shown on the map highlight areas of highest density of pedestrian and bicycle collisions within Banning.

Of the eight Banning census tracts, six have existing bus lines running along their edges, and coincidentally have the highest levels of pedestrian and bicycle collisions in the city highlighted by the "Heat Map" red shading. Darker shades of red circles on the figures indicate high quantities of collisions at a location, and lighter red circles indicate lower quantities of collisions. The six census tracts associated with bus routes and high collision rates, as shown in Figure 2-5, will be used to help identify proposed projects.





TABLE 2-1: Collision Severity for Bicyclists and Pedestrians, 2011 to 2021

CENSUS TRACT	BICYCLE AND PEDESTRIAN CRASH SEVERITY				TOTAL CRASHES PER CENSUS TRACT
	FATAL	SEVERE INJURY	INJURY (OTHER VISIBLE)	INJURY (COMPLAINT OF PAIN)	
43812	1	1		1	3
43813	1	1	1		3
44101	1	5	6	4	16
44102	2		1		3
44103	6	6	11	3	26
44104			1		1
44200	1	2	7	3	13
44300	1	3	2	2	8
TOTAL	**13**	**18**	**29**	**13**	**73**

FIGURE 2-2: Bicyclist Collision Density

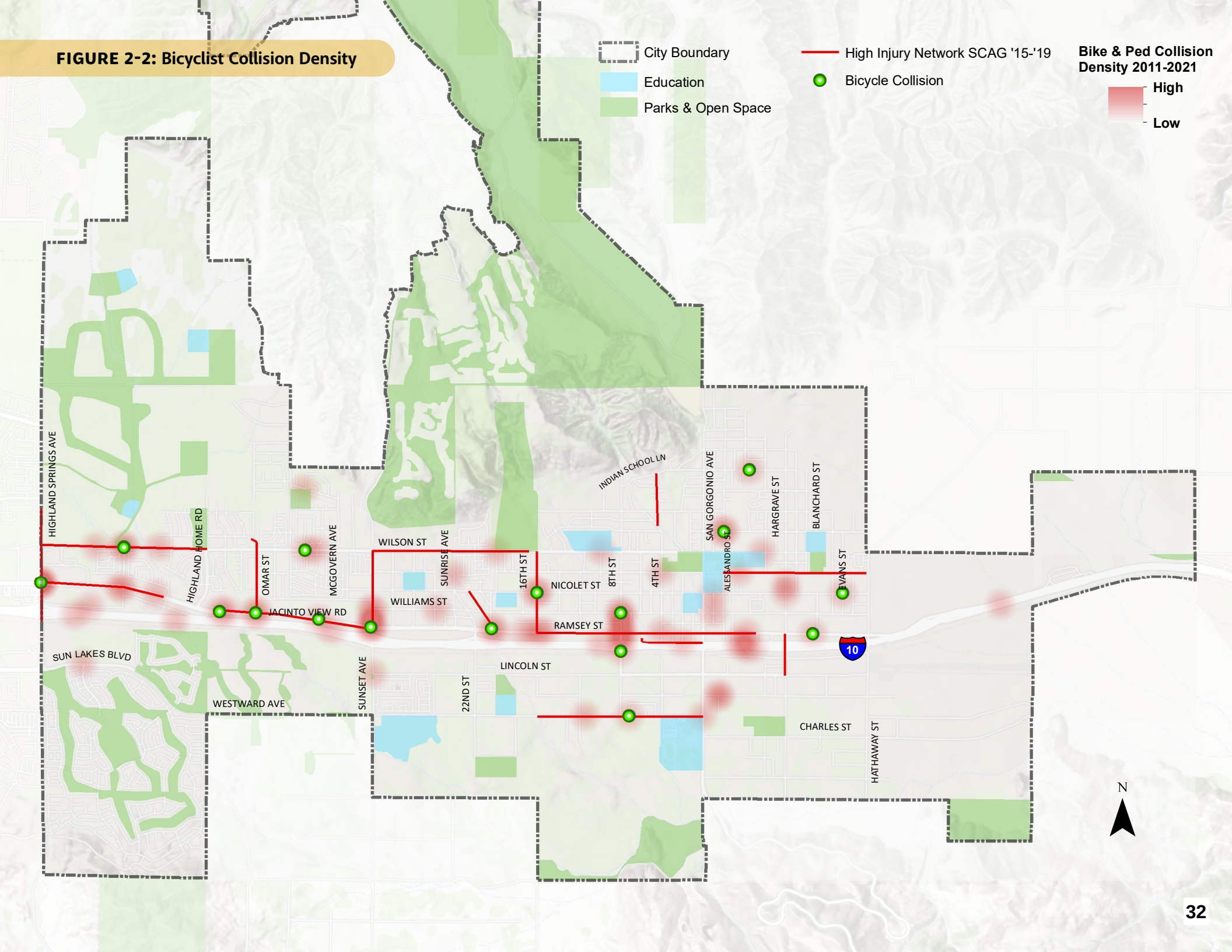


FIGURE 2-3: Pedestrian Collision Density

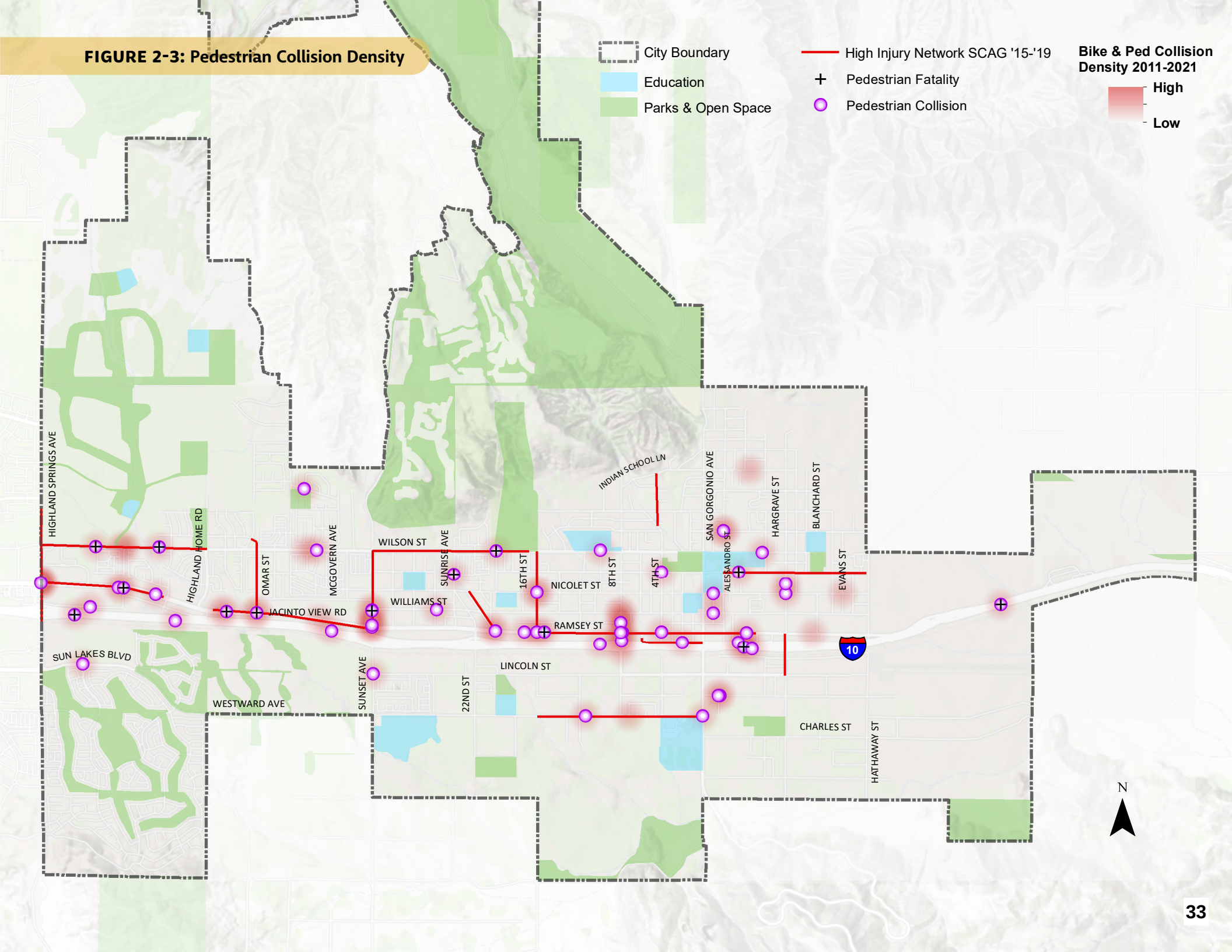


FIGURE 2-4: Census Tract 8 Heat Map

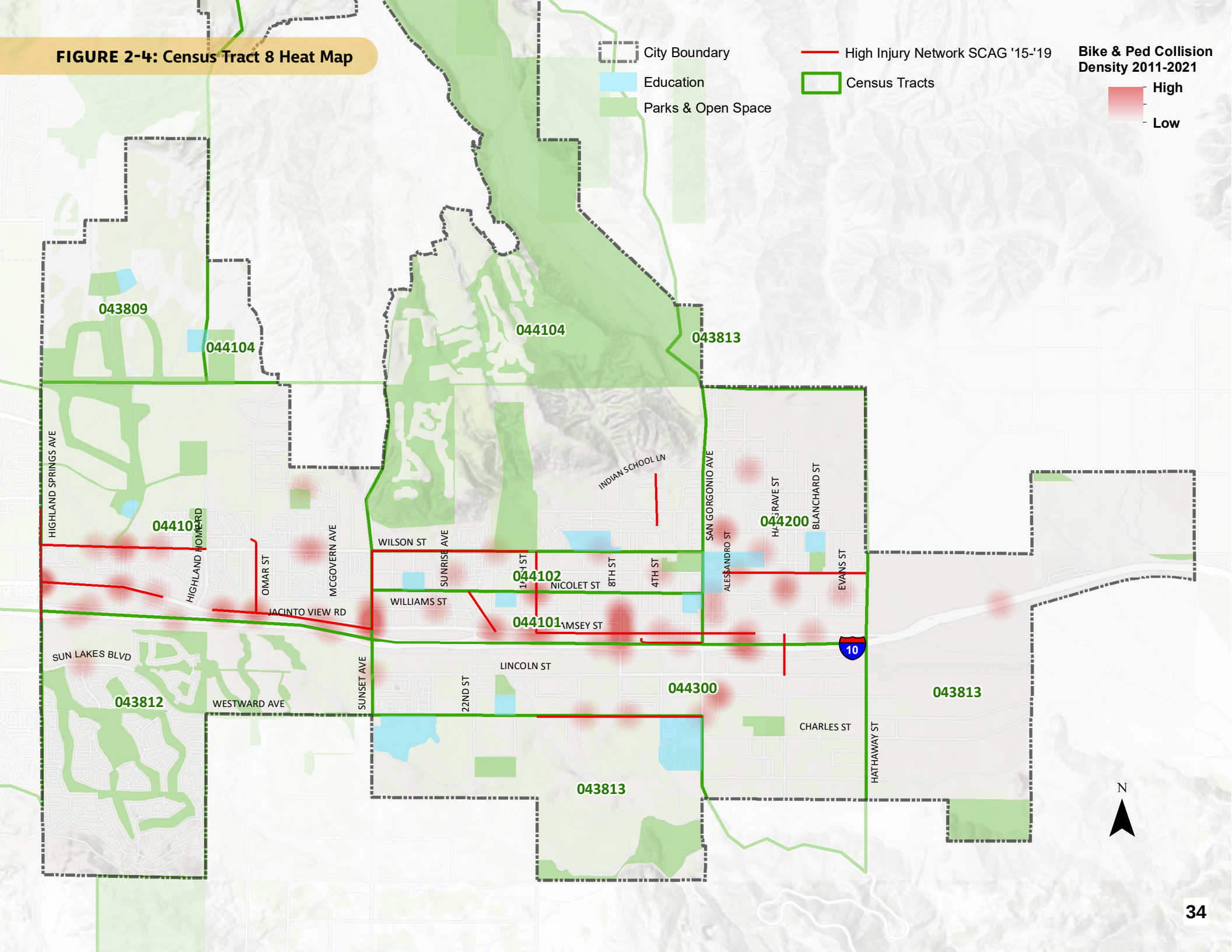
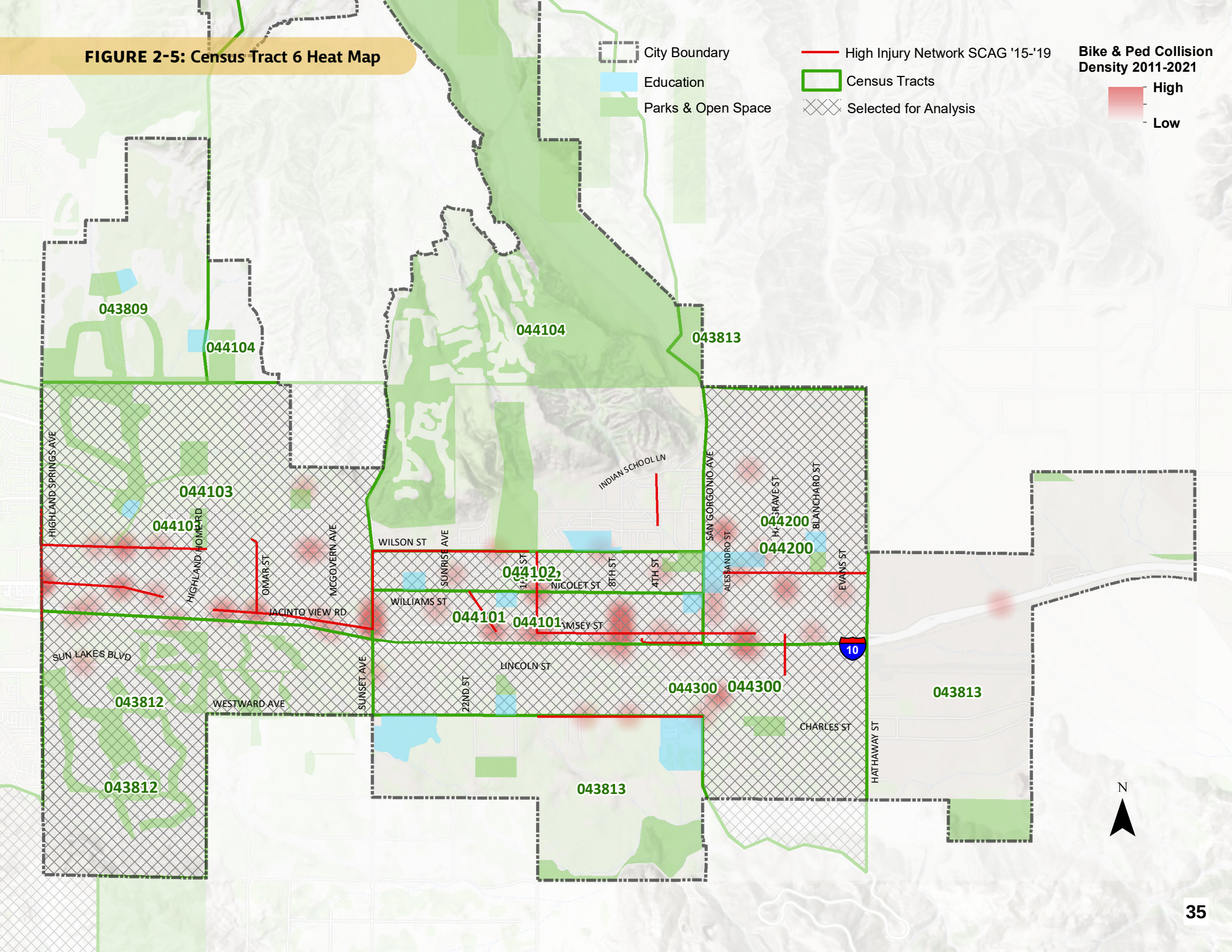


FIGURE 2-5: Census Tract 6 Heat Map



2.3.1 PRIMARY COLLISION FACTOR BY CENSUS TRACT

Table 2-2 provides a comparison of Primary Collision Factors for the six selected census tracts. Reported 'pedestrian violations' make up the primary collision factor for pedestrian collisions in every census tract. This could mean pedestrians are crossing a street outside of a designated crosswalk or crossing against a red signal. It is important to note that as of 2023, California's Freedom to Walk Act decriminalizes jaywalking and these earlier violations may suggest design issues can be mitigated with traffic calming measures and pedestrian-friendly signal timing, such as Leading Pedestrian Intervals (LPIs). 'Violating a pedestrian's right-of-way' is the second or third most common collision factor in several census tracts. This may entail a driver proceeding into the crosswalk with pedestrians present. 'Violating traffic signals and signs' is the primary collision factor for bicycle collisions in two census tracts. This may refer to a driver not complying with signage, signals, or proceeding into the crosswalk when people are in the crosswalk.

TABLE 2-2: Primary Collision Factor for Bicyclists and Pedestrians, 2011 to 2021

CENSUS TRACT	43812		44101		44102		44103		44200		44300	
PRIMARY COLLISION FACTOR	BICYCLE	PED	BICYCLE	PED	BICYCLE	PED	BICYCLE	PED	BICYCLE	PED	BICYCLE	PED
DUI								6%				
Unsafe Speed				25%				6%		11%		
Violating Pedestrian Right of Way		33%		17%				24%		22%		29%
Wrong Side of Road			25%				22%					
Not Stated				8%				6%				
Pedestrian Violation		67%		42%		100%		41%		56%		71%
Traffic Signals and Signs			50%				11%		25%	11%	100%	
Improper Turning							22%		25%			
Automobile Right of Way			25%	8%			22%		25%			
Unknown							11%					
Unsafe Lane Change							11%	6%				
Other Than Driver (or Pedestrian)								6%				
Unsafe Starting or Backing									25%			
Total by Mode and Census Tract	**0**	**3**	**4**	**12**	**0**	**3**	**9**	**17**	**4**	**9**	**1**	**7**
Total by Census Tract	**3**		**16**		**3**		**26**		**13**		**8**	

FIGURE 2-6: Primary Collision Factor for Bicycle and Pedestrian Collisions, 2011 to 2021

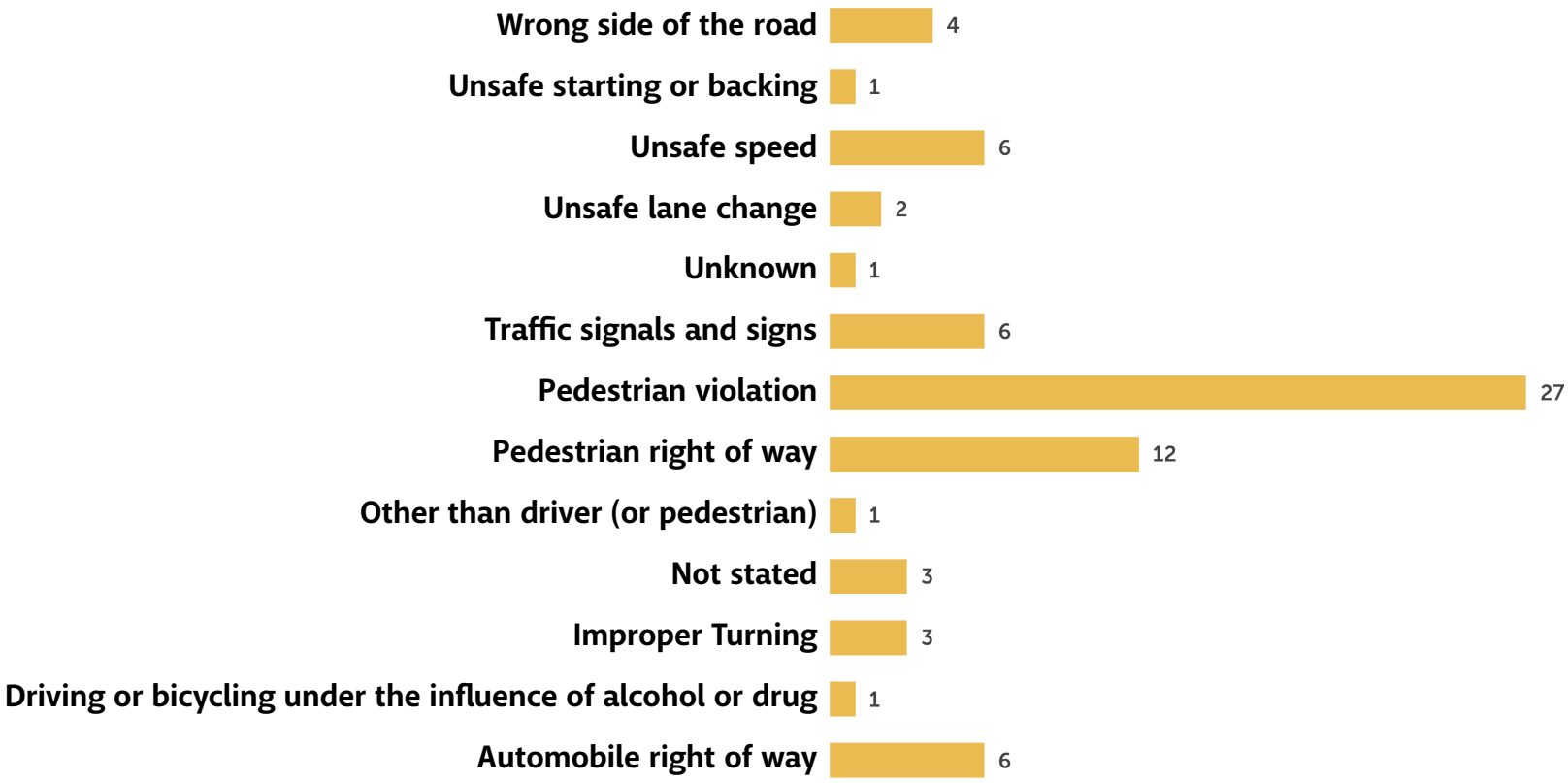


Table 2-3 provides a summary of corridors with the highest collision rates, the primary collision factor (from SWITRS/TIMS data) and existing infrastructure that may be contributing to the high rate of collisions, organized by each census tract. As noted in the table and figures throughout this section, most collisions occur on multi-lane collector roads with high volumes of traffic and higher speed limits, especially near busy commercial areas.

Research published in the Journal for Transport and Land Use notes that a deceased pedestrian or bicycle is not able to give their perspective on the collision and the person reporting the collision usually has the perspective of a motorist. These points tend to skew data resulting in pedestrians and cyclists being blamed for a disproportionate number of crashes, which should be considered when developing traffic safety countermeasures.

TABLE 2-3: Collision Analysis based on TIMS Collision Data

CENSUS TRACT	43812	44101	44102	44103	44200	44300
Highest Collision Corridors	-Ramsey Street -Wilson Street	-Ramsey Street Sunset Avenue -8th Street	-Nicolet Street -Wilson Street -Sunset Avenue	-Ramsey Street -Wilson Street -Sunset Avenue	-Ramsey Street	No primary corridors
Pedestrian Collisions	-Violating pedestrian ROW -Pedestrian violations	-Violating pedestrian ROW -Pedestrian violations -Unsafe Speed	-Pedestrian violations	-Violating pedestrian ROW -Pedestrian violations	-Violating pedestrian ROW -Pedestrian violations	-Violating pedestrian ROW -Pedestrian violations
Existing Pedestrian Infrastructure	-Local road intersections lack high visibility crosswalks	- Long blocks lack safe pedestrian crossing / refuge, high vehicle speeds -Local road intersections lack high visibility crosswalks - Sidewalks missing	- Long blocks lack safe pedestrian crossing / refuge, high vehicle speeds - Intersections lack signals and high visibility crosswalks - Sidewalks missing	- Long blocks lack safe pedestrian crossing / refuge, high vehicle speeds - Intersections lack signals and high visibility crosswalks	-Local road intersections lack high visibility crosswalks - Sidewalks missing - Long blocks lack safe pedestrian crossing / refuge, high vehicle speeds	-Local road intersections lack high visibility crosswalks - Sidewalks missing
Bicycle Collisions	None	-Bicyclist on wrong side of road - Violating Automobile ROW - Traffic signals and signs	None	-Violating automobile ROW -Bicyclist on wrong side of road - Improper turning	-Traffic Signals and Signs -Improper Turning -Violating Automobile ROW -Unsafe Starting or Backing	-Traffic Signals and Signs
Existing Bicycle Infrastructure	-Lacks bike lanes, however Sun Lakes is a gated community with limited access and no through traffic reduces risk to bicyclists and pedestrians	-Bike lane on Ramsey -Sharrows on San Gorgonio Ave -Lack of Bike lanes on all of Wilson St, Nicolet St, and 8th St	-Sharrows on San Gorgonio Ave and short segment of Wilson St -Lack of Bike lanes on all of Wilson St, Nicolet St, and 8th St	-Bike lane on Ramsey, small length on Wilson, and lanes on new development at east edge of City -Lack of Bike lanes on most of Wilson St and Sunset Ave	-Sharrows on San Gorgonio Ave and Wilson St to elementary school -Lack of Bike lanes on all of Wilson St, Nicolet St, Hargrave St,	-Lack of bike lanes on Lincoln St, Westward Ave, Sunset Ave, 8th St, 22nd St, San Gorgonio Ave, Hargrave St, and Charles St -Proposed bike lane using rail line right of way

2.4 STREET CLASSIFICATION

Figure 2-7 depicts the streets in Banning and how they are classified into standard category definitions: collector, principal and minor arterial, and local roads. Regional access to Banning is provided by I-10 which bisects Banning east to west. Local access to major destinations throughout the city is provided by major and arterial highways including Ramsey Street, Wilson Street, Lincoln Street, and Highland Springs Avenue. The collectors provide access to residential, school, park, and other smaller destinations.

The fact that principal and minor arterial roadways are used to access important local destinations within the city underscores the need for active transportation facilities that safely and comfortably accommodate non-motorized forms of travel along these multi-lane, high volume, car-oriented corridors.

The City's roadways are analyzed further in the recommendations chapter to determine which projects are feasible within the street rights-of-way and curb to curb sections as well as those that address the community's desires and needs.



2.4.1 POSTED SPEED LIMIT

Banning's high-volume corridors include Ramsey Street, Wilson Street, Sunset Avenue, 16th Street, San Gorgonio Avenue, Nicolet Street, Lincoln Street, 8th Street, 2nd Street, and Hargrave Street as shown in Figure 2-8. The posted speed limits for these corridors are as high as 50 miles per hour (mph) on Wilson Street and the east end of Ramsey Street. Many of the primary connector roads have posted speed limits between 40 and 45 mph.

A few of the secondary streets have a posted speed limit of 25 mph, and reported operating speeds which are much higher, which make them viable for potential ATP recommendations such as neighborways (traffic calmed, residential streets). Posted speed limits and operating speeds along primary and secondary corridors will play an important role in the development of enhanced recommendations appropriate for these larger streets.



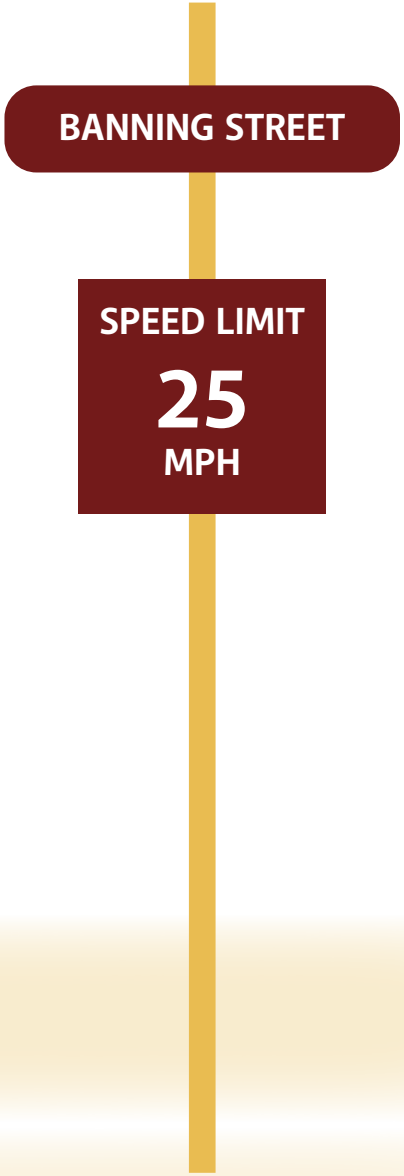


FIGURE 2-7: Street Classification

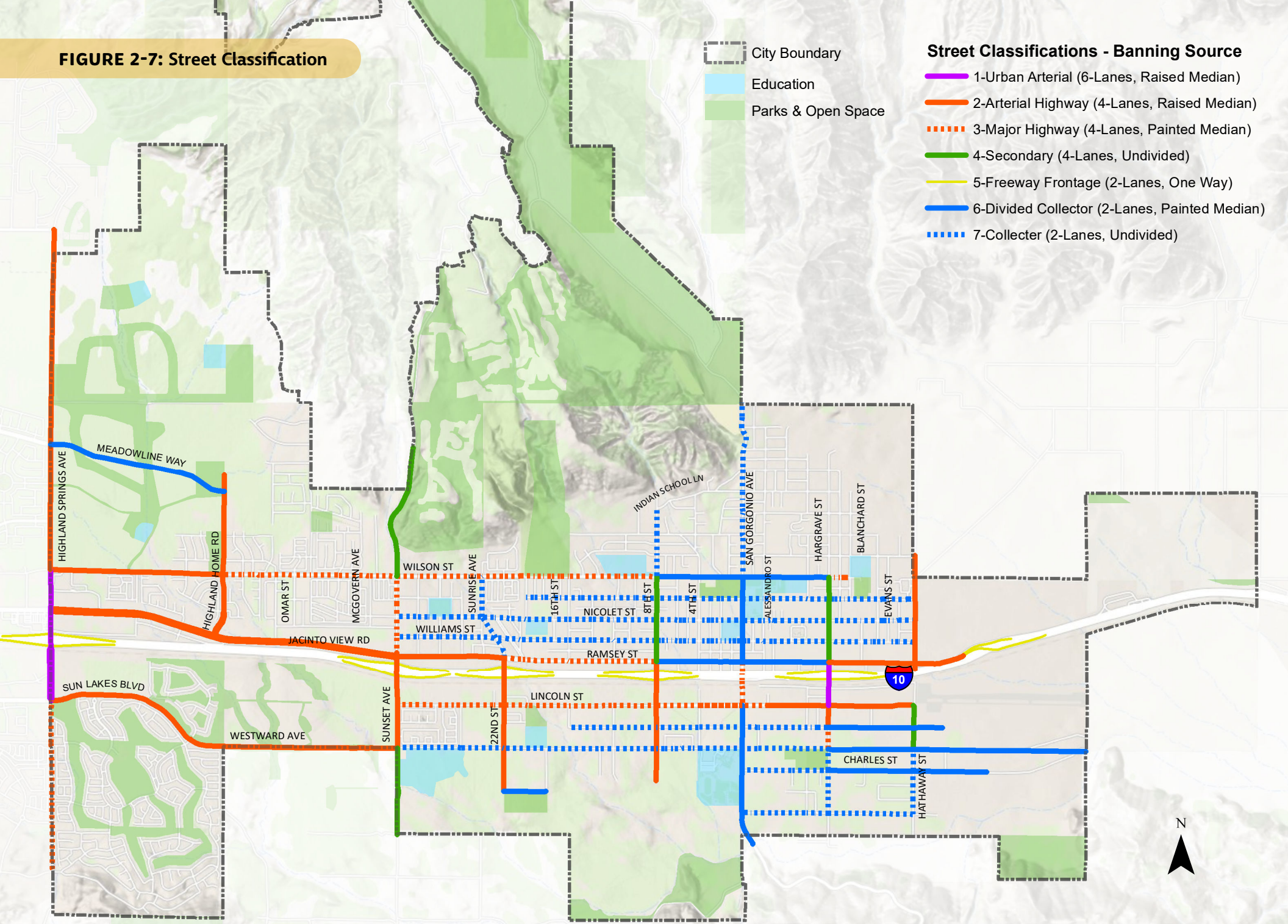
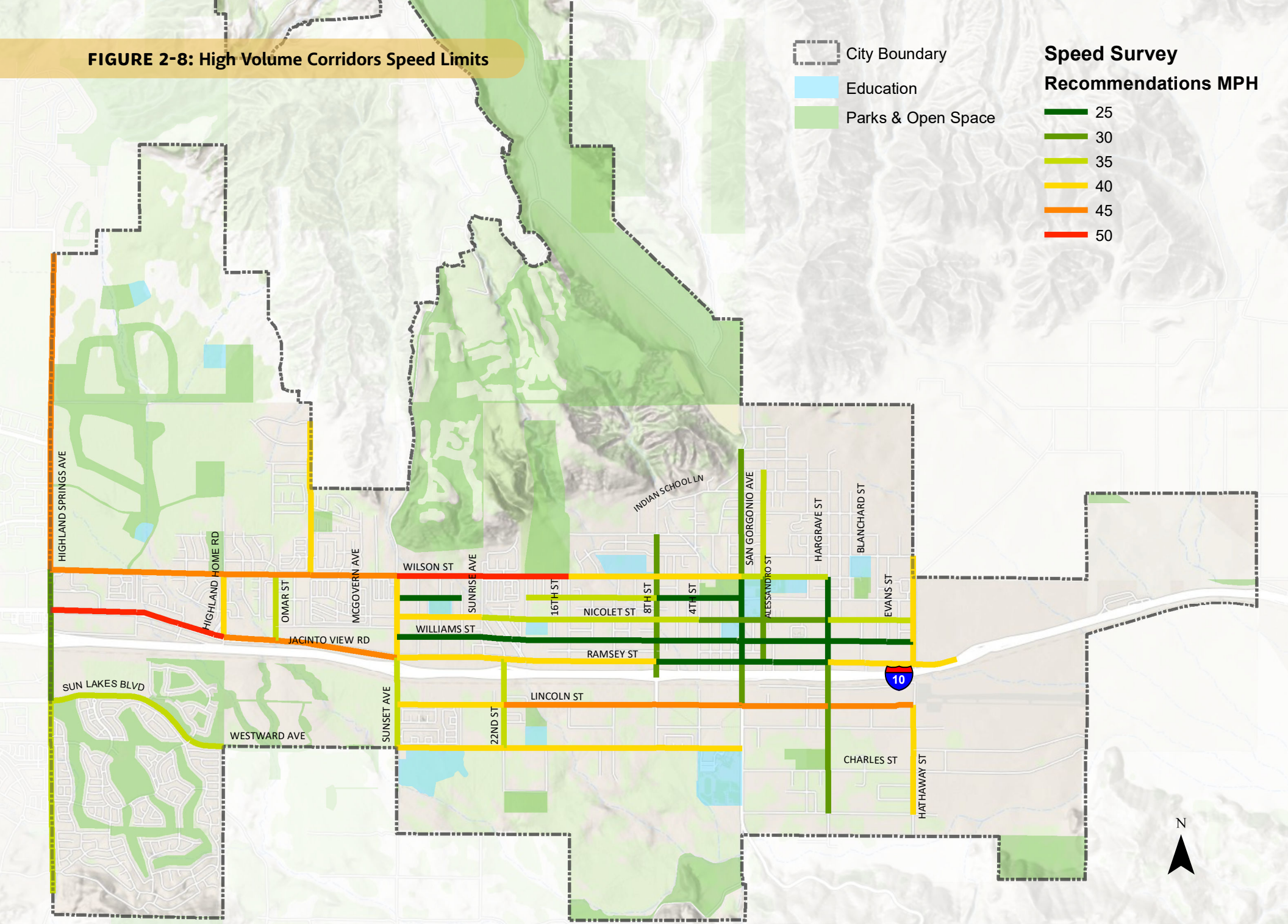


FIGURE 2-8: High Volume Corridors Speed Limits





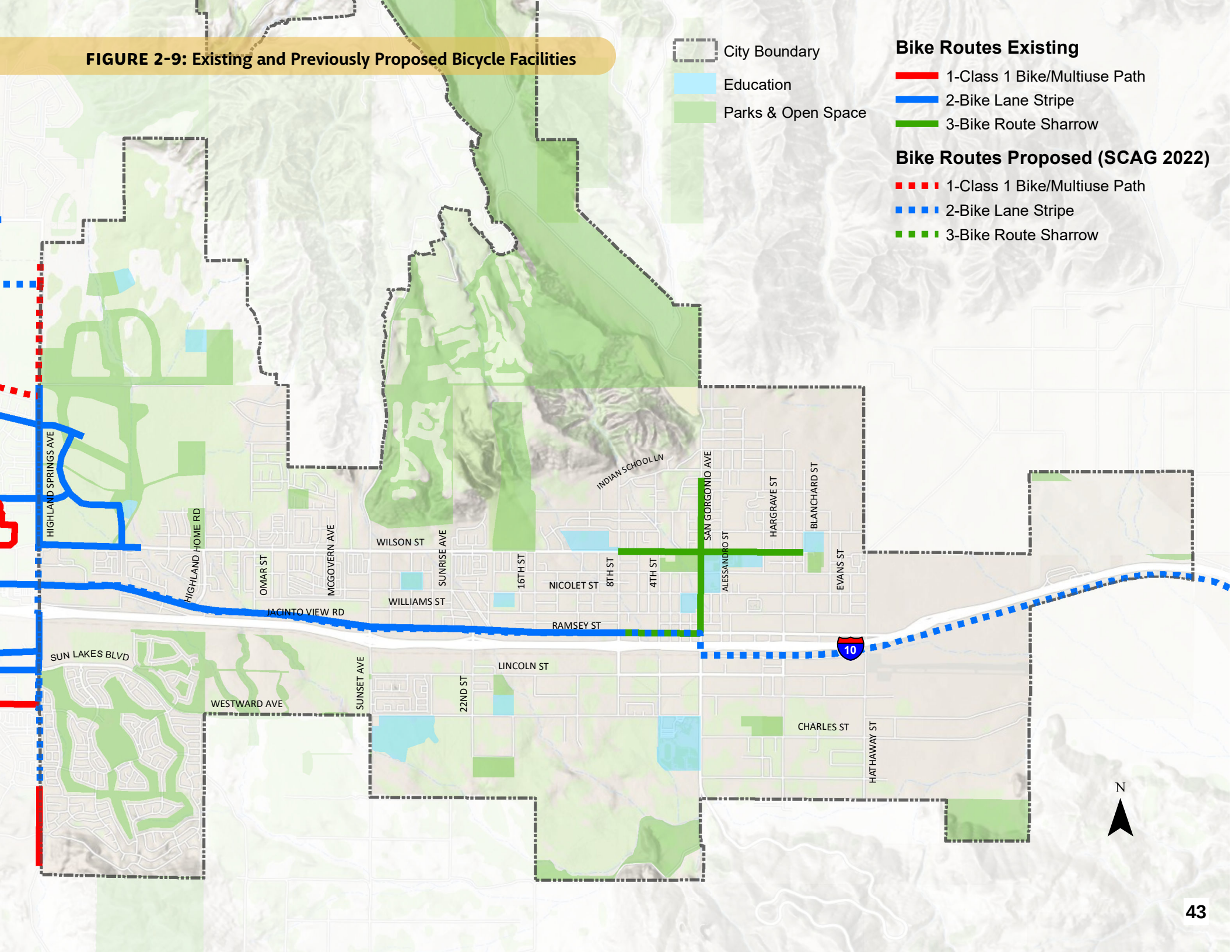
2.4.2 EXISTING AND PREVIOUSLY PROPOSED BICYCLE FACILITIES

The existing bicycle facility network in Banning consists of a 3.5 mile Class II bicycle lane on Ramsey Street that ends with a half-mile of Class III shared lane markings, or "sharrows" between 8th Street and San Gorgonio Avenue. Additional Class III sharrows run one mile north up San Gorgonio Avenue, and half-mile east and west on Wilson Street to connect with San Gorgonio Avenue. Approximately three miles of Class II bicycle lanes are at the west edge of the city at new housing developments off of Highland Springs Avenue, Apex Street, Landmark Way, Atwell Drive, and Meadowline Way. A total of approximately eight miles of Class II bicycle lanes and Class III sharrows exist in Banning as shown in Figure 2-9.

The Banning Downtown Revitalization and Complete Streets Plan adopted in 2023 studied the City's Downtown Core along Ramsey Street, reimagining ways to slow traffic and expand space for people walking and bicycling. For the proposed bicycle network, the plan calls for a combination of Class IV separated bikeways and Class II buffered bicycle lanes through the Ramsey Street Downtown. The buffered bicycle lane will run from 8th Street to 4th Street, where the network transitions into a cycle track through to Alessandro Street where it then transitions back into a buffered bicycle lane to Martin Street.

The existing network was analyzed for connectivity as part of the community and stakeholder engagement process. It was used to gather additional input on routes people feel are important and which should move forward as recommendations. Although the City does not have a comprehensive bicycle facility network, this ATP Plan identifies new routes that will connect people with their destination within city boundaries, and with the City of Beaumont, the community of Cabazon, and Riverside County. Banning is well known for having the San Bernardino National Forest to the north and Mount San Jacinto State Park to the south, both with extensive trail networks. Connecting the Banning ATP network with these networks would benefit people living and working in Banning, as well as the greater region.

FIGURE 2-9: Existing and Previously Proposed Bicycle Facilities



2.4.3 BUS STOP LOCATIONS

Figure 2-10 shows all 160 Banning Connect bus stops that serve the City of Banning with Bus Line #1 also serving the community of Cabazon six miles east of Banning. The bus line also has connection stops at the east edge of Beaumont. The frequency of stops on each street are shown in Table 2-4. A more detailed map showing bus stop ridership levels with bicycle and pedestrian collision points are shown in Figure 2-11.

TABLE 2-4: Scheduled Bus Stops

STREET NAME	TOTAL SCHEDULED STOPS
1st Street	1
2nd Street	5
6th Street	2
Alessandro Road	4
Almond Street	2
Esperanza Avenue	1
Hargrave St	2
Highland Springs Avenue	21
Indian School Road	4
Lincoln Street	3
Nicolet Street	13
Ramsey Street	103
San Gorgonio Avenue	4
Seminole Drive	4
Sunset Avenue	4
Wesley Street	2
Westward Avenue	6
Williams Street	5
Wilson Street	8
Total Scheduled Stops	**194**



FIGURE 2-10: Bus Routes (Full Extent)

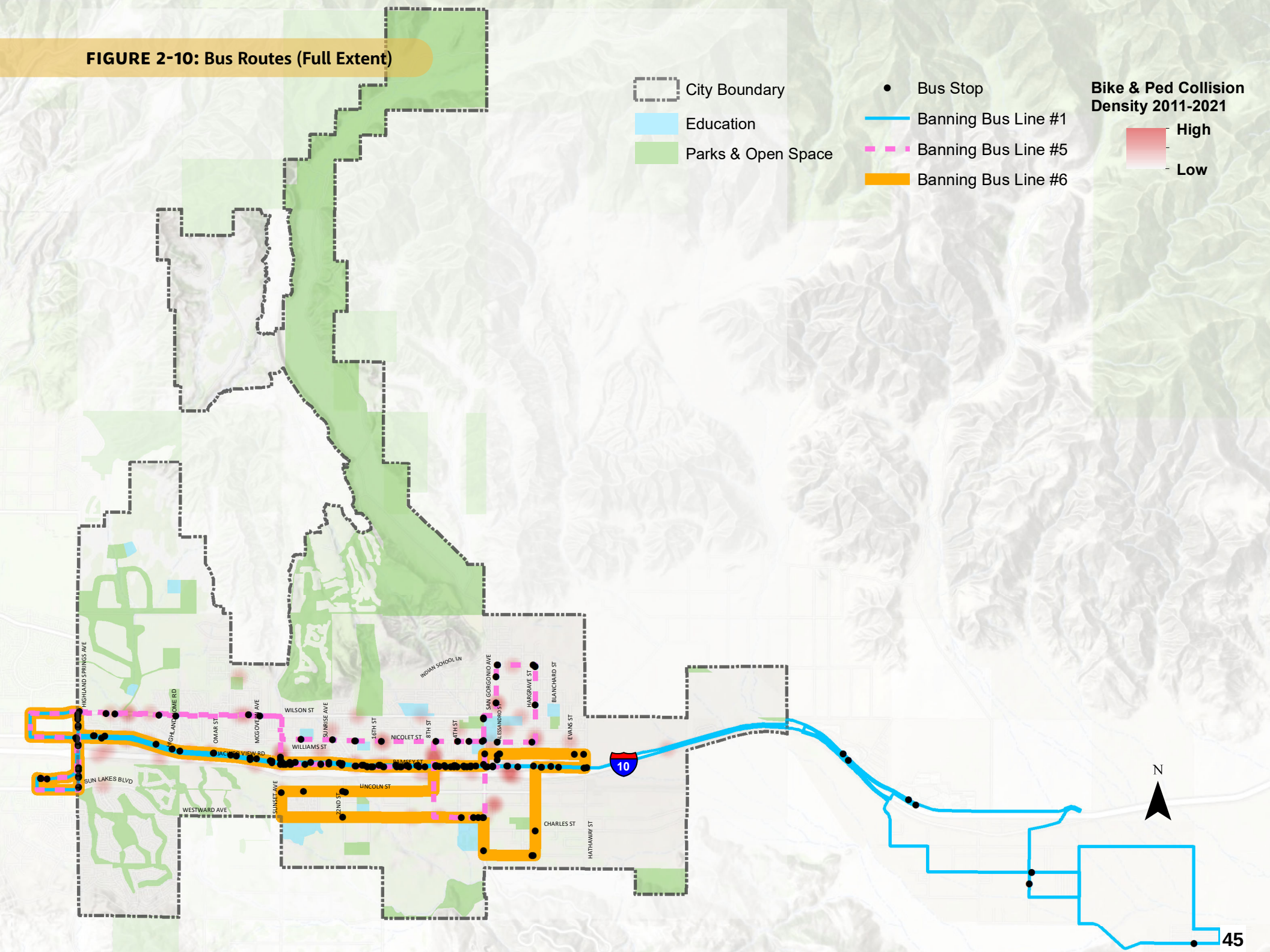
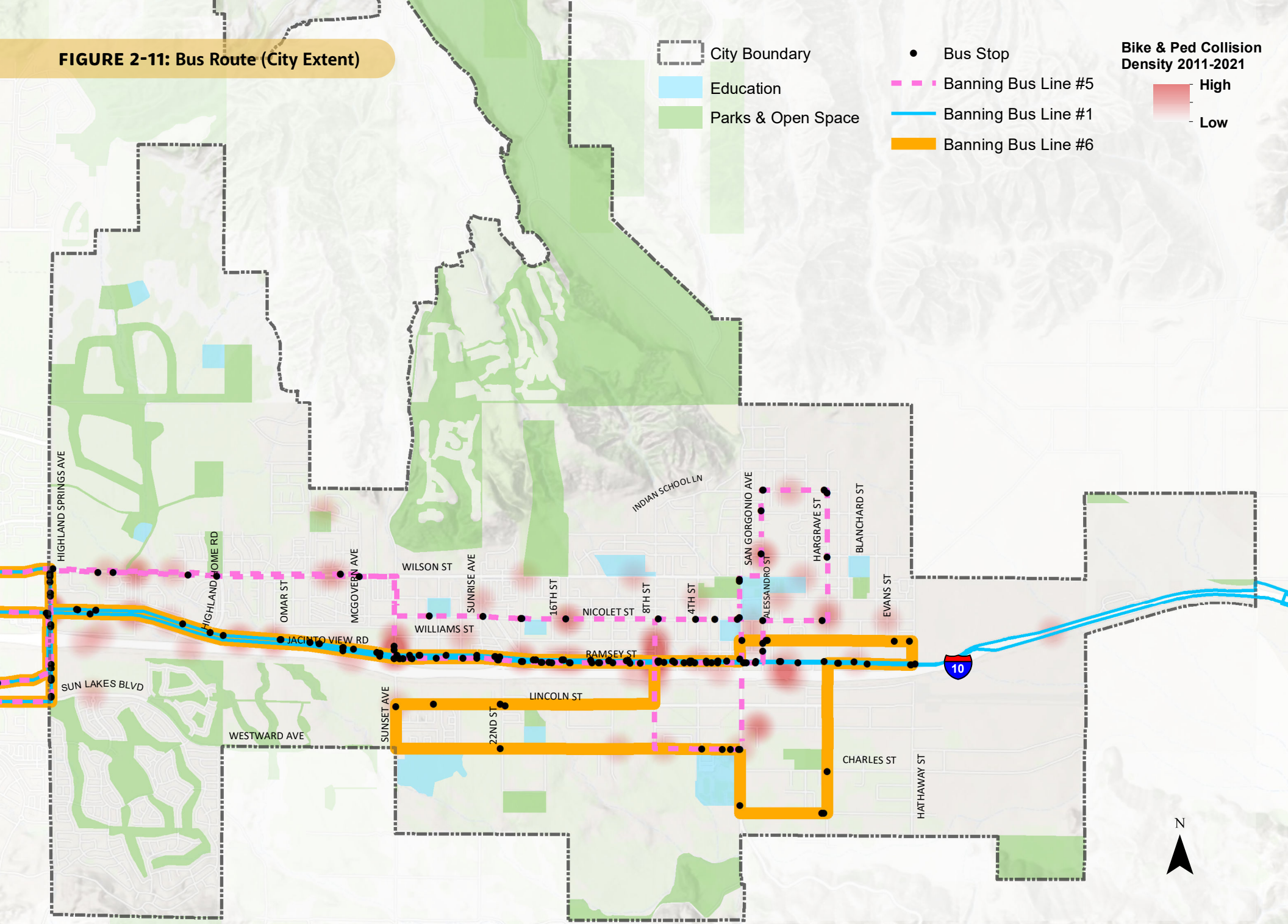


FIGURE 2-11: Bus Route (City Extent)



2.4.4 PEDESTRIAN NETWORK

The City of Banning has a partial network of sidewalks that connect many parts of the city; however, widespread gaps create room for an improved network as shown in Figure 2-12. A sidewalk GIS file was provided by the City of Banning to show where sidewalks exist. Based on the latest aerial imagery, the gaps were digitized as part of this study to highlight missing sidewalk locations.

As shown in the following figures, some of the sidewalk gaps appear to have a coincident relationship with pedestrian collisions. Although a direct cause and effect relationship between sidewalk gaps and pedestrian collisions would be difficult to establish, the apparent coincident relationship could justify construction of sidewalks to fill the gaps on all primary roads. The following primary corridors have sidewalk gaps on both sides of the street:

- Ramsey Street
- Wilson Street
- Nicolet Street
- Westward Avenue (south side of I-10)
- Sunset Avenue (north and south of I-10)
- Sunrise Avenue
- 22nd Street (south of I-10)
- 8th Street
- San Gorgonio Avenue (north and south of I-10)
- Alessandro Road
- Hargrave Street (north and south of I-10)

2.4.5 PROPENSITY MODEL

To help define study focus areas, a Geographic Information Systems (GIS) model was created to reveal relationships between the many factors analyzed. A Bicycle-Pedestrian Propensity Model (BPPM) was developed, considering all of the previously discussed analysis inputs, to establish where bicyclists and pedestrians are most likely to be, either currently or if improvements were to be made. The BPPM is composed of two sub-models: Attractor and Generators. These sub-models are then combined to create the composite BPPM.

Attractors are activity centers known to attract bicyclists and pedestrians. Examples are schools, transit stops, and retail and commercial shops. Generators are developed from census based demographic data based on the number of people that walk or ride bicycles from their homes within the study area. Examples of generators are population density, primary mode of transportation to work, and vehicle ownership.

The resulting map shown in Figure 2-13 was used to identify areas that would benefit most from safe new infrastructure projects.

The BPPM map shows the highest likely use along major corridors, especially along Ramsey Street, Williams Street, and Nicolet Street. In addition to these corridors, the BPPM depicts regions within the City that should be considered, such as the area along San Gorgonio Avenue on the south side of I-10.

FIGURE 2-12: Sidewalk Gaps

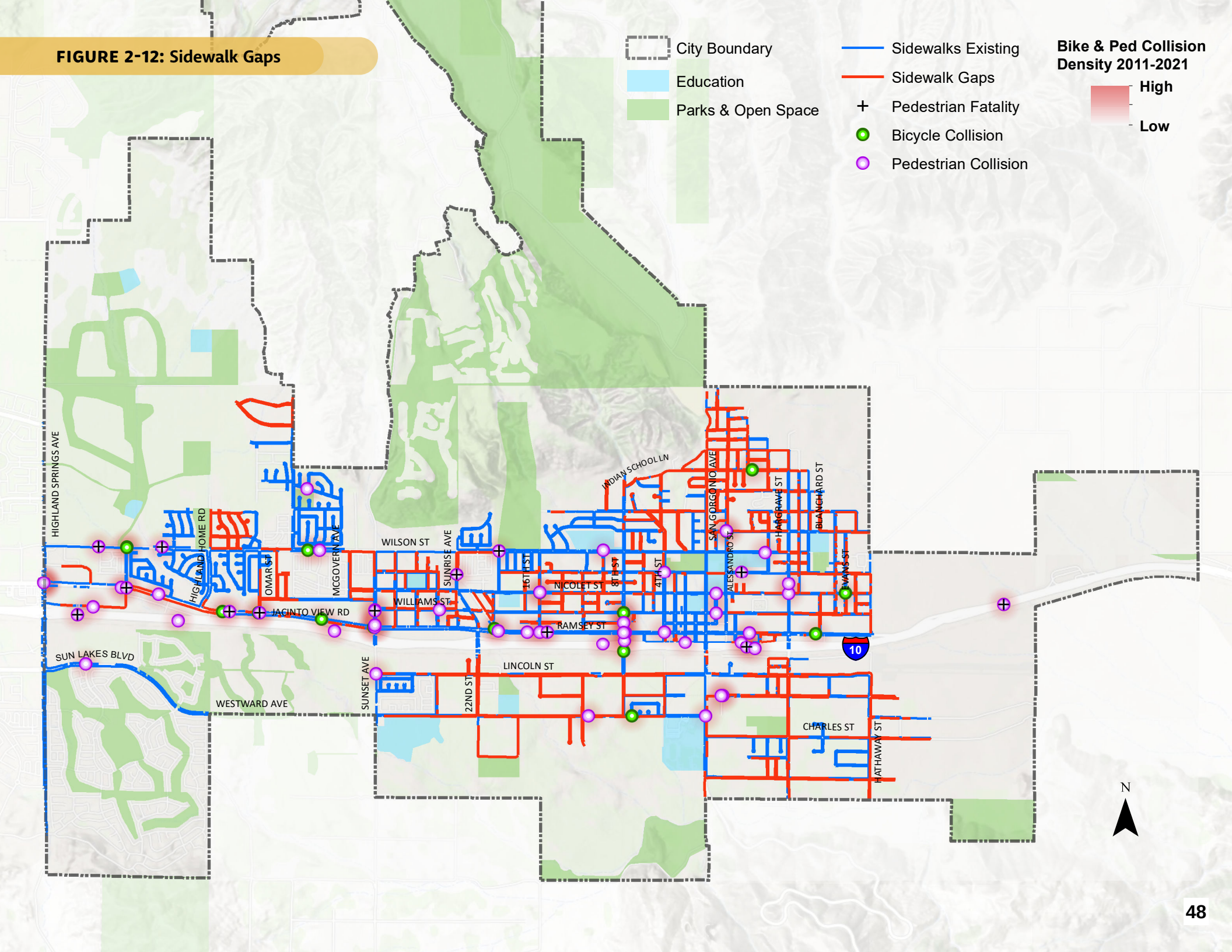
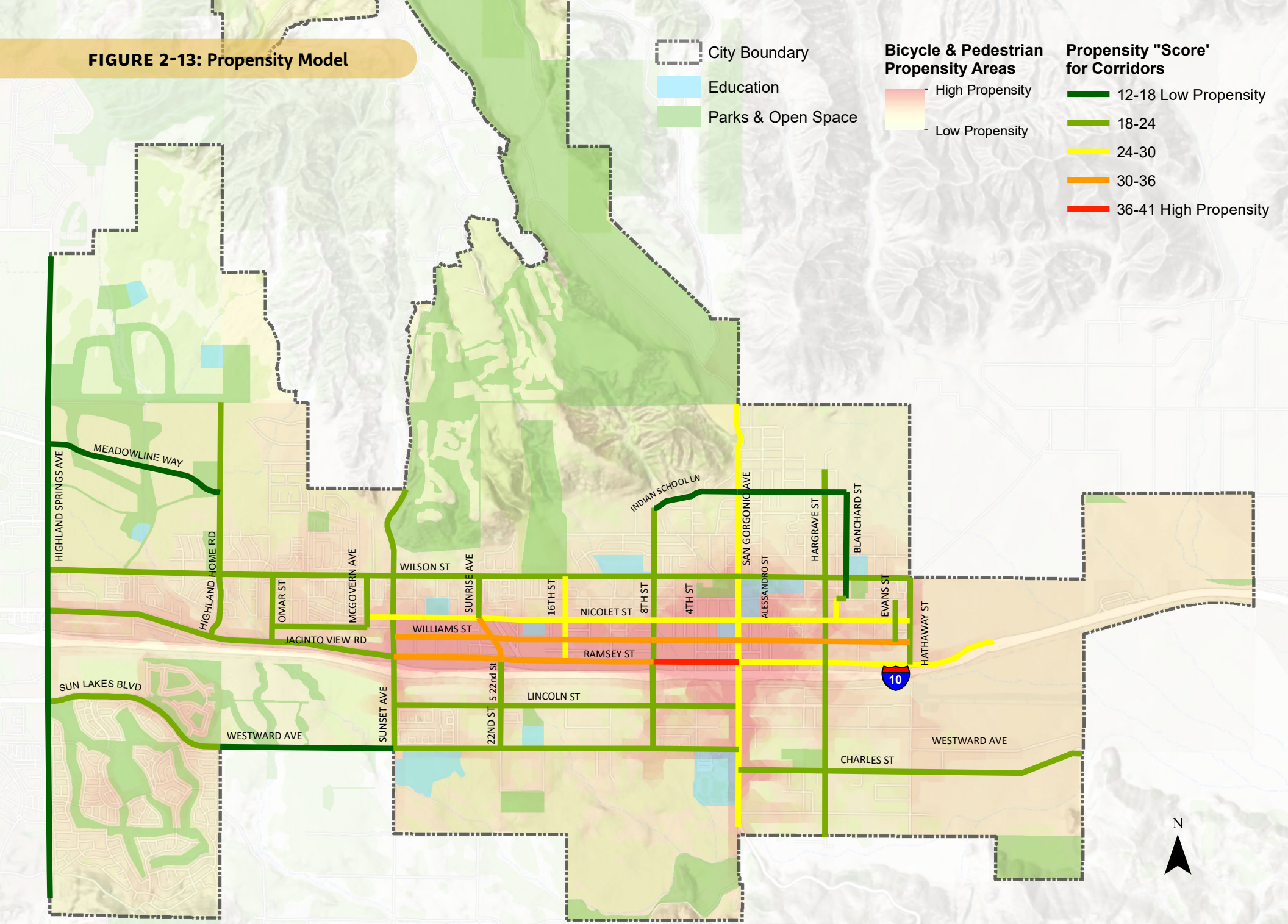


FIGURE 2-13: Propensity Model



2.4.6 BICYCLE LEVEL OF TRAFFIC STRESS (LTS)

A map of Banning's bicycle level of traffic stress (LTS) levels are shown in Figure 2-14.

Nearly all main corridors have a high level of traffic stress (LTS 4). This means that only the most confident, experienced, and capable bicyclists are willing to ride on these facilities, while the other users may not feel safe and comfortable riding on the larger thoroughfares, as shown below in the bicycle user classification system developed by the City of Portland. These classifications can be helpful in understanding the characteristics and infrastructure preferences of different bicyclists as well as identifying high stress gaps in the network that need to be mitigated.

Bicycle facility planning should use a wide variety of options, from neighborways (traffic calmed residential streets) to separated facilities, to accommodate as many user types as possible and to provide a comfortable and safe experience for the greatest number of cyclists.

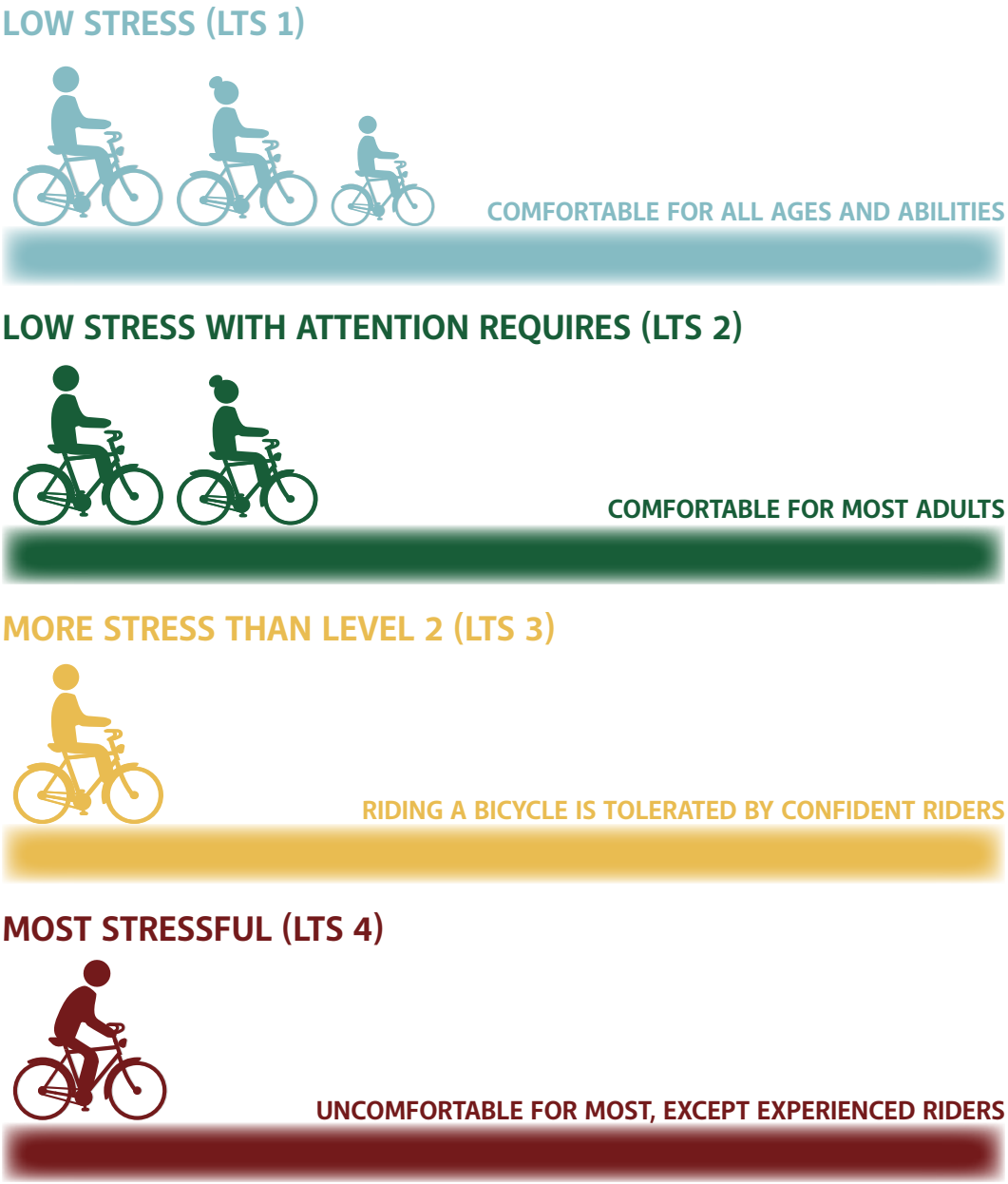
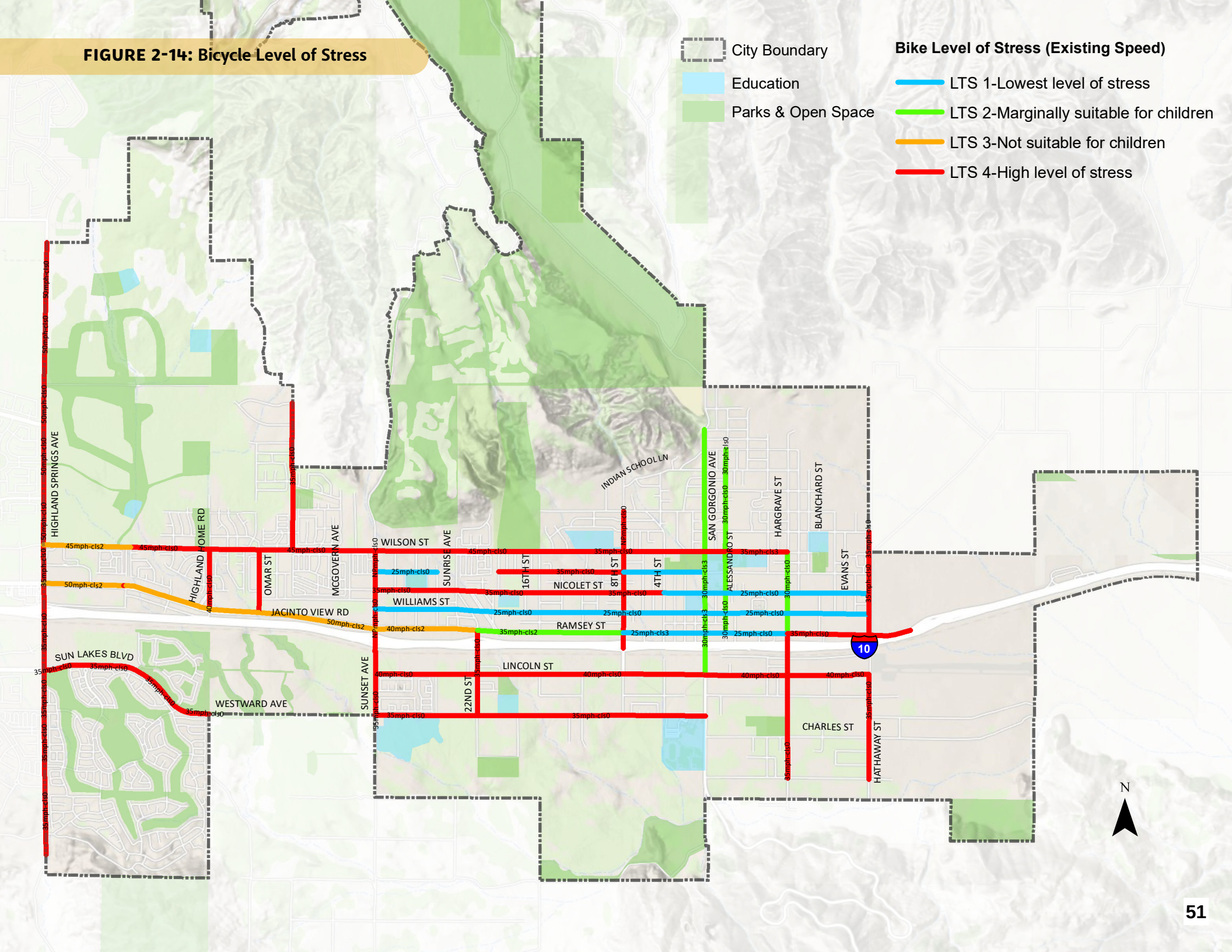


FIGURE 2-14: Bicycle Level of Stress





2.5 EQUITY DATA AND ANALYSIS

2.5.1 CALENVIROSCREEN

CalEPA generally defines disadvantaged communities as census tracts in California receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 (CES). CalEnviroScreen is a screening tool used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. CalEPA designates disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria.

Criteria includes but is not limited to:

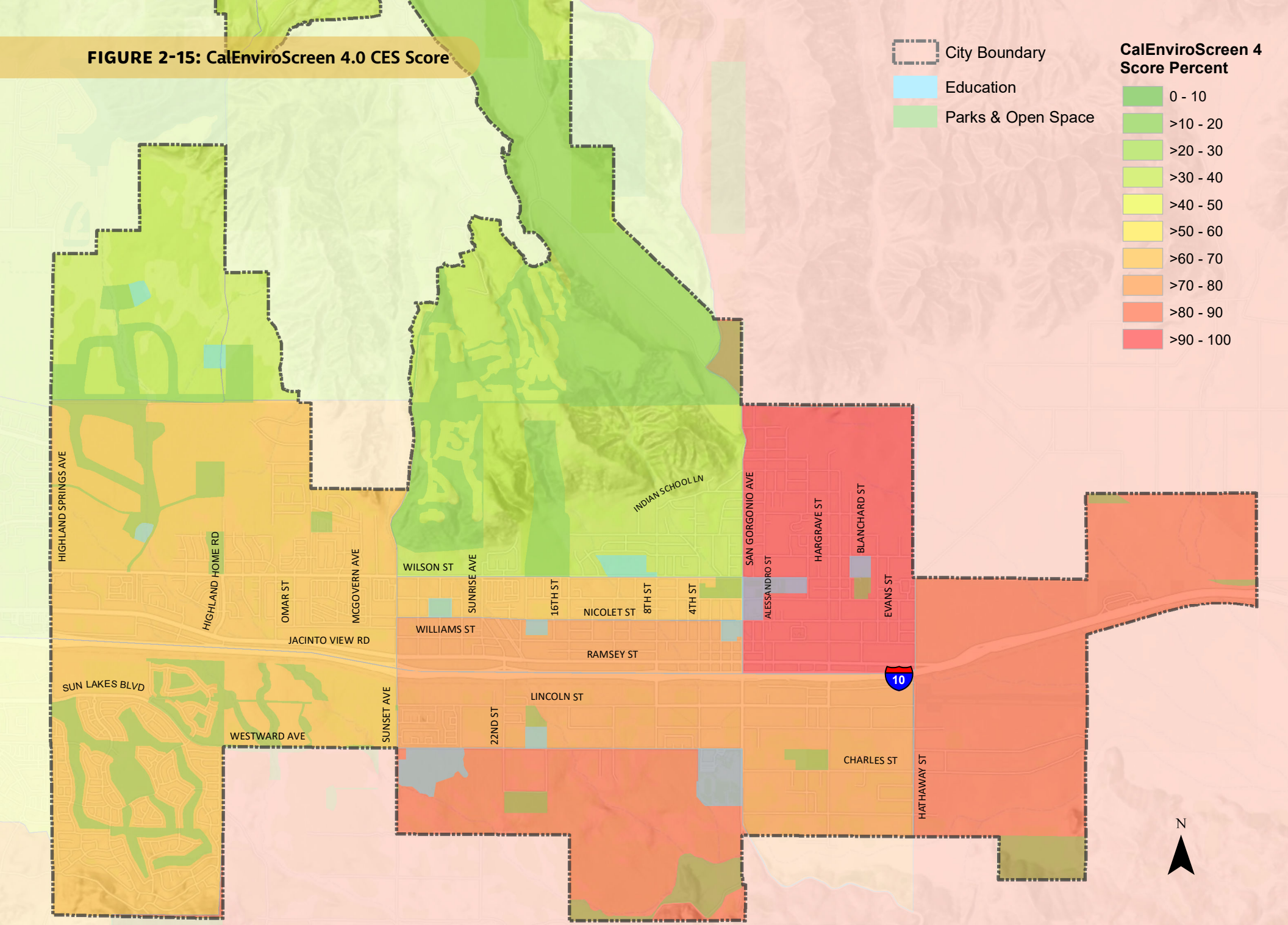
- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure or environmental degradation.
- Areas with concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, or low levels of educational attainment.

Figure 2-15 shows citywide results for Banning's census tracts CES scores. Figure 2-16 displays an enlargement of the three census tracts that qualify as a disadvantaged community, which score in the highest 25th percentiles. These tracts cover the southern, eastern, and northeastern areas of Banning.

Understanding where disadvantaged communities are located helps to guide the Project Team and the city to make informed decisions during the recommendations and prioritization process. The analysis can be used to inform how projects can address historical inequalities related to transportation, such as increasing access and removing barriers to opportunities for underserved communities. State policies assist this process. Indeed, Senate Bill 535 states that at least a quarter of California Climate Investments go to disadvantaged communities. California Climate Investments are funds from the proceeds of California's Cap-and-Trade Program and specifically target reducing greenhouse gas emissions. This Banning ATP is intended to recommend projects for grant funding, and since there is more grant funding for equity-centered projects, equity will play a large role.

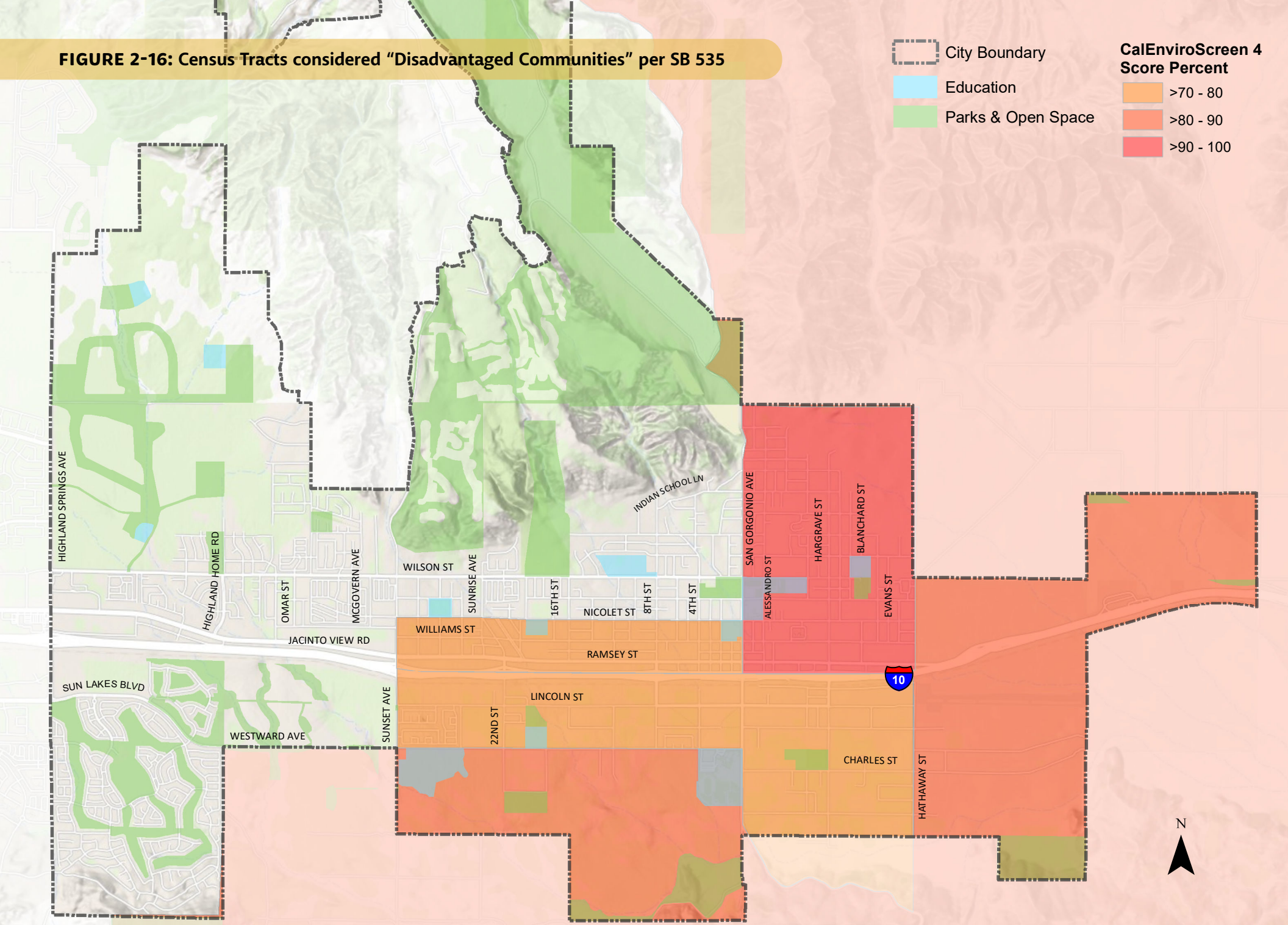
In recent years in the State of California, there has been an increased emphasis on safety, active transportation for public health, and greenhouse gas reduction. All mitigation measures and recommended projects for the Banning ATP will be passed through a community-driven lens for infrastructure and non-infrastructure programming.

FIGURE 2-15: CalEnviroScreen 4.0 CES Score



Note: Census tracts receiving the highest 25 percent of overall scores are considered disadvantaged communities per Senate Bill 535. The higher the CalEnviroScreen score, or dar red color, the more disproportionately burdened a community is by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.

FIGURE 2-16: Census Tracts considered "Disadvantaged Communities" per SB 535



Note: Census tracts receiving the highest 25 percent of overall scores are considered disadvantaged communities per Senate Bill 535. The higher the CalEnviroScreen score, or dark red color, the more disproportionately burdened a community is by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.

2.5.2 CALIFORNIA HEALTHY PLACES INDEX (HPI)

The California Healthy Places Index (HPI) is a tool developed by the Public Health Alliance of Southern California to assist in research exploring local factors that predict life expectancy and comparing community conditions across the state. The HPI provides overall scores and more detailed data on specific policy action areas that shape health, including housing, transportation, and education.

Figure 2-17 shows the City of Banning has an HPI score of 11.6 percent meaning that this city has healthier community conditions than only 11.6 percent of other California cities.

Economic Conditions

Twenty one percent of the population in Banning lives below poverty. Every household should be able to afford the essentials for a healthy life including medical care, healthy food, quality housing, education, and other basic needs. Research indicates that economic opportunity is one of the most powerful predictors of good health, and that impacts on health are especially pronounced for people in or near poverty.

Transportation

Just over 2.6 percent of workers in Banning (16 years old and older) commute to work by transit, walking, or bicycling. Every resident should have safe, accessible, and convenient transportation options to get to work and other key destinations. Active commuting by foot, bicycle, and transit creates opportunities for physical activity, provides transportation options for those without a car, encourages social cohesion, and reduces contributions to climate change and air pollution. Recommendations that support walking and bicycling include improving transit services, providing free or discounted transit passes, and offering equitable, low cost shared mobility services.

Social Conditions

Seventy-five percent of registered voters in Banning voted in the 2020 general election, slightly lower than the state average of 79 percent. Every resident should be able to contribute their voice to the political process and participate in their communities. Voting is an indicator of social power and social cohesion, which have been linked to a wide variety of health outcomes at the individual and community levels.

Neighborhood Conditions

Just over two percent of land in Banning has a tree canopy (weighted by the number of people per acre). Everyone should have trees and other plant life near their home. Trees are beneficial for mental and physical health in many ways. They can provide shade and cool surrounding areas, reduce stress, and promote health, wellness and physical activity. Trees are essential to mitigate the effects of climate change, especially extreme heat events.

Seventy-four percent of Banning residents live within walkable distance (half-mile) of a park or open space greater than one acre. Every resident should have access to high-quality parks and other open spaces in their neighborhoods, especially in underserved localities. Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution.

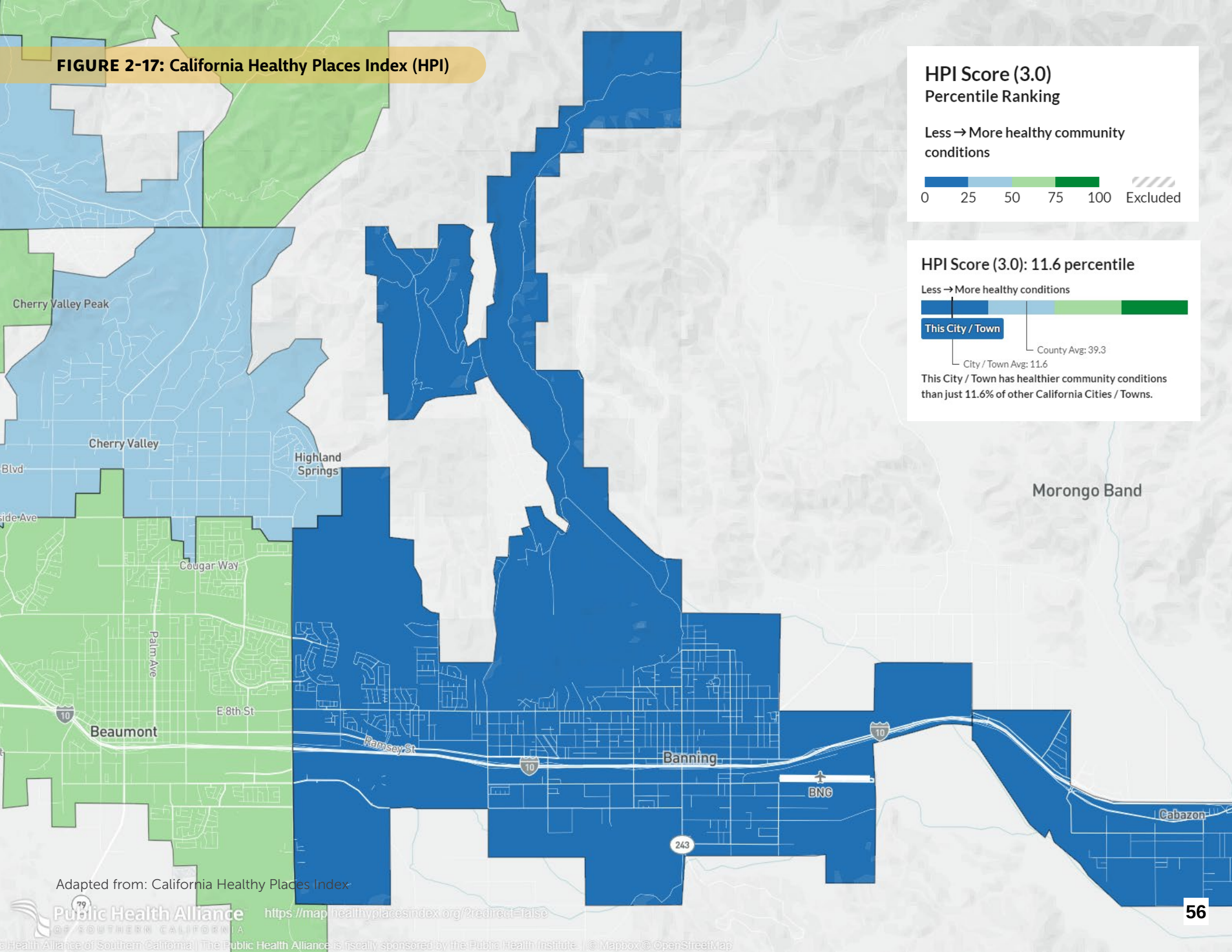
Healthcare

Fourteen percent of people aged 18 to 64 years in Banning are currently uninsured. Access to quality medical care services including routine check-ups should be available for all residents. Research indicates that health insurance dramatically improves health outcomes by allowing people to access necessary care.

Environmental Conditions

Banning's environmental conditions measure beneath 78.9 percent of other California cities when considering diesel particulate matter, drinking water contaminants, ozone, and particulate matter 2.5. Particulate matter concentration is made up of extremely fine particles from tailpipes, tires and brakes, power plants, factories, burning wood, construction dust, and many other sources. Since fine particulate matter is so small, it can reach deep into an individual's lungs, increasing the risk of cardiovascular and respiratory diseases and other unwanted outcomes.

FIGURE 2-17: California Healthy Places Index (HPI)



Adapted from: California Healthy Places Index

Health Alliance of Southern California | The Public Health Alliance is fiscally sponsored by the Public Health Institute | © Mapbox © OpenStreetMap

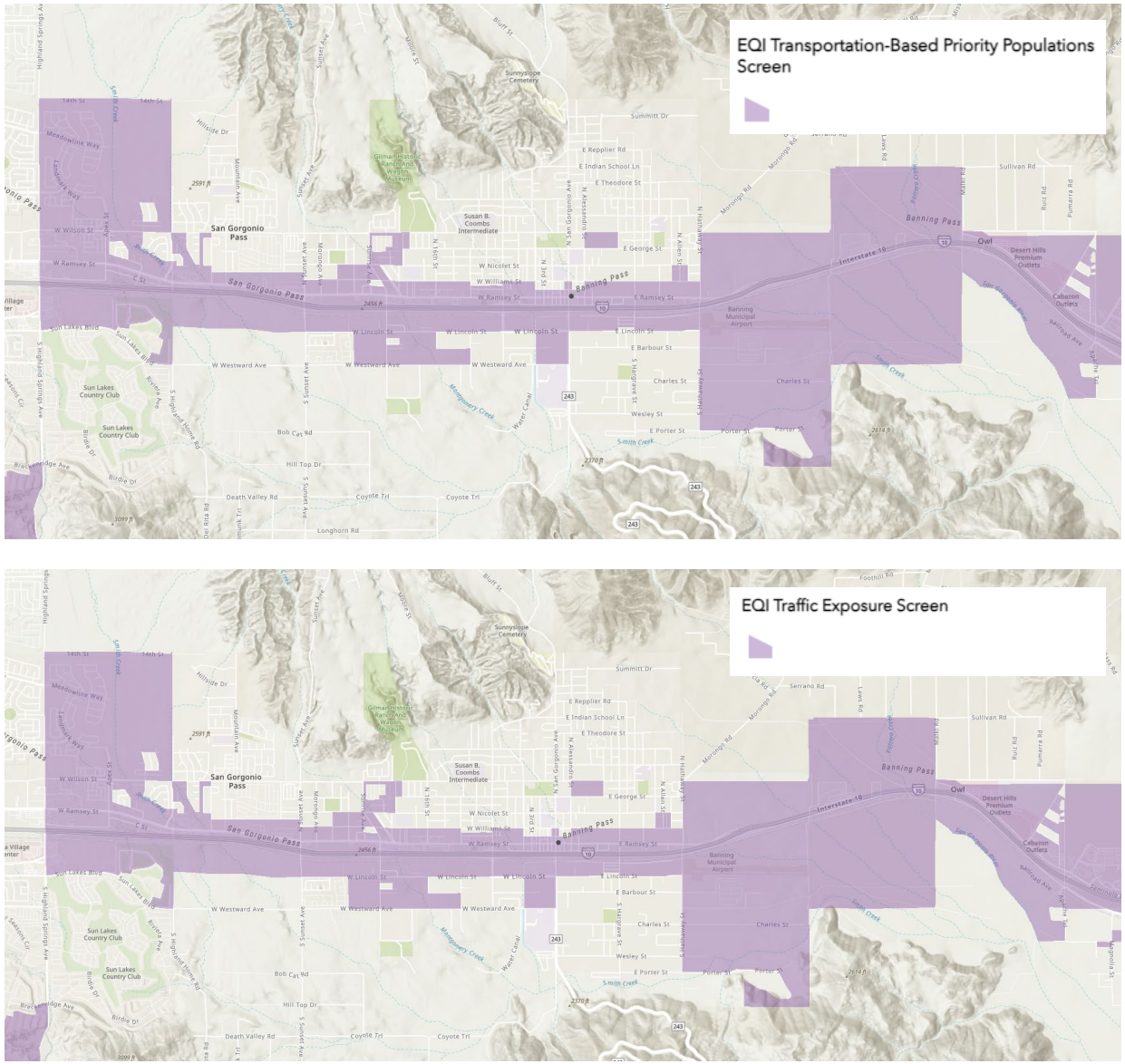
2.5.3 CALTRANS EQUITY INDEX (EQI)

The projects in this ATP were prioritized with many tools, including the Caltrans Equity Index tool (EQI). The EQI is a screening tool that uses transportation-specific indicators to identify priority populations most vulnerable to environmental burdens at the census block level. It uses data from the US Census Bureau's American Community Survey (ACS), Tribal lands data from the California Office of Environmental Health Hazard Assessment (OEHHA), Transportation Injury Mapping Systems (TIMS), and internally created data from Caltrans. The analysis from the EQI can be used to determine how projects can address inequalities related to transportation, such as increasing access and removing barriers to opportunities.

The EQI screens include the three indicator components listed below and sampled in Figure 2-18.

- **Demographic Indicators -** measures household income and Tribal land status
- **Traffic Indicators -** measures traffic proximity and volume and crash exposure.
- **Access-to-Destinations Indicators -** measures access gaps in the transit, bicycle, and pedestrian networks.

FIGURE 2-18: Caltrans Equity Index (EQI)



Adapted from: Caltrans Transportation Equity Index (EQI) Version 1.0.

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STAKEHOLDER ENGAGEMENT 3

3.1 STAKEHOLDER ENGAGEMENT OVERVIEW

The Project Team designed, administered, and used a variety of tools and techniques to engage stakeholders and the public to increase awareness and solicit feedback for the Plan. Educational outreach was a critical component to the Plan's success and focused on engaging the City's most vulnerable roadway users. Stakeholder meetings, surveys, pop-up events, and virtual engagements were held throughout the ATP planning process. Additionally, the Project Team met with six local and regional agencies for feedback and to learn about their ongoing projects that may impact this Plan's conclusions and recommendations.

3.1.1 ENGAGEMENT OBJECTIVES

The overall objectives of the engagement were to identify a range of strategies to reach and engage an appropriately diverse group of residents and representative stakeholders, to build awareness of and support for the ATP, to collect feedback about existing conditions, and gather input on preliminary recommendations that would support safety improvements and an increase in walking, bicycling, and rolling trips. Special attention was focused on strategies to engage the most vulnerable users of the public right-of-way (e.g., people aged 60 or older, children, people of color and other minorities, low-income individuals, and those with disabilities and mobility challenges). These populations are the most impacted by transportation planning and have traditionally not been well represented in the decision-making process.

The specific objectives of the community outreach achieved are as follows:

Focused on vulnerable users of the public right-of-way.

Children, older adults, those with disabilities, and non-vehicle owners make up the largest percentage of traffic fatalities and serious injuries. People bicycling and walking make up a disproportionate percentage of traffic fatalities and serious injuries. The Project Team ensured these populations were a part of the discussion to push for further mobility equity in Banning.

Communicated in a way that residents will understand.

This began with conducting outreach in the language spoken by residents (primarily English and Spanish in this instance) and in a manner that was easy for people to understand. This included creating graphics for complex and technical topics, avoiding acronyms and too much transportation jargon, and being mindful to explain the various stages of the planning process.

Used a variety of engagement strategies to reach out to as many residents as possible.

The Project Team participated in Citywide events that attracted significant participation from diverse user groups. The project website was regularly updated with project progress and announcements, and opportunities to get involved. The City's social media platforms were leveraged to share community engagement opportunities and promote the project. All stakeholder workshops and community events were conducted in-person whereas stakeholder advisory group meetings were held online.

Collected feedback on key components of the ATP.

One of the primary goals of the outreach activities was to collect resident and stakeholder feedback on various aspects of the ATP. The Project Team participated in three stakeholder workshops, three community events, and provided several other feedback opportunities. There was one "Kit of Parts" demonstration event, which was coordinated with SCAG's Go Human Campaign, that introduced potential treatments and asked participants to choose which they would prefer to be installed around the City of Banning.

Two surveys were distributed during the project to solicit feedback. The first survey asked participants about their current walking, bicycling, and rolling behavior, what barriers exist for each travel mode, and what improvements they would like to see installed in Banning. The second survey was in the form of a GIS-based interactive map, which captured geospatial survey data regarding issues, challenges, and opportunities and allowed participants to see responses from their neighbors. Both surveys were available on the project website and in-person during the first stakeholder workshop and community event.

3.1 COMMUNITY OUTREACH TOOLS

3.1.1 PROJECT BRANDING

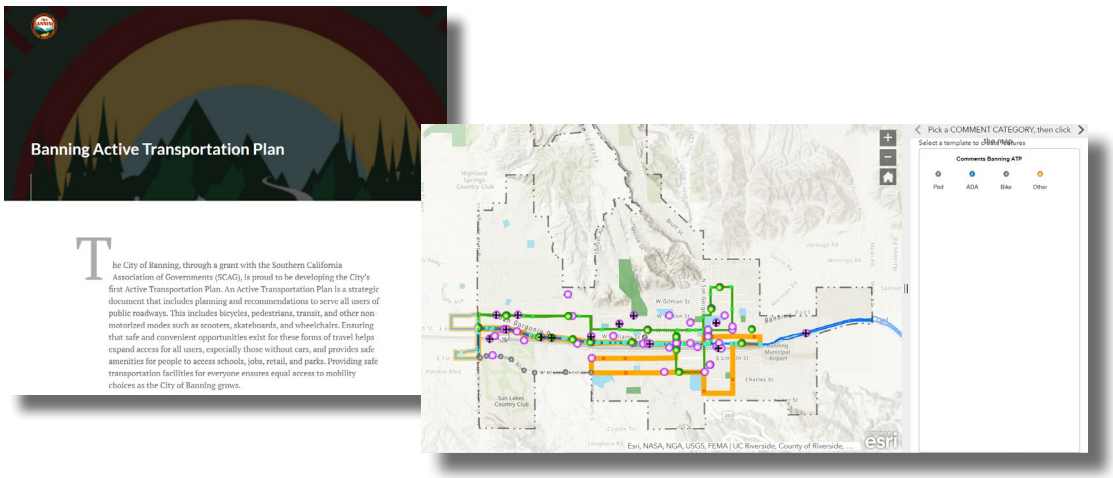
The Project Team along with the City of Banning staff developed the ATP project branding that was used for all project material ranging from flyers, the survey, all outreach material, and the project website.

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CITY OF BANNING
ACTIVE TRANSPORTATION PLAN

3.1.2 PROJECT WEBSITE

An online project website in English and Spanish was created for Banning residents to learn more about the project and access an interactive map and other exhibits. The interactive map allowed community members to drop an icon on the map that identified specific locations of concern or the desire for specific non-motorized transportation improvements. The project website was made accessible for all devices and a QR code accompanied by a website link were included in all flyers, newsletters, and social media posts.



3.1.3 NEWSLETTER

Newsletters were distributed by the City via a monthly email blast to promote the ATP and update residents on its progress.



3.1.4 SOCIAL MEDIA

The City of Banning posted on all its social media channels to inform and update community members on workshops, pop-ups, and feedback opportunities for them to make their opinions heard.

9

Stakeholder Advisory Group Meetings



3

Stakeholder Workshops



3

Community Events



6

Interagency Meetings



301

Project Survey Responses

3.2 STAKEHOLDER PARTICIPATION

Participation from stakeholders throughout the planning process was essential. Meetings were timed with each project phase to inform project goals, develop public outreach strategies and activities, solicit feedback on existing conditions, and provide input on draft recommendations.

3.2.1 STAKEHOLDER ADVISORY GROUP MEETINGS

The Project Team worked with City and SCAG staff to identify an appropriately diverse and representative group of partners to comprise the Stakeholder Advisory Group (SAG). The list included representatives from various City departments, including Public Works, Parks and Recreation, Community Development, Economic Development, and emergency service providers, the City Council Ad Hoc Downtown Business Owners Committee, Banning Unified School District, Western Riverside Council of Governments, Riverside County Transportation Commission, Caltrans, SCAG, Healthy Riverside County Initiative, and bicycle-oriented organizations, such as Adventure Cycling Association and Inland Empire Bicycle Alliance. A complete list of the participants can be found in Appendix B - Stakeholder List.

There were nine one-hour stakeholder meetings held online throughout the planning process:

Stakeholder Working Group Meeting #1 – December 6, 2022

- Presented an overview of the project and upcoming community outreach efforts.
- Discussion of mobility challenges in the City of Banning.

Stakeholder Working Group Meeting #2 – February 6, 2023

- Overview of the project monthly newsletter breakdown and the use of utility bill inserts to promote the survey.
- Presented the bicycle and pedestrian collision data from the past 5 years.

Stakeholder Working Group Meeting #3 – April 3, 2023

- Promotion of upcoming community engagement events and closure of the project survey.
- Shared draft bicycle network.
- Preliminary discussion of potential treatments.

Stakeholder Working Group Meeting #4 – June 12, 2023

- Discussion of the community input collected at the Banning Disaster Expo (April 15th, 2023) and Banning Market Night (May 5th, 2023).
- Progress update on the status of the interagency coordination meeting.
- Shared prioritization results to determine priority projects.

Stakeholder Working Group Meeting #5 – August 14, 2023

- Promoted the upcoming stakeholder workshops and materials to be presented.
- Shared updated draft bicycle network and priority project corridors.
- Overview of potential bicycle, pedestrian, and traffic calming treatments.

Stakeholder Working Group Meeting #6 – November 6, 2023

- Detailed activities and materials for the upcoming second stakeholder workshop at the Banning Civic Center on November 7th, 2023.
- Discussion of updates made within the Banning draft bike network.
- Progress update on priority projects, with a focus on the proposed one-way couplets.

Stakeholder Working Group Meeting #7 – January 29, 2024

- Promoted the upcoming third stakeholder workshop at the Banning Library on March 20th, 2024.
- Showcase of the Safe Routes to School locations, existing conditions, and preliminary recommendations.

Stakeholder Working Group Meeting #8 - March 18, 2024

- Promoted the upcoming third stakeholder workshop at the Banning Library on March 20th, 2024.
- Showcase of the Safe Routes to School locations, existing conditions, and preliminary engineering recommendations.

Stakeholder Working Group Meeting #9 - April 29, 2024

- [PLACEHOLDER]

3.3 STAKEHOLDER WORKSHOPS

Three public stakeholder workshops were hosted at various stages of the planning process. Workshops were timed to present new information and solicit different input from the prior events. The Project Team consulted SAG members to determine the most appropriate and accessible locations to host workshops as well as the time of day that may garner the most equitable participation. Summaries of the three stakeholder workshops are provided below.

Stakeholder Workshop #1 – Banning Civic Center

The first stakeholder workshop was held on October 27, 2022 at the Banning Civic Center. The workshop served as an ideal opportunity to solicit ideas from the community of existing challenges and a vision for the community in the future. The workshop allowed for a conversation with residents about more sustainable transportation modes including walking and bicycling and informed attendees about the ATP and the Downtown Revitalization Complete Streets Plan. An opportunity drawing for three Amazon gift cards were offered to incentivize additional participation.

Participants were asked to provide feedback on interactive boards regarding what type of infrastructure they would like to see added around the City. Residents were also asked to point out specific problem areas to focus on as priority projects.



Community members interacting with Project Team during Workshop #1.

Stakeholder Workshop #2 – Sun Lakes Country Club and Banning Civic Center

The second stakeholder workshop was held in two parts on November 7, 2023, first at the Sun Lakes Country Club and then at the Banning Civic Center. Input collected at both locations was used to help further inform the ATP.

The first part of the stakeholder workshop was a presentation for the Sun Lakes Country Club, a 55+ community, to solicit commentary from the community regarding challenges they were facing and what their future vision was, to provide an overview of the ATP, and to field any questions. Sun Lakes residents had the ability to provide input on interactive boards detailing the proposed Banning ATP projects and provide feedback on the treatments that interested them. As golf carts are a primary mode of transportation in the community, residents were interested in bike lanes being designed to double as golf cart lanes.

The second part of the stakeholder workshop was an open house and presentation at the Banning Civic Center that was open to the general public. This format was similar to the first stakeholder workshop, where a brief presentation was followed by casual conversations around mounted boards, showcased analysis maps, draft priority project corridors, and opportunities for feedback on project recommendations.



Community members of the Sun Lakes Country Club during the first part of Workshop #2.

Stakeholder Workshop #3 – March 20, 2024

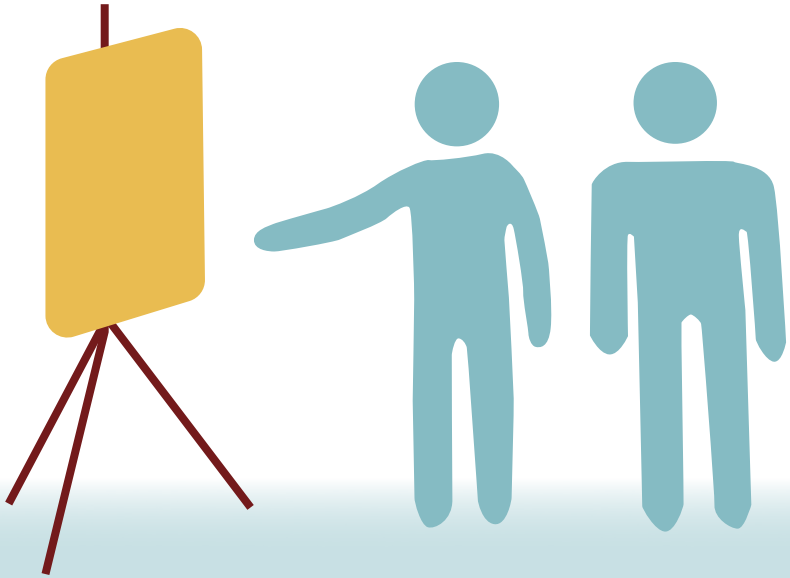
The final workshop was held at the Banning Public Library from 4:30-6:30pm in the children's section. The venue attracted library visitors that otherwise did not hear about the event. The venue naturally attracted families with young children, providing a safe learning and play space for the kids while parents were able to chat with the Project Team and learn about the draft recommendations and analysis processes.

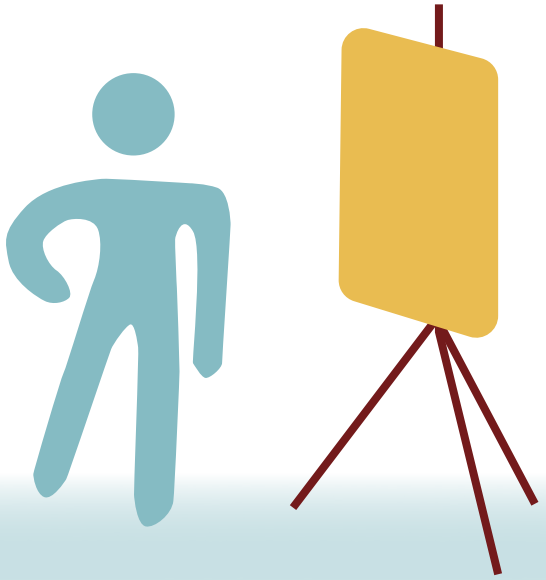
The Project Team showcased boards for the proposed bicycle network and priority project locations, the six Safe Routes to School project recommendations, two examples of the priority projects that sampled engineering drawings for the proposed neighborways and another for the two-way cycle track and one-way couplets, a photo summary of key treatments, a ten-year collision map, and a summary of the survey results.

Workshop attendees were excited about the proposed projects and brought up discussion points around traffic calming near schools, raised crosswalks, and inquired about the next steps after the Plan is adopted. The City was present to emphasize their progressive strategy to apply for additional funding.



Community members engaging with boards displaying maps, priority project examples, and summary of survey results.





3.4 COMMUNITY EVENTS

The Project Team participated in scheduled Citywide events to broaden reach for residents who may not otherwise attend workshops or engage online. Promotional materials were created to promote the ATP and announce ways to engage, such as social media graphics, flyers, and updates on the City's website and monthly newsletters.

The project booths at these events hosted interactive activities, such as a remote-control traffic calming course that attracted all ages and informed participants about various traffic calming treatments. Mounted feedback boards asked participants to place voting stickers on the types of infrastructure they would like installed around the City and enlarged maps of the existing pedestrian and bicycle networks allowed participants to flag locations in need of improvement or desired network connections.

Project fact sheets, surveys, and snacks were distributed for those who participated at each event.

Community Event #1 – School Outreach

A series of pop-ups were hosted at three schools on October 27, 2022. The schools were Central Elementary School, Nicolet Middle School, and Banning High School. The pop-ups served as an ideal opportunity to speak with the community, specifically students, about more sustainable transportation modes including walking and bicycling.

As part of this outreach, an interactive activity was designed to introduce participants to the various types of treatments and infrastructure that could potentially be installed around the City to make active transportation safer and more comfortable.

Community Event #2 – Banning Disaster Expo

The second pop-up consisted of hosting a booth at the annual Banning Disaster Expo on April 15, 2023. The booth served as an ideal opportunity to speak with community members about existing challenges and opportunities to improve walking, bicycling, and rolling conditions throughout the City.

Various interactive activities were designed to gather input from residents. The topics of the boards included:

- Potential bicycle and pedestrian treatments in Banning.
- Determining which primary corridors should receive priority for bicycle and pedestrian project funding.
- Determining which secondary corridors should receive priority for bicycle and pedestrian project funding.
- A general map of Banning that people marked up for specific issues.



Educational boards created by the Project Team and shared with students and community members during the school outreach.



Community members were able to cast their votes and engage with the Project Team regarding their questions and concerns.

In addition to the input boards, the Project Team displayed a remote-controlled traffic calming course. The course, about the length of four parking spaces, is designed to teach users about various traffic calming treatments that are commonly implemented on roads to slow down vehicular traffic and used to facilitate conversations on how these treatments could apply to Banning.

Community Event #3 – Banning Market Night

The third and final community event was hosted with the Banning Chamber of Commerce, at the monthly Banning Market Night on May 5, 2023. The booth served as an ideal opportunity to speak with community members about existing challenges and opportunities to improve walking, bicycling, and rolling conditions throughout the City. Five infrastructure elements from the SCAG Kit of Parts were showcased, noted below.

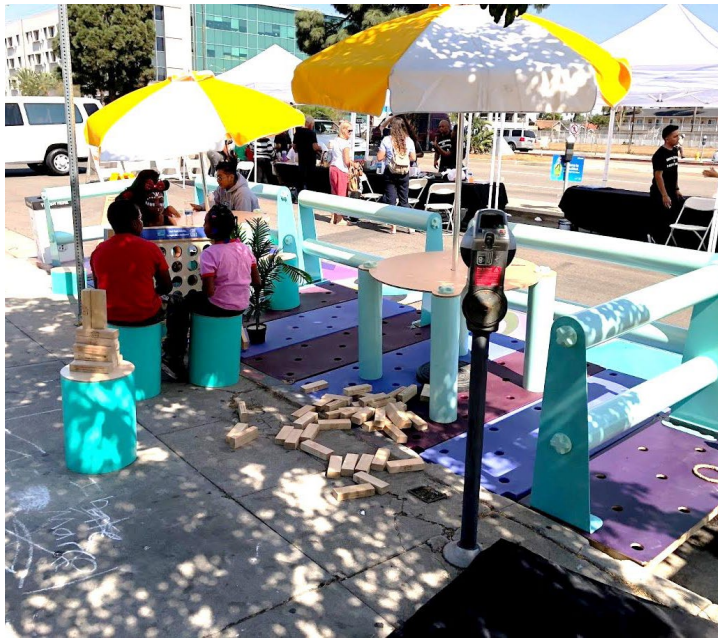
- Separated bicycle lane
- Parklet
- Median refuge island
- Creative crosswalk
- Curb extension

Banning residents were able to physically interact with these temporary infrastructures and provide input about what they thought about them. Using stickers, residents indicated which of the temporary infrastructures they liked the most. The parklet received 16 votes, the median refuge island received 12 votes, the separated bicycle lane received 11 votes, the creative crosswalk received 10 votes, and the curb extension received 5 votes.

In addition to this input board, the input boards utilized at the Banning Disaster Expo were brought back to obtain additional data for recommendations.



The remote-controlled traffic calming course was not only fun for children but it displayed real traffic calming treatments.



The parklet during the community event #3 provided shade, seating, games, and the opportunity to strengthen the sense of community.

3.5 INTERAGENCY MEETINGS

In addition to public outreach on the walking, bicycling, and rolling conditions in the City, the Project Team met with six agencies representing local, nearby, or regional needs. The agencies interviewed were the City of Beaumont, Western Riverside Council of Governments, Riverside Transit Authority, Morongo Band of Mission Indians, County of Riverside, and Banning Unified School District.

City of Beaumont – February 9, 2023

The Project Team shared draft recommendations for shared Banning-Beaumont corridors such as cycle tracks, curb extensions, and road diets for Beaumont's feedback. Beaumont staff (Beaumont) mentioned if cycle tracks were proposed and connected to their Class II bike lanes or pedestrian enhancements at neighboring intersections, it could encourage them to strengthen their bicycle and pedestrian network moving forward.

The Project Team asked if there are any treatments that Beaumont strongly opposes or are controversial, like speed humps, removed parking, or edge lane roads. Beaumont said there is nothing they strongly oppose and would consider projects case-by-case.

For collaboration on shared intersections and corridors, Beaumont is open to working together on a cooperative agreement to streamline an approach, but noted this is a gradual transition and not always feasible.

Beaumont shared the following projects underway in their City:

Downtown Revitalization

- The goal of this project is to create a Downtown that is walkable and bicycle friendly and to assist downtown Beaumont to help support economic vitality for local businesses.
- Interchange at Highland Springs Ave. This project is part of a cooperative agreement with RCTC, City of Banning, and City of Beaumont. The Project Study Report has been completed which can be used in grant funding opportunities.

Second Street Expansion

- This project would extend second street west, transforming it from a dead end to a through street which currently connects to Sun Lakes Village Drive in Banning

Potential Projects

- Microtransit
- Eastern end roadway projects that could lead to better connectivity between Banning and Beaumont

Western Riverside Council of Governments (WRCOG) – March 21, 2023

Banning was awarded HSIP funding that approved three projects: 17 intersection traffic signal improvements, 19 pedestrian crossing improvements at intersections, and pedestrian improvements for Coombs Middle School on Wilson Street, which is of key importance for this ATP.

WRCOG is primarily focusing on helping their jurisdictions apply for funding and they have resources dedicated to assistance.

They acknowledge that ATP funding is not only extremely competitive but also can take about a solid year of prep work with a consultant or full-time dedicated staff person and they advise against applying unless the appropriate resources and time can be dedicated.

WRCOG does not implement active transportation projects but serves more for transportation planning. There are resources available to help fund bicycle striping along specific corridors that overlay with the TUMF network. This is funded by a Development Impact Fee that goes towards mitigating impacts a development has on the transportation network.

WRCOG is looking into a Vehicle Miles Traveled (VMT) mitigation program and the Transportation Uniform Mitigation Fee (TUMF), to help jurisdictions implement active transportation projects. This can be a challenge for smaller projects to obtain funding because there are fewer VMT reduced compared to a large development project that may have thousands of reduced vehicle miles

traveled.

Riverside Transit Agency (RTA) – April 5, 2023

There are currently no proposals or plans suggesting service in Banning and the nearest RTA connection is Route 31 off 2nd Street and Highland Springs in Beaumont. Residents of Banning could connect to this transfer point for regional access via Banning Connect transit service or with first last mile connections such as walking and bicycling, supporting the draft recommendations set forth in the development of the Active Transportation Plan. Route 31 of the RTA network connects Beaumont to Moreno Valley.

RTA recently introduced a microtransit service, GoMicro, operating in the Hemet-San Jacinto area. This service uses minibusses, summoned with an app, an online reservation system, or via the phone. There is no additional barrier to access with the same price as a bus ticket, $1.75, and it is open to all ages and abilities. The service began in January and has been such a success that there is a demand to double the number of operating vehicles.

Morongo Band of Mission Indians (Morongo) – April 13, 2023

Morongo is introducing an Indian Health Clinic along Morongo Road and Hathaway Street. The access point will be relocated north to Hoffer Street and Hathaway Street, connecting Hoffer Elementary School to Morongo Road. Hathaway Street is being widened from 50' to 80' to accommodate two southbound and two northbound lanes and six-foot sidewalks, breaking ground in 2024. There will be a right turn lane on Hathaway Street into the new reservation entrance and a left turn lane leaving the Morongo reservation.

Primary concerns surrounded the I-10 bypass to help alleviate traffic around the holidays, Black Friday, and the Coachella Valley Music and Arts Festival. There was support for the bicycle facility on Hathaway Street emphasizing the importance of protecting cyclists sharing the roadway, given the number of trucks traveling on the corridor.

County of Riverside (RivCo) – May 17, 2023

The Project Team met with RivCo to solicit feedback on Banning's draft roadway network and learn about any County projects or programs that could impact the outcomes of the ATP. After hearing an overview of the project, the RivCo representative presented future-forward questions to the Project Team such as:

- How will the ATP recommendations impede flow of traffic?
- Are there traffic studies proposed or needed?
- Are regional connections prioritized?
- How does the ATP define bicycle facilities?
- What are the tiers of lane dissections for bikes?

County representatives mentioned that a hot button issue in various cities in the county are vespas and e-bikes that travel over 20mph in the bike lanes and to consider this in the development of the ATP.

RivCo mentioned the I-10 Bypass, also known as the Cabazon Connector, may reduce the need to prioritize Westward Avenue as a primary corridor in the ATP since the project will construct a new road connecting the two communities. They recommended extending Lincoln Street to Hathaway Street since it will be the beginning of the bypass.

Funding opportunities for a pedestrian bridge at San Gorgonio Avenue was discussed, with funding yet to be procured, but acknowledged its need to connect with the County Transportation Department to move the idea forward.

Banning Unified School District (BUSD) – May 23, 2023

The Project Team met with BUSD staff to learn about existing challenges and conditions around schools, as well as seek feedback on the proposed project network. Primary concerns were congestion at pickup and drop-off at all schools as well as safety concerns for students walking, rolling, and bicycling to and from school. BUSD recommended focusing efforts at the following schools: Central Elementary School, Nicolet Middle School, Banning High School, and Hemmerling Elementary School and walked through challenges at each.

The recommendation of one-way couplets at North San Gorgonio Avenue and North Alessandro Street and the introduction of a fully-separated two-way cycle track around Nicolet Middle School were discussed and well received. Examples of Neighborways (aka "bike boulevards") for the residential streets were supported as well.



3.6 PROJECT SURVEY

3.6.1 OBJECTIVE

A survey was created and administered by the Project Team to allow public input and to help identify existing walking, biking, and rolling trends within the City of Banning. Findings were used to inform recommendations for infrastructure improvements to improve walking, biking, and rolling conditions within the City of Banning.

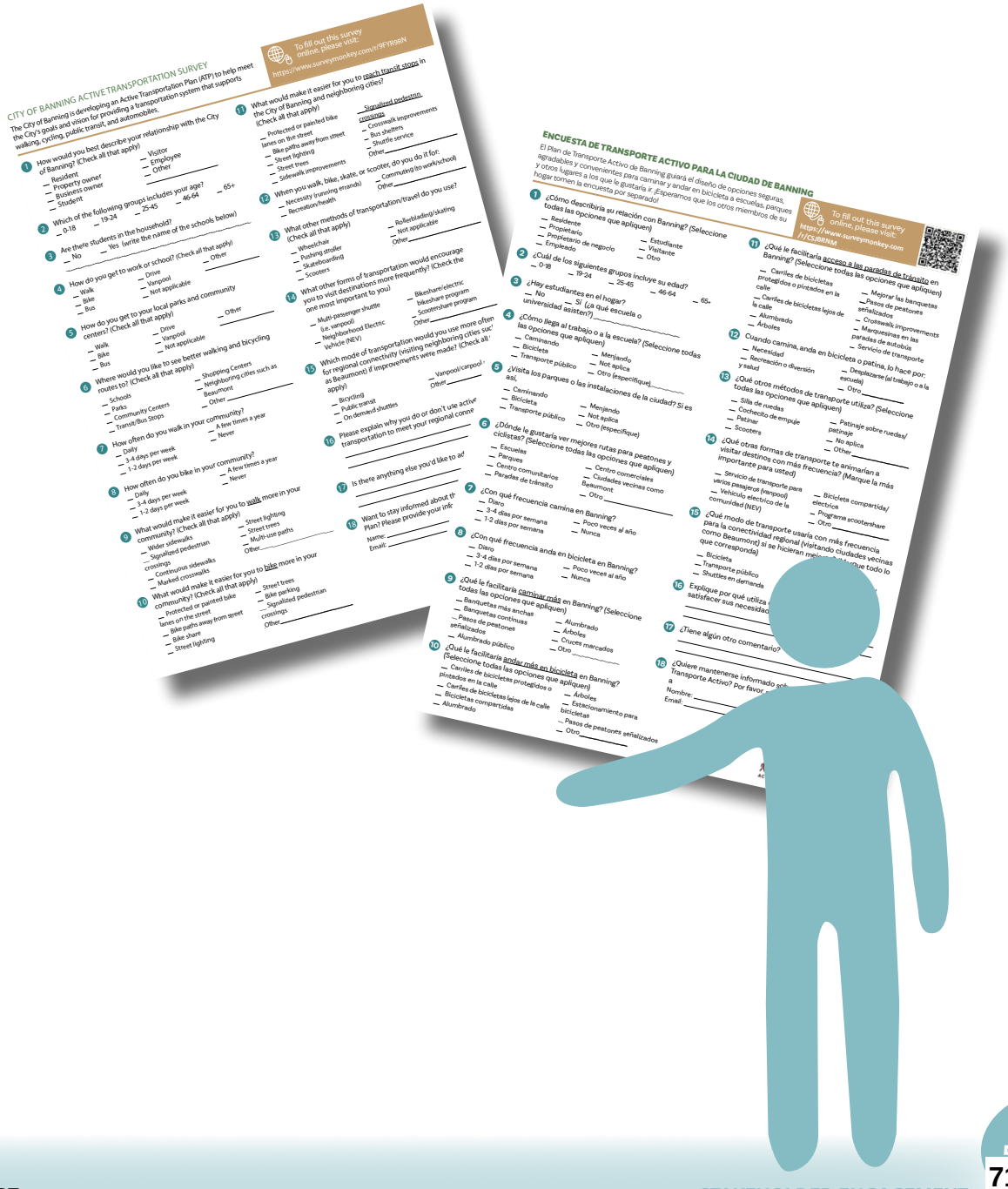
3.6.2 METHODOLOGY

The survey was open to the public for a series of four months from October 2022 to March 2023. Respondents were asked state their existing walking and biking trends while also asking them to state what would encourage them to walk and bike more.

The survey was available in English and Spanish and was promoted through various avenues to engage a wide pool of residents. The survey was distributed physically at community events and Banning's Civic Center. The survey was also promoted through monthly project newsletters, the project website, and through a utility bill insert that was sent to residents. The Project Team developed a bilingual (English and Spanish) flyer that was inserted and mailed along with utility bills to residents around Banning. The survey and the utility insert used is presented in Appendix C - Survey and Utility Insert.

3.6.3 RESULTS

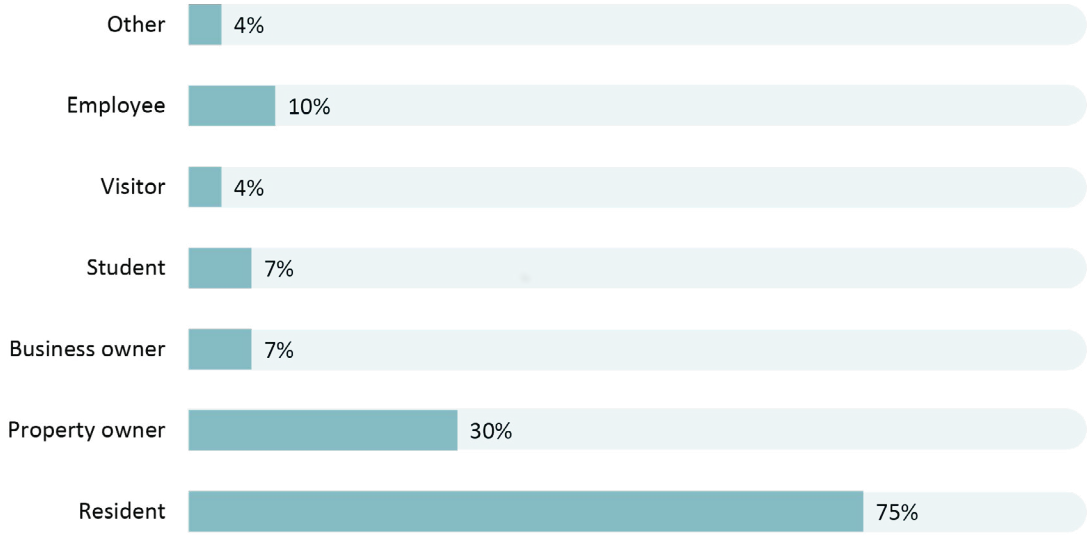
At the end of the survey period, a total of 301 responses were collected. Respondents were asked a series of questions regarding demographics and their current commuting patterns. Respondents were also asked to answer questions regarding what would make active transportation a more attractive mode.



Demographics

The first few questions asked respondents general demographic questions. Respondents were allowed to select more than one answer choice. 75 percent of respondents are currently residents in the City of Banning. 30 percent of the respondents were property owners and 7 percent were business owners.

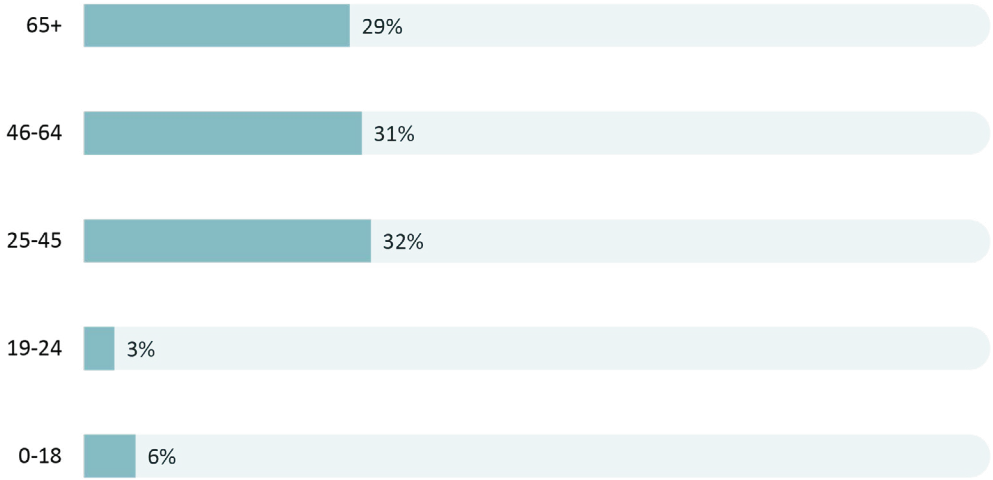
How would you best describe your relationship with the City of Banning?



Age

The distribution of survey respondents ages were closely evenly distributed with 32 percent selecting 25-45, 31 percent selecting 46-64, and 29 percent selecting 65+. The remaining 9 percent of surveys was taken by people ages 24 and under. This distribution allowed for a solid set of data among a various group of respondents.

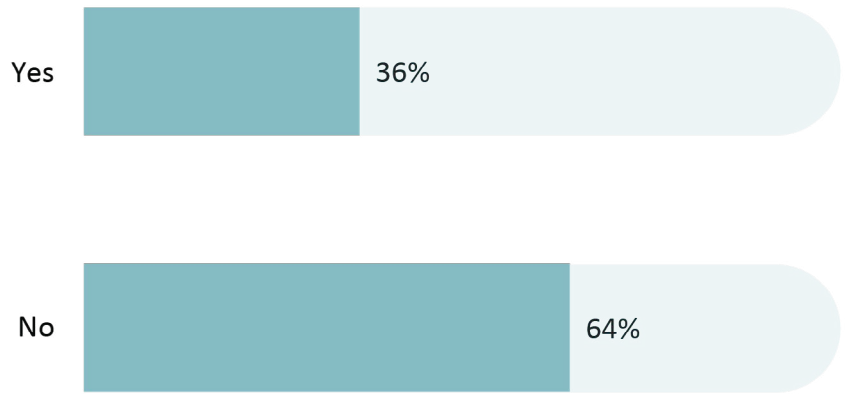
Which of the following groups includes your age?



Students

The last of the demographic questions asked if the respondent had any students in their household. 64 percent of respondents said no and 36 percent said yes. Of those that said they, the survey asked them to list what schools the students attended. The three most mentioned schools were Banning High School, Nicolet Middle School, and Central Elementary School.

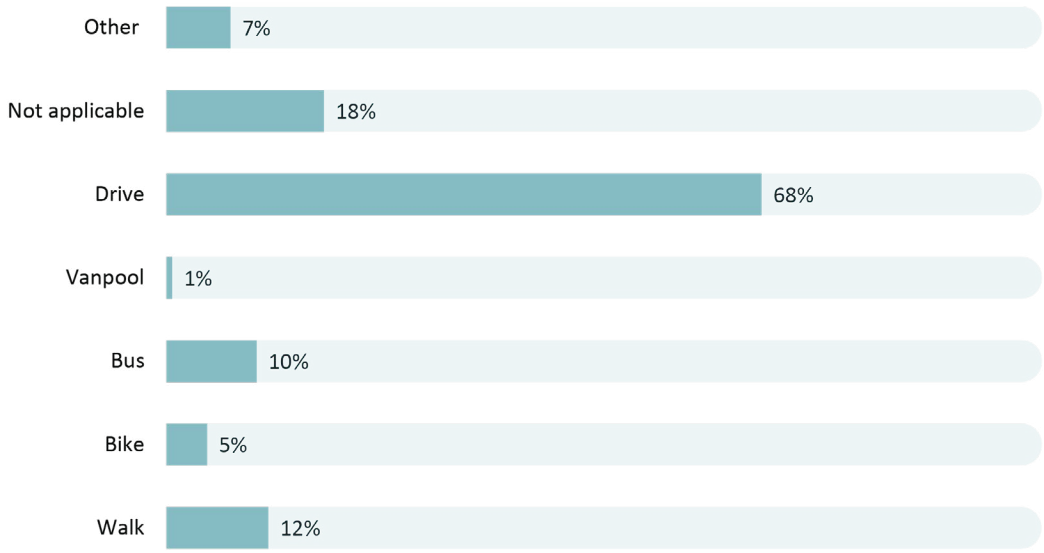
Are there students in the household?



Transportation Patterns (Work)

To understand how people are primarily moving around within the City of Banning. Survey respondents were asked how they get to work or school. 68 percent stated that they drive, 18 percent said not applicable, 12 percent walk, and 10 percent take the bus. Of those that said "not applicable," respondents specified that they either work/school from home or are retired.

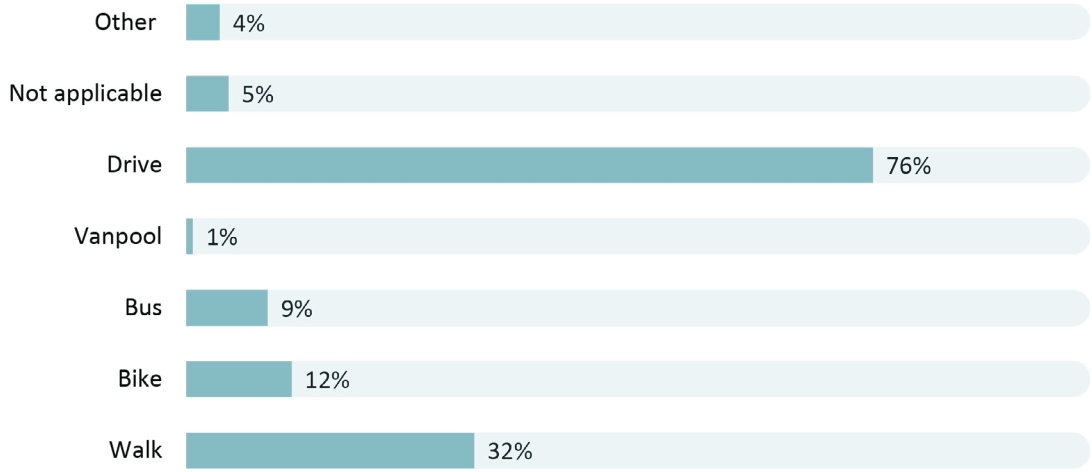
How to you get to work or school?



Transportation Patterns (Leisure)

Survey respondents were asked how they get to parks and community centers to inform the Project Team on how people move around during their leisure time. 76 percent stated that they drive, 32 percent stated that they walk, 12 percent stated that they bike, and 9 percent stated that they take the bus. Similar to the previous question, a majority of people in Banning currently drive as their primary form of transportation.

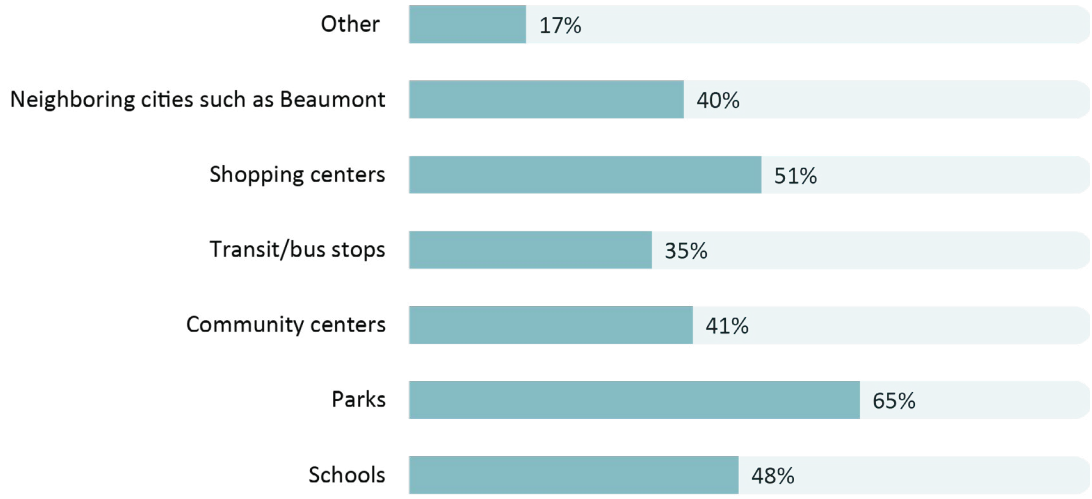
How do you get your local parks and community centers?



Desired Walking & Bicycling Improvements

Respondents were asked to designate what destinations they would like to see walking and bicycling improvements. Of the options provided, the three most desirable locations in need of improvement were parks, shopping centers, and schools.

Where would you like to see better walking and bicycling routes to?

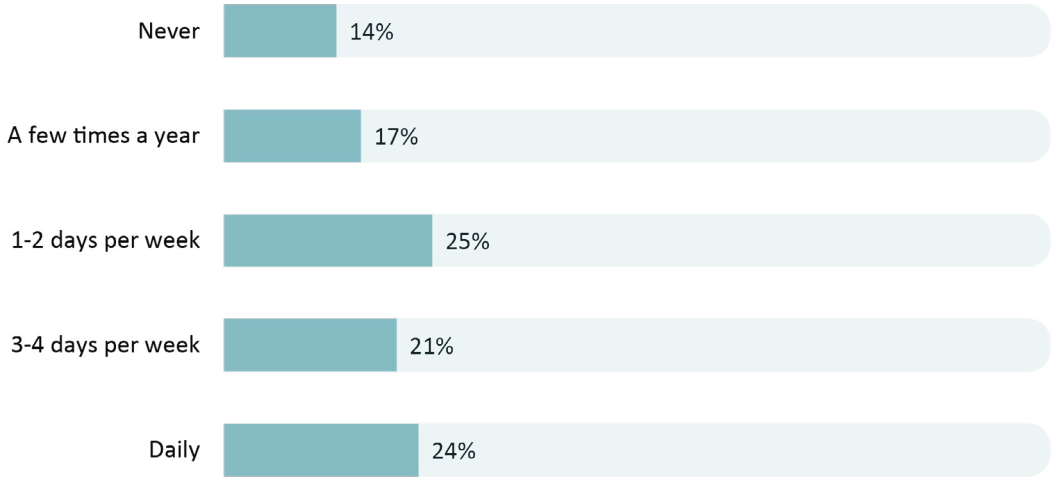


Walking and Bicycling Patterns

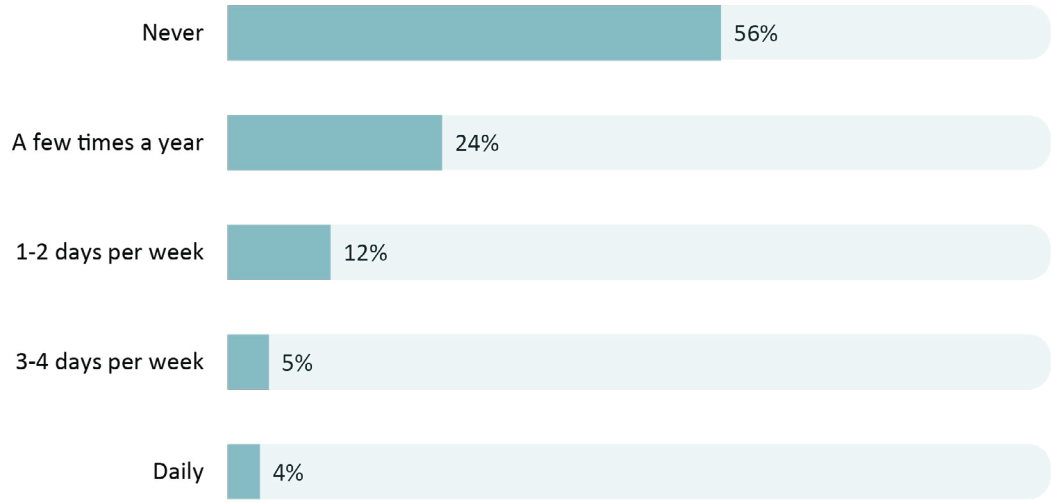
To get a better sense of the respondents current walking and biking patterns, the next two questions asked how often they walk and bike in their community. The overall goal of the ATP is to increase active transportation numbers so getting a baseline of how many current walkers and bicyclists exist within survey respondents was important.

Generally, how often survey respondents walk around their community ranges evenly from never to daily. However, over half of survey respondents never bike in their community.

How often do you walk in your community?



How often do you bike in your community?



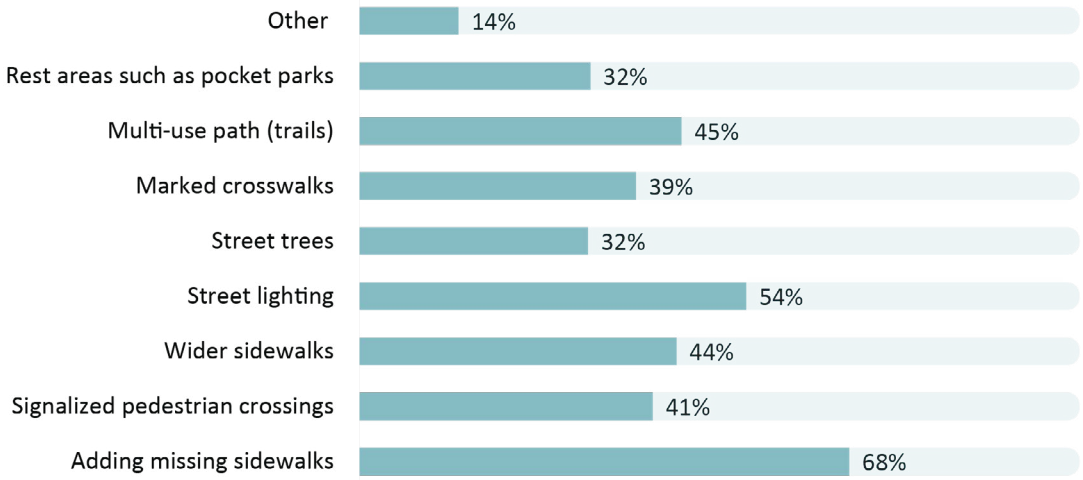
Infrastructure Improvements to Encourage Walking & Bicycling

The next pair of questions asked respondents to state what features would encourage them to walk and bike more in their community. A follow up question was also asked asking respondents to state which infrastructure improvements would facilitate them to reach transit stops.

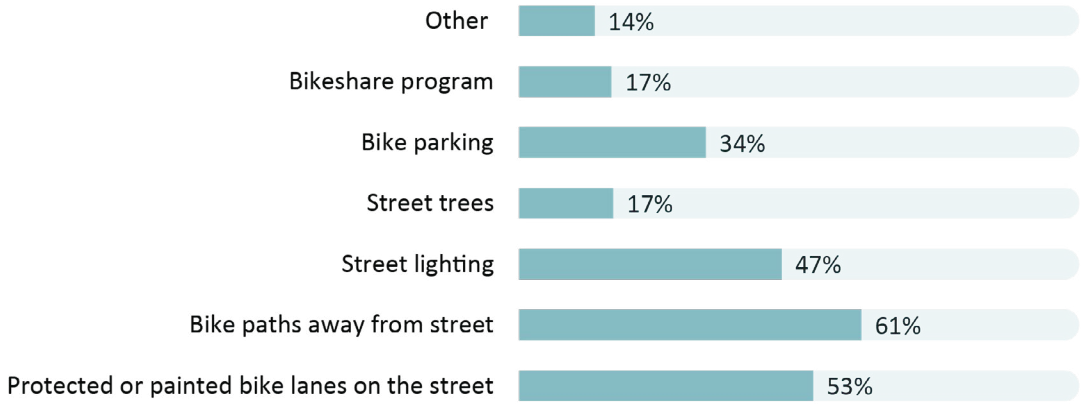
The five most selected options that would make it easier for survey respondents to walk more were: adding missing sidewalks, street lighting, multi-use paths, wider sidewalks, and signalized pedestrian crossings.

For bicycle infrastructure improvements that would make it easier to bike more the five most selected options were: bike paths away from the street, protected or painted bike lanes, street lighting, bike parking, and a bikeshare program.

What would make it easier for you to walk more in your community?



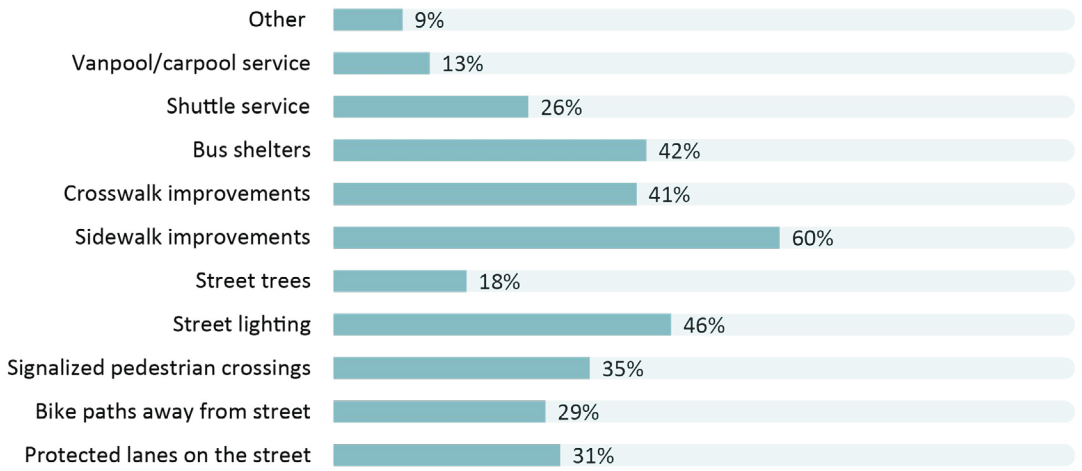
What would make it easier for you to bike more in your community?



Infrastructure Improvements to Increase Transit Use

The five most selected options by survey respondents that would make it easier for them to reach a transit stops in the City and neighboring cities were: sidewalk improvements, street lighting, bus shelters, crosswalk improvements, and signalized pedestrian crossings.

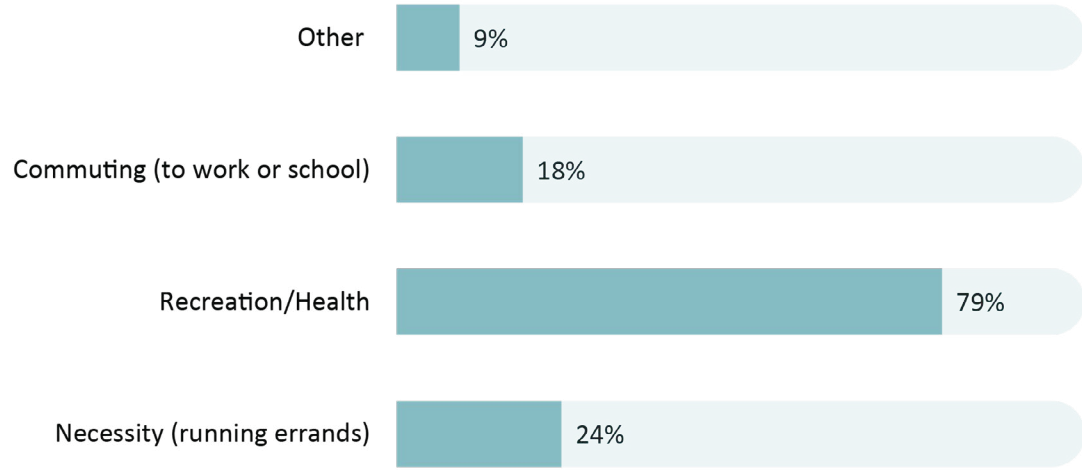
What would make it easier for you to reach transit stops in the City of Banning and neighboring cities?



The People's ATP Needs

Respondents were asked to state when they walk, bike, skate, or scooter, do they do it for recreation/health, out of necessity to run errands, commuting, or other. 79 percent of respondents stated that they do it for recreation/health, 24 percent do it out of necessity, and 18 percent do it to commute.

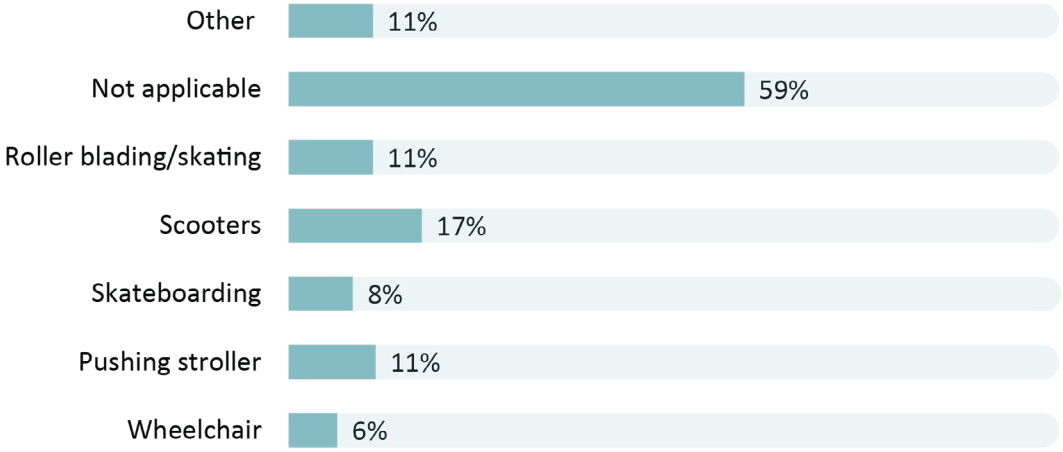
When you walk, bike, skate, or scooter, do you do it for:



Other Methods of ATP/Travel Used

To get a better sense of other methods people use for active transportation, the next question asked respondents what alternate methods they use to move around actively. 59 percent of respondents said not applicable meaning they primarily move around actively by walking and biking when choosing active transportation. 17 percent stated that they move around using scooters, 11 percent stated that they push strollers, and 11 percent stated that they rollerblade/ skate.

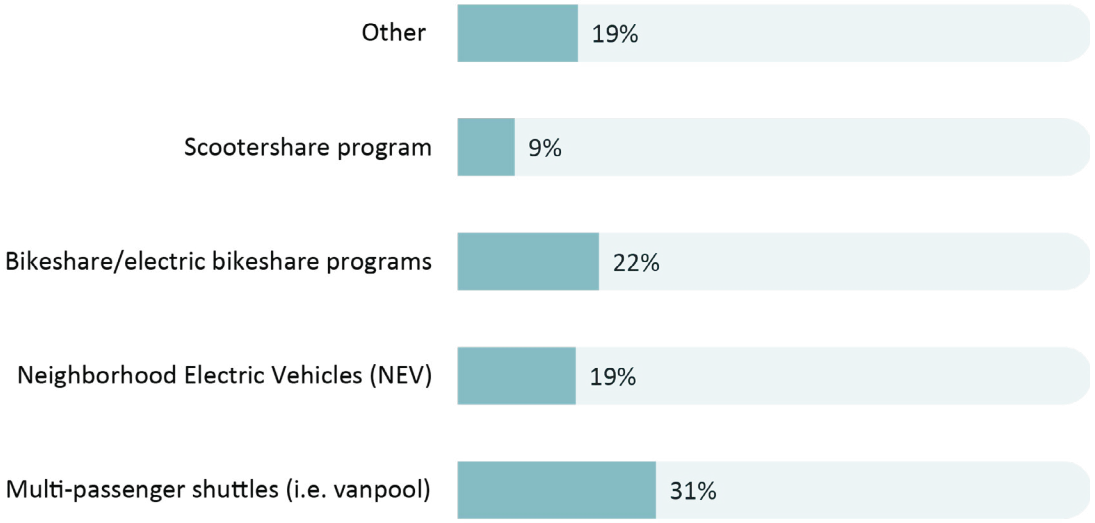
What other methods of active transportation/travel do you use?



Encourage use of ATP Methods

Respondents were asked to vote on some proposed alternate transportation methods that would encourage them to visit destinations more frequently. Of the proposed transportation methods included within the options provided, 31 percent of respondents voted for multi-passenger vehicles (vanpool), 22 percent voted for a bikeshare program, 19 percent voted for neighborhood electric vehicles, and 9 percent voted for a scooter share program.

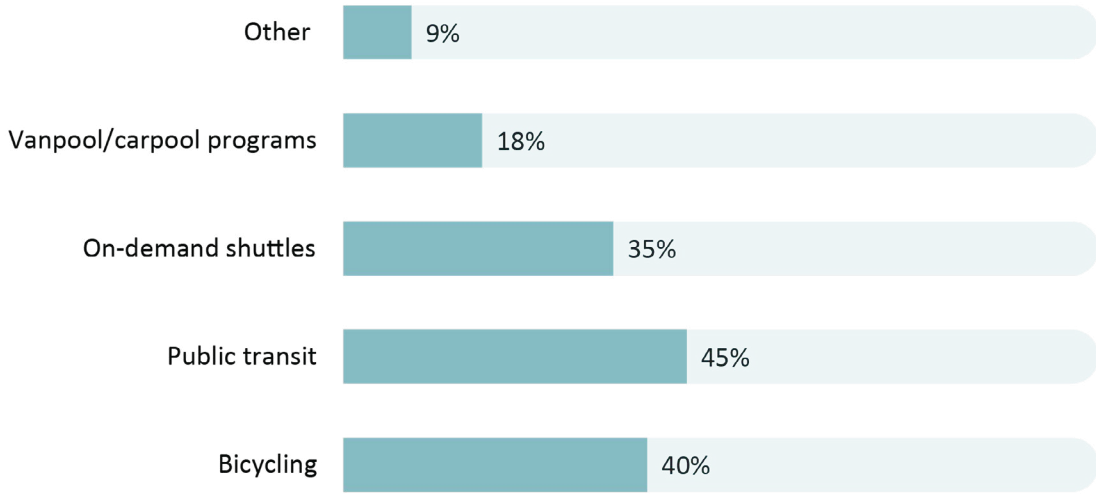
What other forms of transportation would encourage you to visit destinations more frequently?



Regional Connectivity

When asked what mode of transportation survey respondents would mostly use for regional connectivity if improvements were made, 45 percent of respondents said they would use public transit, 40 percent would bike, 35 percent would use on-demand shuttles, 18 percent would use vanpool/ carpool programs, and 9 percent said other. Those that selected other primarily said they would drive.

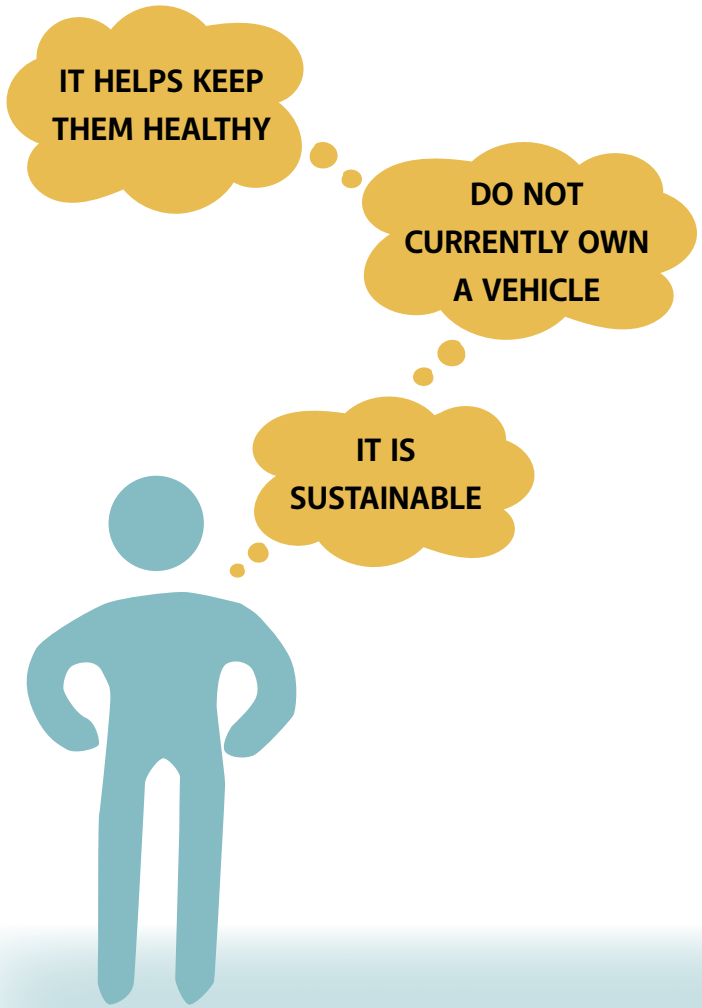
Which mode of transportation would you use more often for regional connectivity (visiting neighboring cities such as Beaumont) if improvements were made?



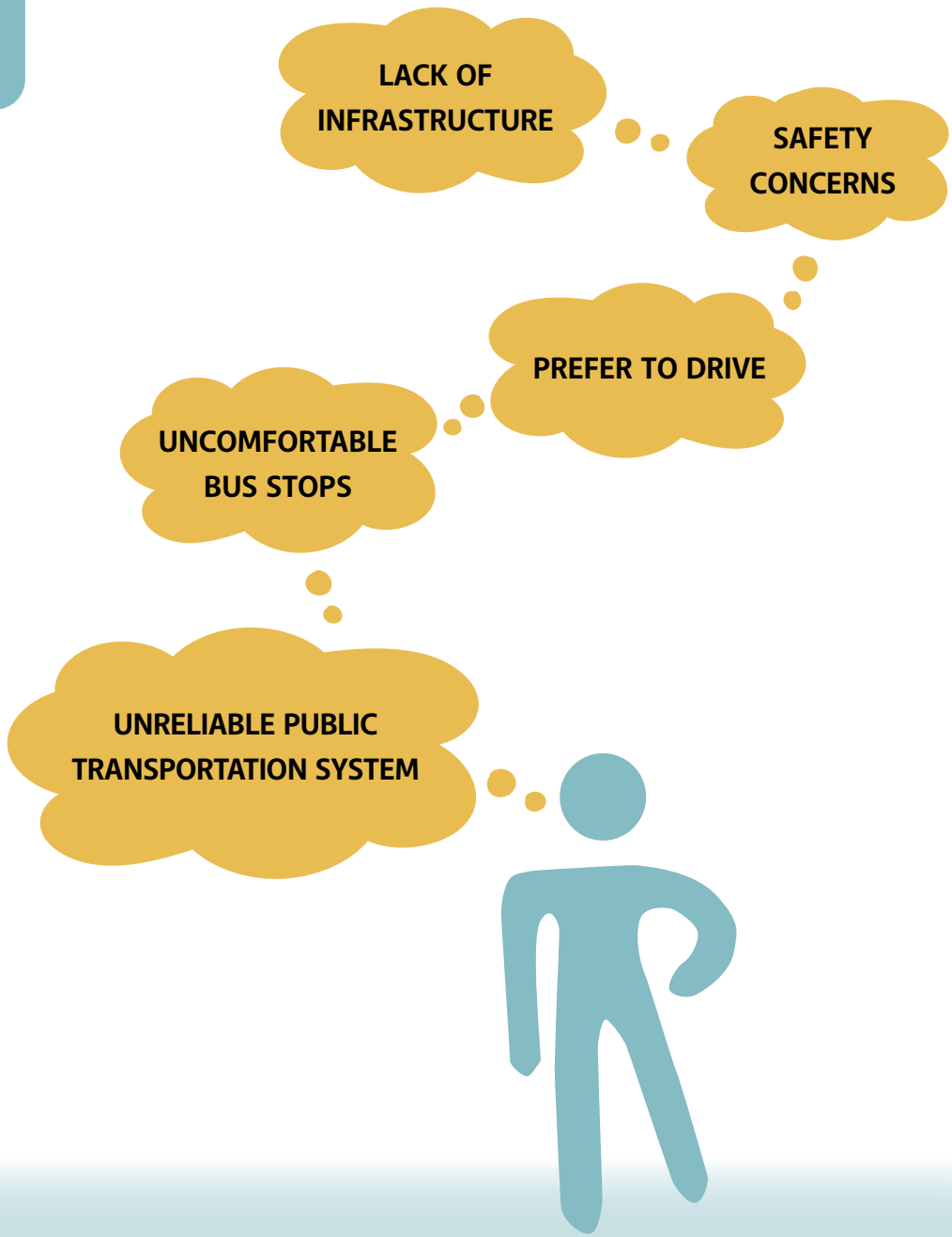
Open Ended Question Additional Comments

Respondents were given a chance to leave an open answer as to why they either do or don't currently use active transportation to move around.

WHY PEOPLE CURRENTLY USE ACTIVE TRANSPORTATION



WHY PEOPLE CURRENTLY DO NOT USE ACTIVE TRANSPORTATION





RECOMMENDATIONS 4

4.1 OVERVIEW

This chapter includes project recommendations meant to improve bicycle and pedestrian safety at and around bus stops. The recommendations are designed to help the City of Banning allocate funds as they become available and compete for grant funds as opportunities arise. The chapter begins with an overview of the different types of built infrastructure that have been designed throughout California. This "Toolbox" includes active transportation recommendations for bicycle, pedestrian, and traffic calming treatments.

4.2 TOOLBOX

4.2.1 BICYCLE FACILITIES

Class I: Multi-Use Paths

Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians. They require physical buffers to ensure safety and comfort of the user.

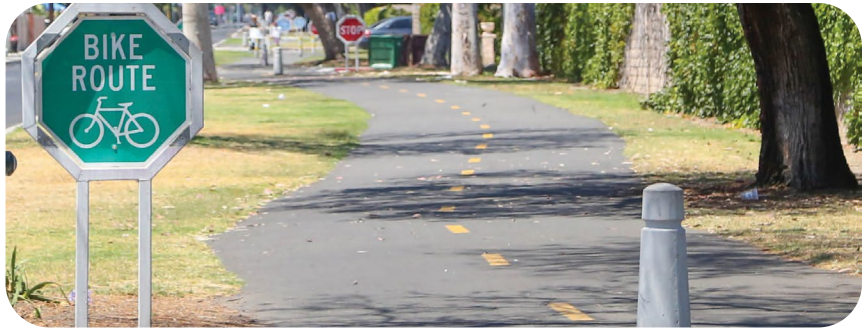
Class II: Bicycle Lanes

Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street (although can be on the left side) and are between the adjacent travel lane and curb, road edge, or parking lane. They are not physically separated from motor vehicle traffic.

Class III: Bicycle Routes

A bicycle route is a suggested bicycle corridor marked by signs designating a preferred street between destinations. They are recommended where traffic volumes and roadway speeds are 35 mph or less.

Standard golf carts can be combined with bicycles in bicycle lanes as they are generally about four feet wide and eight feet long. Golf cart/bicycle lanes should be striped to be eight-feet wide, though seven-feet wide Class II lanes are permissible, and in some instances, these



Class I: Multi-Use Path


Class II: Bicycle Lane



Golf Cart/Bicycle Lane

lanes may be reduced to six-feet wide, with the approval of the City engineer. Allowing golf carts to use bicycle lanes is common practice from Beaumont to the High Desert and beyond.

Class IV: Separated Bikeways

Separated Bikeways, sometimes called cycle tracks, are on-street bicycle facilities with a physical separation between the bikeway and vehicle travel lanes usually with flexible posts, planters, or poured concrete. Often times, Class IV bikeways are parking-protected, where parked cars offer a buffer from traveling cars.

Shared Lane Markings ("Sharrows")

The shared lane marking is commonly used where parking is allowed adjacent to the travel lane. It is now common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicyclists and parked vehicles. Many cities install sharrows over a green background to enhance visibility.

Neighborways

A neighborway, sometimes called a bicycle boulevard, is an approach to reduce traffic, slow car speed, and improve safety for those biking, walking, and rolling on quiet residential streets. They are typically located on more narrow, slow speed streets and combined with other traffic calming infrastructure like speed tables.

Green-Colored Transition Striping

Intersection or mid-block crossing markings indicate the intended path of bicyclists. Colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across motor vehicle turn lanes.

Prohibiting Parking in Bike Lanes

The 2023 MUTCD allows, for the first time, daylighting of intersections using only paint and flexposts, something that is recommended throughout Banning to improve safety and encourage walking and biking. Daylighting refers to prohibited parking near the intersection to improve visibility, hence "daylighting" the intersection with more "light" and visibility. Moreover, it is the recommendation of this ATP



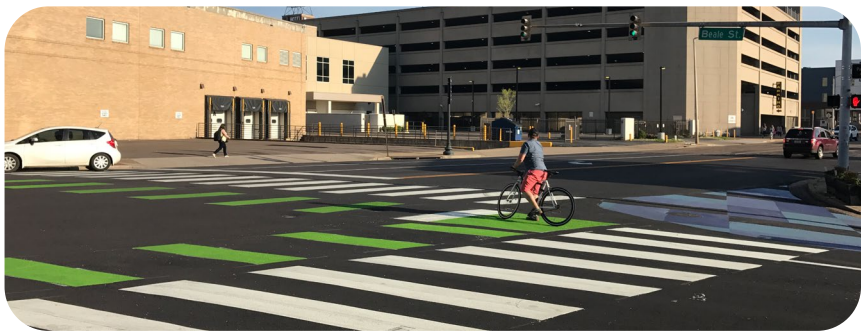
Class III: Bicycle Route



Class IV: Separated Bikeway



Sharrow



Green-Colored Transition Striping

that, for highways and arterials within the City of Banning, parking is prohibited in bike lanes that are curb adjacent, including on Wilson Street.

Edge Lane Roads

An edge lane roads, sometimes referred to as advisory bike lanes, is a preferred space for bicyclists and motorists to operate on narrow streets that would otherwise be a shared roadway. Roads with edge lane roads accommodate low to moderate volumes of two-way motor vehicle traffic and provide a safer space for bicyclists with little or no widening of the paved roadway surface. Due to their reduced cross section requirements, edge lane roads have the potential to open up more roadways to accommodate comfortable bicycle travel.

Bike Boxes

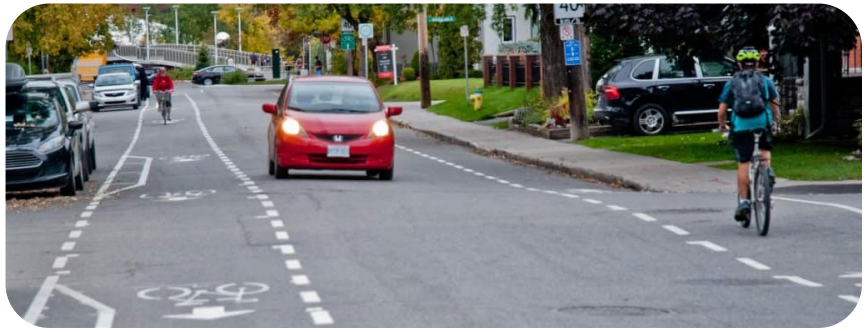
A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

Signage and Wayfinding

Signage and wayfinding on all streets and bicycle routes are intended to identify routes to both bicyclists, pedestrians, and drivers, provide destination information and branding, and to inform all users of changes in roadway conditions. Specifically for bicyclists, signage may consist of a pavement marking network to help guide bicyclists to their destinations or the identity of the bicycle route. Signs are often placed at key decision point locations to guide and reduce potential conflicts. Signage can be applicable to golf carts, or low-speed vehicles (LSV), but they must be street-legal, registered, and licensed for the road to use on a public street, including in a bicycle lane.

4.2.2 TRAFFIC CALMING

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through motor vehicle traffic volumes. The intent of traffic calming is to alter driver behavior and to improve street



Edge Lane Roads



Bike Boxes



Signage and Wayfinding



Bicycle Facility Signage

safety, livability, and other public purposes. Other techniques consist of operational measures such as police enforcement and speed displays.

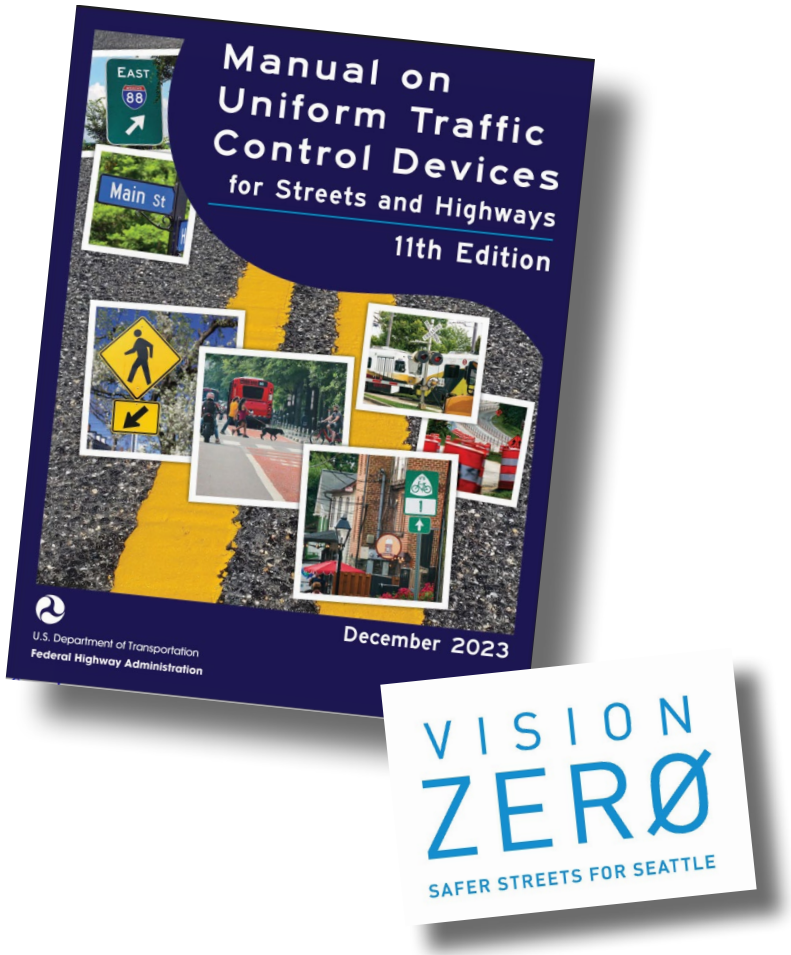
There is currently a proposal to build the "Westward Avenue extension" that connects Westward Avenue to Sun Lakes Boulevard. This project could potentially lead to overflow traffic from the I-10 corridor to instead use the Westward Avenue extension. This ATP recommends implementing traffic calming treatments along Westward Avenue once the extension is built to minimize the cut-through traffic, and the associated impact to the neighborhood. The following treatments are possible traffic calming solutions.



Proposed Westward Avenue Extension Location

Speed Limit Recommendation

The 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD), the national standard for traffic engineering, was published in December of 2023. In a historic update it no longer requires municipalities to use the 85th-percentile speed of free-flowing traffic when setting speed limits. The 85th percentile speed is often mistakenly called the "average speed." It's not the average speed, but it's usually not far off. It is the speed at or below which 85% of motorists drive on a given road, unaffected by slower traffic or poor weather. This speed indicates the speed that most motorists on the road consider safe and reasonable under ideal conditions, and consequently was used as a gauge for setting speed limits. While this makes sense on certain roadways, like limited access freeways, the Manual recognizes that it does not make sense for all streets, especially streets where there are significant numbers of people walking and biking.



Many communities in the United States are modernizing their approach to setting speed limits. Cities including Boston, Portland, Seattle, Charlotte and Madison, Wisconsin, among others, have lowered their speed limits in recent years as part of their Vision Zero plans to prioritize safety over speed.

Section 2B.13 of the 10th edition of the MUTCD states that: "When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic."

However, section 2B.21 of the 11th edition of the MUTCD is distinctly different, stating that: "On urban and suburban arterials, and on

rural arterials that serve as main streets through developed areas of communities, the 85th-percentile speed should not be used to set speed limit s without consideration of all factors described in Paragraph 7" which states that one should: "Consider whether changes to geometric features, enforcement, and/or other speed reduction countermeasures might improve compliance with the posted speed limit . A similar approach should be used if the results of past speed studies indicate that the 85th-percentile speed has consistently increased."

It is the recommendation of this report that the City of Banning pursue a 20 mph city wide speed limit for local roadways, unless otherwise posted.

Roundabouts/Traffic Circles

A roundabout is a circular intersection with yield control at its entry that allows a driver to proceed at controlled speeds in a counter-clockwise direction around a central island. Roundabouts are designed to maximize motorized and non-motorized traffic through their innovative design that includes reconfigured sidewalks, bikeway bypasses, high-visibility crosswalks, pedestrian flashing beacons, and other traffic measures. Roundabouts can be implemented on most streets but may require additional right-of-way.

A traffic circle is a small-scale traffic calming measure commonly applied at uncontrolled intersections on low volume, local residential streets. They lower traffic speeds on each approach and typically avoid or reduce right-of-way conflicts because the overall footprint is smaller compared to roundabouts. Traffic circles may be installed using simple markings or raised islands but are best accompanied with drought-tolerant landscaping or other attractive vertical elements.

Signals and Warning Devices

Traditional pedestrian signals with countdown timers remain the gold standard for high quality pedestrian crossings, although some cases warrant new signal technologies. Pedestrian Hybrid Beacons (PHBs) and Rectangular Rapid Flashing Beacons (RRFBs) are special signals used to warn and control traffic at unsignalized locations to assist pedestrians in crossing a street via a marked crosswalk. PHBs include a "red phase" requiring vehicles to come to a full stop while



Roundabout


Traffic Circle

RRFBs are yield stops. Either of these devices should be installed at locations that have pedestrian desire lines and that connect people to popular destinations such as schools, parks, and retail. The Pedestrian Hybrid Beacon is a good option for Banning in many cases due to traffic volumes that are often too low to warrant traffic signals. Signals and warning devices should be paired with additional pedestrian improvements where appropriate, to mitigate multiple threat crashes on multi-lane roadways.

For example, the intersection of Sun Lakes Boulevard and Twin Hills Drive is relatively large and unsignalized, yet there is a demand for people crossing the intersection by golf cart, by foot, and by other nonmotorized means. The FHWA guide for improving pedestrian safety at uncontrolled crossing locations points to Pedestrian Hybrid Beacons (PHBs) as a desirable option for an intersection like this where a full traffic signal may not be warranted for a variety of reasons. Installing a PHB would be an excellent option for the intersection of Sun Lakes Boulevard and Twin Hills Drive.

Lead Pedestrian Intervals (LPIs)

LPIs give pedestrians about 3-7 seconds of a head start to enter the crosswalk at an intersection before vehicles get a green light.

Speed Displays

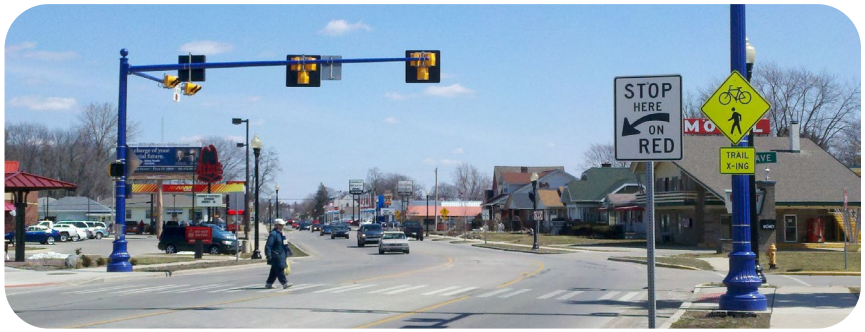
Speed displays measure the speed of approaching vehicles by radar and inform drivers of their speeds using an LED display. Speed displays contribute to increased traffic safety because they are particularly effective in getting drivers traveling ten or more miles per hour over the speed limit to reduce their speed.

Light-Up Stop Signs

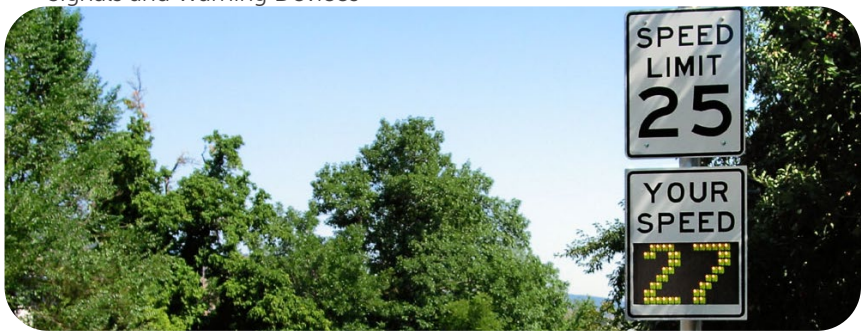
Light-up stop signs are eye-catching stop signs that use flashing LED to encourage motor vehicle drivers to properly stop for pedestrians and bicyclists.

Traffic Diverters

A traffic diverter is a roadway design feature placed in a roadway to prohibit vehicular traffic from entering into or exiting from the street.



Signals and Warning Devices



Speed Display



Light-Up Stop Signs



Traffic Diverter

Chicanes

Chicanes are a series of narrowings or curb extensions that alternate from one side of the street to the other forming an S-shaped path. Chicanes reduce drivers' speeds by causing them to shift their horizontal path of travel.

Speed Cushions

Speed cushions are a form of vertical traffic calming with wheel cutouts that allow emergency vehicles to easily pass. Speed cushions help to reduce vehicle speeds and enhance pedestrian safety.

Truck Aprons

Truck aprons allow large vehicles, such as: trucks, buses, and recreational vehicles, to turn without striking people walking, rolling, or bicycling, or fixed objects. They are located between the road surface and the sidewalk, or inner circle of a roundabout. The pavement is raised slightly to encourage light vehicles on the main road surface.

Reflective Border on Signal Heads

Reflective borders on signal heads improves visibility of signal heads with a backplate and is made even more conspicuous by framing it with a yellow retroreflective border. These are more visible in both daytime and nighttime conditions.

Hardened Center Lines

Hardened centerlines are small rubber barriers next to crosswalks that require people driving to make slower, squarer left-hand turns. This small change has been proven to significantly slow down vehicle speeds at crosswalks and improve safety for people in the crosswalk.

Neckdowns

Neckdowns narrow a street by extending the sidewalk or widening the landscape area to give the perception that speeds should be reduced.

One-Way Couplets

One-way couplets are a pair of parallel one-way streets with motor vehicle traffic traveling in opposing directions. Couplets are often used in high-volume areas to manage and increase capacity of travel.



Chicane



Speed Cushions



Truck Apron



Hardened Center Lines

School Pickup/Drop Off Zone

School pick-up/drop off zones are designated areas typically managed by schools where school buses and parent and guardian motor vehicles can drop off and pick up children.

4.2.3 PEDESTRIAN TREATMENTS

Enhanced Crosswalk Markings

Enhanced crosswalk markings are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness. Cities in Southern California often install "Continental" style or "Ladder" style markings due to their higher contrast on a roadway.

Curb Extensions

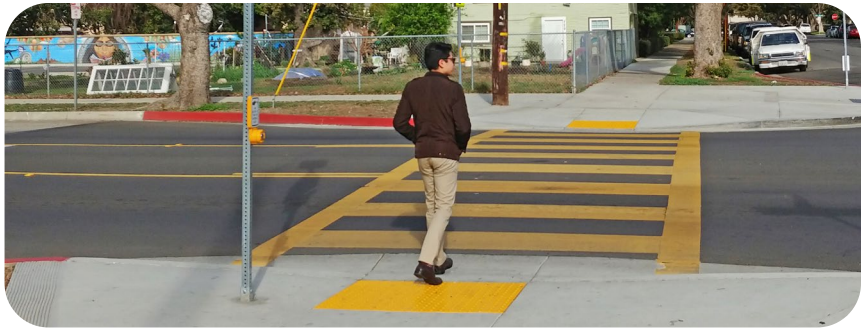
Curb extensions extend the curb line outward into the travel way, reducing the pedestrian crossing distance. Typically occurring at intersections, they increase pedestrian visibility, reduce the distance a pedestrian must cross, and reduce vehicular delay. Curb extensions must be installed in locations where they will not interfere with bicycle lanes or separated bikeways. If both treatments are needed, additional design features such as ramps, or half-sized curb extensions should be considered.

Refuge Islands

Refuge islands provide pedestrians and bicyclists a relatively safe place within an intersection and midblock crossing to pause and observe before crossing the next lane of traffic.

Mid-Block Crossings

Mid-block crossings provide convenient locations for pedestrians and bicyclists to cross thoroughfares in areas with infrequent intersection crossings or where the nearest intersection creates substantial out-of-direction travel. Mid-block crossings should be paired with additional traffic-control devices such as traditional pedestrian signals, PHBs, RRFBs, LED enhanced flashing signs, and/or refuge islands.



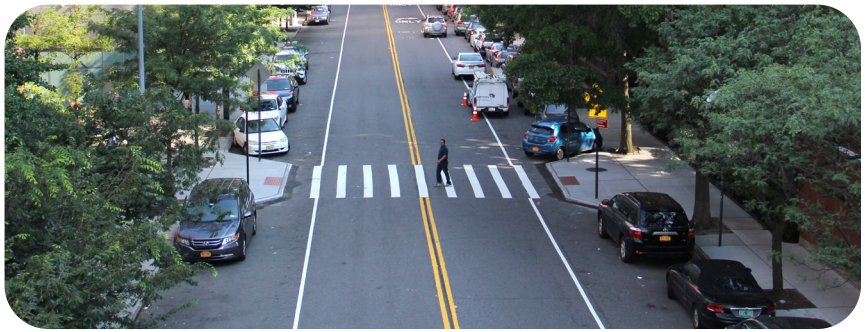
Enhanced Crosswalk Marking



Curb Extension



Refuge Island



Mid-Block Crossing

Continuous Sidewalks

Continuous sidewalks are a continuation across an intersection without a break in the footpath. The footpath continues at the same level through an intersection and onto the next block.

Senior Zones

Designated senior zones can be enhanced with street signage, increased crossing times at traffic signals, benches, bus stops with shelters, and pedestrian lighting.

Special Intersection Paving and Crosswalk Art

Special intersection paving and crosswalk art provide unique opportunities at intersections to highlight crossings or key civic or commercial locations, while breaking the visual monotony of asphalt. Intersection paving treatments and crosswalk art can integrate context- sensitive colors, textures, and scoring patterns.

Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.

Lighting

Pedestrian-scale lighting provides many practical and safety benefits, such as illuminating the path and making crossing walkers and bicyclists more visible to drivers. Lighting can also be designed to be fun, artistic, and interactive.

4.2.4 TRANSIT STOP AMENITIES

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to make use of public transit.

Real-Time Bus Information

Real-time bus information allows riders to predict their journey and manage their time more effectively. This increases the convenience of transit for riders by providing an accurate, updated location of their bus.



Crosswalk Art



Pedestrian-scale Lighting



Real-Time Bus Information

Transit Stop Amenities

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to use public transit.

Floating Bus Island

A floating bus island is located between travel lanes and bike lanes where transit passengers board and alight transit vehicles. Pedestrians cross the bike lane when traveling to or from the platform where the bus stop is located. This eliminates conflict between bicyclists traveling in bike lanes and transit vehicles that must pull curbside to load and unload passengers.

4.2.5 PLACEMAKING

Parklets

Parklets are made by converting one or two parking stalls into spaces for outdoor seating, public art, or other outdoor amenities that improve the streetscape experience.

Community Art

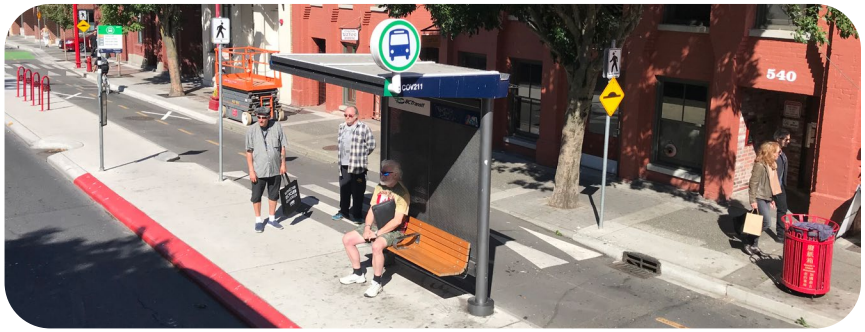
Displaying community art is a great way to engage the residents. Community art projects can include wall murals, intersection murals, creative crosswalk art, sidewalk chalk art, or sculptures.

Furnishings and Public Art

Transit shelters, bicycle racks, seating, and public art provide important amenities for functionality, design, and vitality of the urban environment. They announce that the street is a safe and comfortable place to be and provide visual detail and interest.

Wayfinding Signage

Wayfinding signage is a fundamental element of a comprehensive bicycling, walking, and trail network. Effective wayfinding systems communicate designated corridors, destinations, and other points of interest throughout a community. Wayfinding signage should be designed with local design aesthetics in mind.



Floating Bus Island with Bus Shelter


Parklet


Public Art



Wayfinding Signage

Monument Sign

Monument signs can serve as powerful tools that welcome people to visit, engage, and enjoy a space or area in a unique way. These signs often reflect the character or personality of the culture and are usually located near popular points of interest or at intermediary gathering spaces along a corridor.

4.2.6 GREEN INFRASTRUCTURE

Street Trees

Street trees are located alongside the sidewalk in a landscape parkway to provide a shaded, more comfortable pedestrian experience.

Landscape Parkways

Landscape parkways are a planting strip between a sidewalk and a roadway and can have street trees, decorative rocks, or bioswales. Parkways provide a greater social and environmental benefit by countering urban heat island and increasing pedestrian comfort by cooling the sidewalk and they sequester carbon, can reduce noise from road traffic, and provide a safety buffer for people walking from vehicle traffic.

Stormwater Capturing

Stormwater capturing is the collection of abundant or precipitated water in an urban area that is transferred over to the nearest reservoir. Once it is collected, stormwater capture technology reuses its water supply resource.

Bioswales

Bioswales are a type of open channel that has vegetations and rocks to slow down and filter stormwater runoff as it absorbs into the land replenishes the water table or flows into a drain.



Street Trees



Stormwater Capturing



Bioswales



Parkways

4.3 CITYWIDE BICYCLE NETWORK

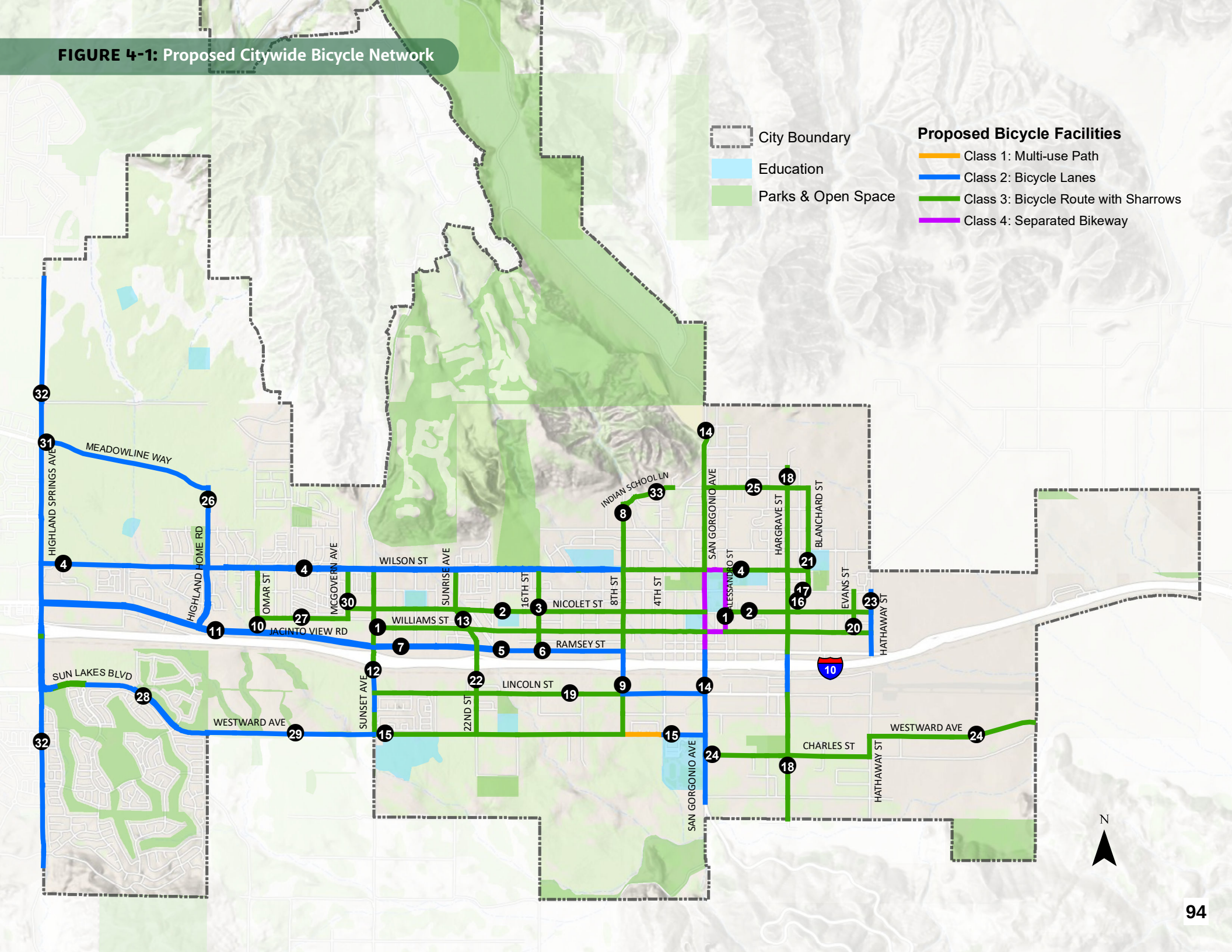
Table 4-1 and Figure 4-1 highlight the proposed Citywide bicycle network displaying a well connected Banning. Once implemented, residents and visitors alike will be able to cycle around the city, visiting key destinations such as the downtown core, schools, parks, and the Banning Public Library. The proposed network not only has an interconnected local bicycle network, but regional connection to the neighboring City of Beaumont along Ramsey Street, Wilson Street, Sun Lakes Boulevard, and Highland Springs Avenue. Both the SCAG and WRCOG active transportation networks identify regional connections throughout Riverside County and through Banning via Ramsey Street, incorporating the I-10 Bypass. Upon completion of the I-10 bypass, bicyclists will also be able to safely and comfortably travel to the community of Cabazon.

The Citywide bicycle network was developed by first dividing Banning streets into primary and secondary corridors based on street classification and number of lanes. Primary corridors were four-lane major and arterial highways and secondary arterials, and were to receive treatments of Class II bicycle lanes and buffered bicycle lanes, or Class IV separated bikeways. Secondary corridors were primarily two-lane collector roads and were to implement neighborway treatments of edge land roads and speed tables or cushions, or at a minimum to install Class III bicycle routes with shared lane markings. These recommendations were then modified on a case-by-case basis with input from City staff and feedback from the Stakeholder Advisory Committee.

TABLE 4-1: Citywide Bicycle Network Ranking

PROJECT NUMBER	STREET NAME	TO	FROM
1	E Williams Street	Sunset Avenue	N Hathaway Street
2	Nicolet Street	McGovern Avenue	N Hathaway Street
3	N 16th Street	Highland Springs Avenue	W Ramsey Street
4	W Wilson Street	Highland Springs Avenue	N Blanchard Street
5	E Ramsey Street (mid)	Sunset Avenue	8th Street
6	E Ramsey Street (east)	Sunset Avenue	8th Street
7	Sunrise Avenue	W Wilson Street	Nicolet Street
8	N 8th Street	W Indian School Lane	W Ramsey Street
9	S 8th Street	W Ramsey Street	Westward Avenue
10	Omar Street	W Wilson Street	W Ramsey Street
11	W Ramsey Street	Highland Springs Avenue	Sunset Avenue
12	Sunset Avenue	North of W Wilson Street	W Westward Avenue
13	N 22nd Street	Sunset Avenue	W Ramsey Street
14	San Gorgonio Avenue	Bluff Street	Old Idyllwild Road
15	E Westward Avenue	Sunset Avenue	San Gorgonio Avenue
16	N Almond Way	E George Street	Nicolet Street
17	E George Street	N Almond Way	N Blanchard Street
18	Hargrave Street	E Repplier Road	E Porter Street
19	W Lincoln Street	Sunset Avenue	San Gorgonio Avenue
20	N Evans Street	E George Street	E Williams Street
21	N Blanchard Street	E Indian School Lane	E George Street
22	22nd Street	W Ramsey Street	W Westward Avenue
23	N Hathaway Street	Morongo Road	E Ramsey Street
24	Charles Street	San Gorgonio Avenue	East of wastewater ponds
25	E Indian School Lane	San Gorgonio Avenue	N Blanchard Street
26	Highland Home Road	14th Street	W Ramsey Street
27	W Jacinto View Road	Omar Street	McGovern Avenue
28	Sun Lake Boulevard	Highland Springs Avenue	S Highland Home Road
29	W Westward Avenue	S Highland Home Road	Sunset Avenue
30	McGovern Avenue	W Wilson Street	W Jacinto View Road
31	Meadowline Way	Highland Springs Avenue	Highland Home Road
32	Highland Springs Avenue	Brookside Avenue	South of Sun Lake houses
33	W Indian School Lane	N 8th Street	N San Gorgonio Avenue

FIGURE 4-1: Proposed Citywide Bicycle Network



4.4 PROJECT PRIORITIZATION

Developing the project prioritization criteria was a combined data-driven and interactive process consisting of cumulative scores derived from the various criteria, shown in Table 4-2. The project list with assigned scores is shown in Appendix D - Citywide Project List with Assigned Scores. The prioritization process was developed in collaboration with the Stakeholder Advisory Group (SAG), City Staff, and with equity for all users and transportation modes in mind. The various criteria included equity impacts using CalEnviroScreen and elements of the Propensity Model. The Propensity Model incorporates many factors such as median income and vehicle ownership to highlight areas of the City where active transportation modes may provide the most benefit. Proximity to schools is also an important factor to prioritize projects, especially with youth that must walk or bicycle to school.

TABLE 4-2: Project Prioritization Criteria

CRITERIA	DESCRIPTION
School Zone (max. 100)	The number of schools within 1/4 mile of each corridor segment was counted, then the quantity was converted to a score between 0 to 100 based on all other segments analyzed. One segment had seven schools within a 1/4 mile and was given a score of 100. Segments that had one school within a 1/4 mile got a score of 29. Excel mathematical functions were used to set a maximum score of 100 relative to all segment quantities of schools within 1/4 mile.
Propensity (max. 100)	GIS mapping tools were used to quantify the number 'origin' points and 'destination' areas across the entire city that are adjacent to each corridor segment. 'Destination' points included entry points to schools, parks, businesses and other public facilities. These points were used to quantify the number of destinations within a 1/4 mile of a road segment. 'Origin' areas are based on census tract polygons and associated census data including commuting characteristics and lower income areas that may have a greater quantity of bicyclists and pedestrians that travel by non-motor-vehicle means. Area scores for destinations and origins were stacked and totaled across the city to generate a gradation of areas with high or low propensity for non-motor-vehicle means of transportation. Destination and origin quantities ranged from 15 to 32, then Excel mathematical functions were used to set a maximum score of 100 relative to all other segments.
B/P Crashes (max. 100)	Vehicle crashes with bicyclists and pedestrians were totaled per mile of each road segment to identify segments where higher levels of crashes occur. Segments with higher quantities of crashes were scored higher so problematic locations would be a priority for infrastructure upgrades. Excel mathematical functions were used to set a maximum score of 100 relative to all other segments.
Equity (max. 100)	Equity for all locations around the City is based on the CalEnviroScreen web page (California Communities Environmental Health Screening Tool version 4.0). The web page allows download of GIS maps and data that can be used to quantify environmental conditions at the census tract level. The web page considers exposure to pollution like ozone, diesel particulates, water contaminants, lead risk, certain pesticides, industrial emissions and traffic impacts that can have increased impact on sensitive populations. Socioeconomic factors like education levels, low-income housing, language challenges, poverty and unemployment are included. The ranking percentiles from the web page were scored to a maximum of 100 relative to adjacent areas, using Excel mathematical functions.

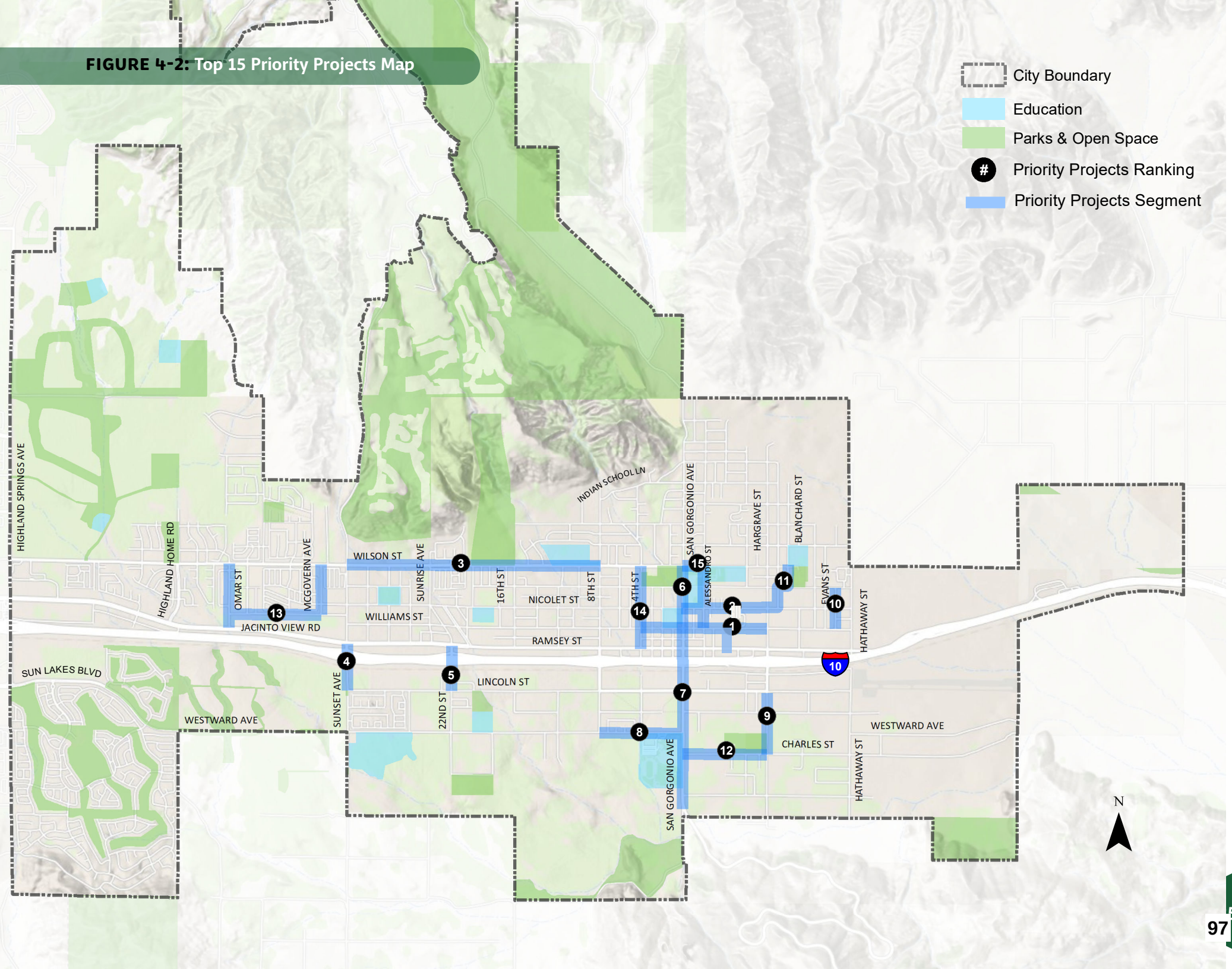
4.5 PRIORITY PROJECTS

To build upon the importance of bicycle and pedestrian safety around schools, collisions are another important criteria. Ultimately, the projects recommended are all in the underrepresented and underserved areas of Banning with the goal of increasing safety for bicycle, pedestrian and other alternative modes of travel. Table 4-3 in conjunction with Figure 4-2 demonstrate the top fifteen priority projects as per the prioritization process.

TABLE 4-3: Top 15 Priority Projects

RANK	PROJECT	FROM	TO
1	Williams Street Neighborway	4th Street	Hargrave Street
2	Nicolet Street Neighborway	Alessandro Street	Blanchard Street
3	Wilson Street	Sunset Street	8th Street
4	Sunset Avenue	Ramsey Street	Lincoln Street
5	22nd Street	Ramsey Street	Lincoln Street
6	San Gorgonio Avenue North	Wilson Street	Ramsey Street
7	San Gorgonio Avenue South	Ramsey Street	Wesley Street
8	Westward Avenue	8th Street	San Gorgonio Avenue
9	Hargrave Street Neighborway	Lincoln Street	Charles Street
10	Evans Street Neighborway	George Street	Williams Street
11	Blanchard Street Neighborway	Wilson Street	Hoffer Street
12	Charles Street Neighborway	San Gorgonio Avenue	Hargrave Street
13	Jacinto View Road "Horseshoe Loop"	Wilson Street	Wilson Street
14	4th Street	Wilson Street	Hays Street
15	Alessandro Street	Wilson Street	Williams Street

FIGURE 4-2: Top 15 Priority Projects Map



Project 1
Williams Street
(From 4th Street to Hargrave Street)



Cost Estimate
$ --



Project Length
0.75 miles



Schools
1



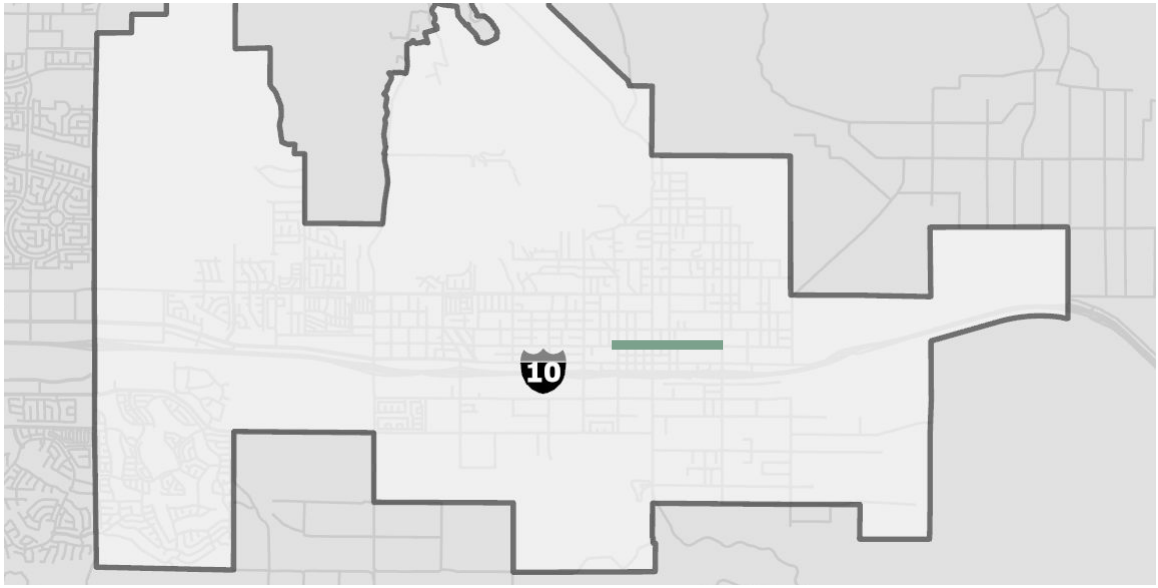
Parks
0



Pedestrian Collision
1



Bicyclist Collisions
0

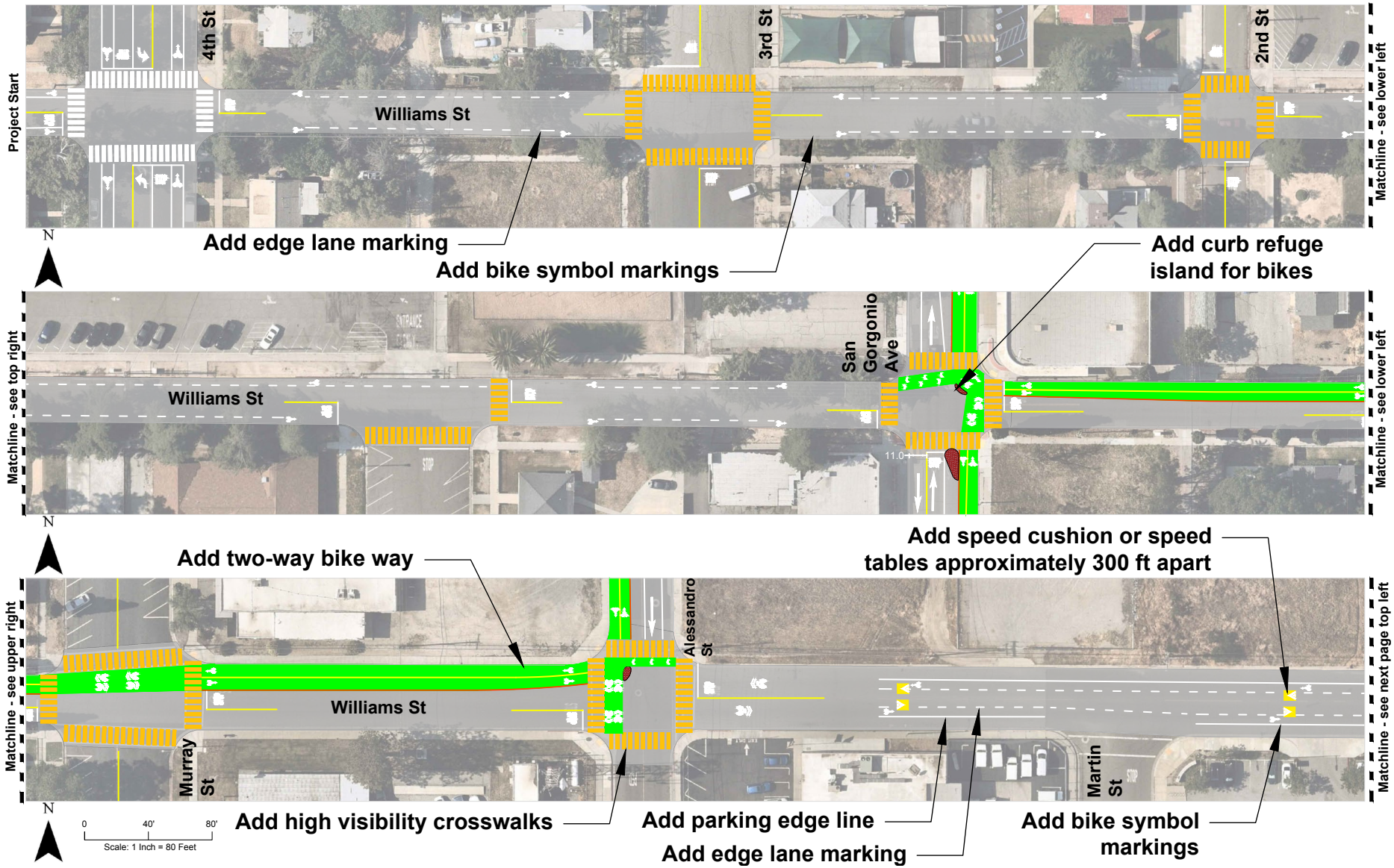


Existing Conditions:

The Williams Street corridor is located in central Banning and runs west to east from 4th Street to Hargrave Street. The corridor passes by single-family residential housing, commercial, public and religious institutions, and Central Elementary School. This two-lane road serves as a secondary through route from the center of Banning to eastern Banning and has moderate traffic volumes associated with people traveling to and from the I-10 on and off ramps. On-street parallel parking exists along most of the segment. There are no bicycle facilities, but sidewalks are complete except for a portion of the south side between Martin Street and Hargrave Street. One pedestrian collision with a vehicle has occurred on this segment at the intersection of Williams Street and Murray Street.

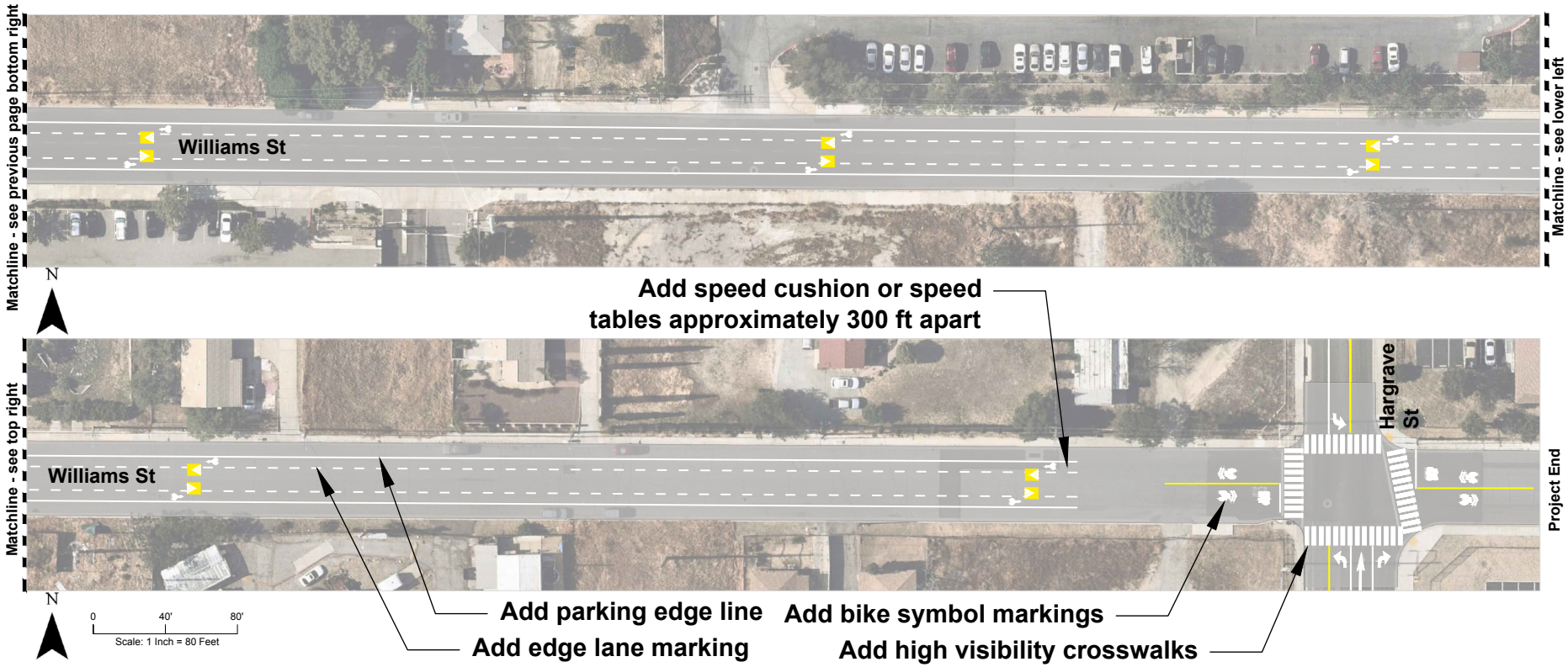
Recommendations:

Figure 4-3 and Figure 4-4 show recommended improvements for the Williams Street corridor. The proposed improvements along Williams Street include turning the existing two-way road (from 4th Street to San Gorgonio Avenue and from Alessandro Street to Hargrave Street) into an edge lane road with Class III bicycle route facilities and bicycle symbol markings on both sides of the corridor and installing a two-way Class IV bikeway with bicycle symbol markings and curb refuge islands on the north side of the segment from San Gorgonio Avenue to Alessandro Street. The proposed Class IV bikeway along this corridor would connect with Class IV bicycle facilities on other corridors to form a loop. Other proposed improvements include installing high-visibility crosswalks at most intersections, speed cushions or tables, parking edge lines, and edge lane markings throughout the segment.

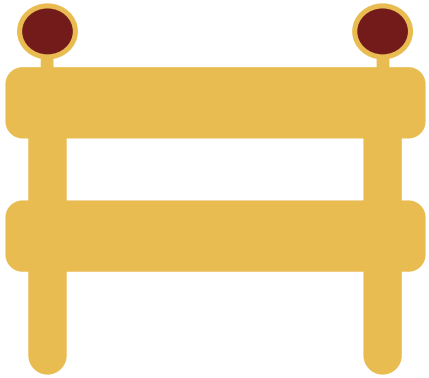


Note: Implement parking restrictions from 4th Street to Alessandro Street.

FIGURE 4-4: Williams Street Concept



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Project 2
Nicolet Street Neighborway
(From Alessandro Street to Blanchard Street)



Cost Estimate
$ --



Project Length
0.75 miles



Schools
2



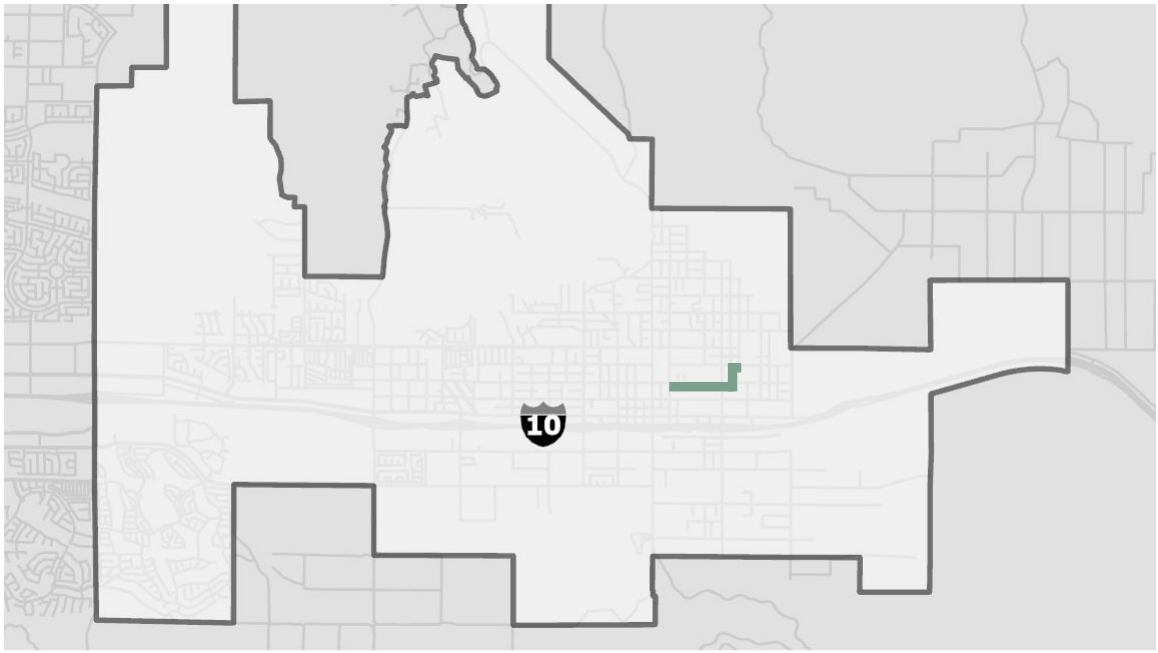
Parks
1



Pedestrian Collision
1



Bicyclist Collisions
0



Existing Conditions:

The Nicolet Street corridor is a multi-street project that connects Nicolet Middle School to Hoffer Elementary School. This corridor begins at the intersection of Nicolet Street and Alessandro Street and goes north at Almond Way, east at George Street, and north on Blanchard Street until ending at Hoffer Street. All of the road segments are small secondary two-way residential roads with low traffic volumes. The corridor passes through single-family residential housing with parallel on-street parking on both sides of the entire route. Key attractions along the corridor include Nicolet Middle School, Hoffer Elementary School, and Roosevelt Williams Park. Short segments of Class III bicycle route facilities exist on Nicolet Street, but are not sufficient to provide a safe route to school. Similarly, sidewalks exist in short segments throughout the corridor, but are not complete to provide safe walking conditions. One pedestrian collision with a vehicle was reported on this segment at the intersection of Nicolet Street and Hargrave Street.

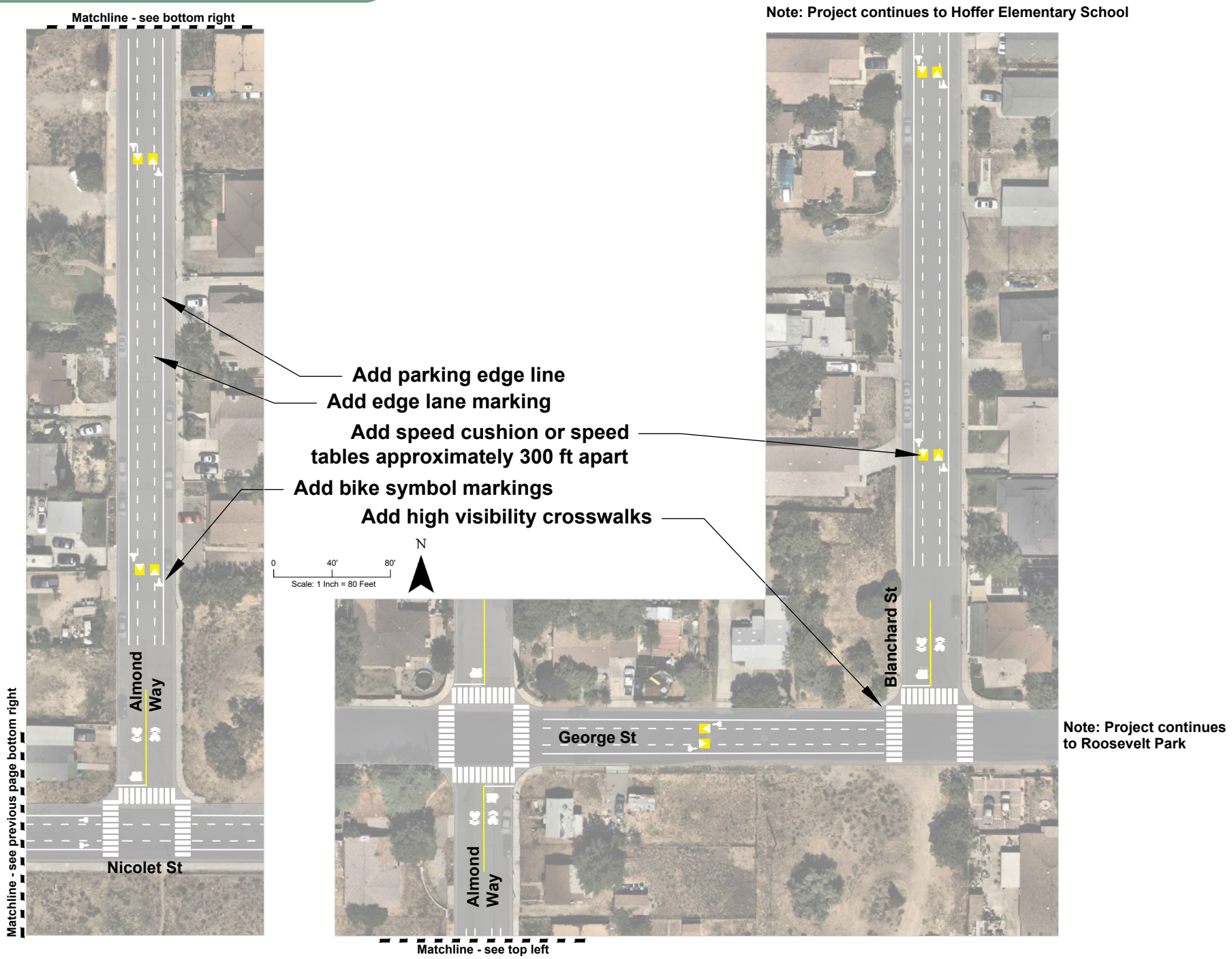
Recommendations:

Figure 4-5 and Figure 4-6 show recommended improvements for the Nicolet Street corridor. The proposed improvements along the corridor include turning the existing two-way road into an edge lane road with Class III bicycle route facilities and bicycle symbol markings on both sides of the corridor. Other proposed improvements include installing high-visibility crosswalks at all intersections, speed cushions or tables, parking edge lines, and edge lane markings throughout the segment.

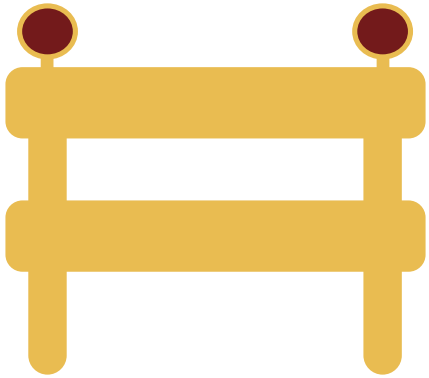
FIGURE 4-5: Nicolet Street Neighborway Concept



FIGURE 4-6: Nicolet Street Neighborway Concept



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Project 3
Wilson Street
(From Sunset Avenue to 8th Street)



Cost Estimate

$ --



Project Length

1.5 miles



Schools

1



Parks

0



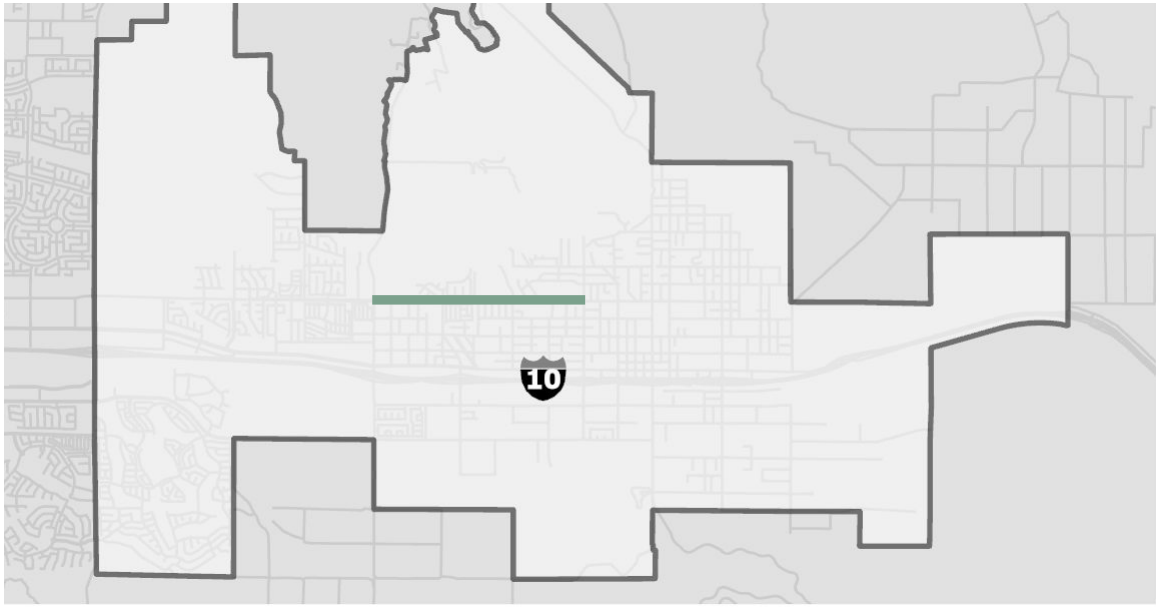
Pedestrian Collision

2



Bicyclist Collisions

0



Existing Conditions:

The Wilson Street corridor is located in north central Banning and runs west to east from Sunset Avenue to 8th Street. The corridor is a primary east-west connector road with high daily traffic volumes. Most of the corridor passes by single-family residential housing, as well as Susan B. Coombs Intermediate School, undeveloped land, and some religious institutions. On-street parallel parking is permitted along the entire length of the segment. There are no bicycle facilities and most of the sidewalks are complete except for some sections along undeveloped land. Two pedestrian collisions with a vehicle have occurred along this segment - one resulting in a fatality at the intersection of Wilson Street and 20th Street and one resulting in injury at the intersection of Wilson Street and 10th Street.

Recommendations:

Figure 4-7 to Figure 4-9 shows recommended improvements for the Wilson Street corridor. The cross-section for the proposed improvements along Wilson Street include various cross-sections. From Sunset Avenue to 16th Street, the cross-section will remove parking and add a buffered bike lane on both sides of the street, where possible. From 16th Street to 8th Street, the cross-section will remove parking, add a bike lane on both sides of the street, and add a student pick-up and drop-off zone on the north side of the street along Susan B Coombs Intermediate School. In general the project includes installing Class II bicycle lanes with bicycle symbol markings and green conflict striping, high-visibility crosswalks at all intersections, and an RRFB at 12th Street on the east leg.

FIGURE 4-7: Wilson Street Concept

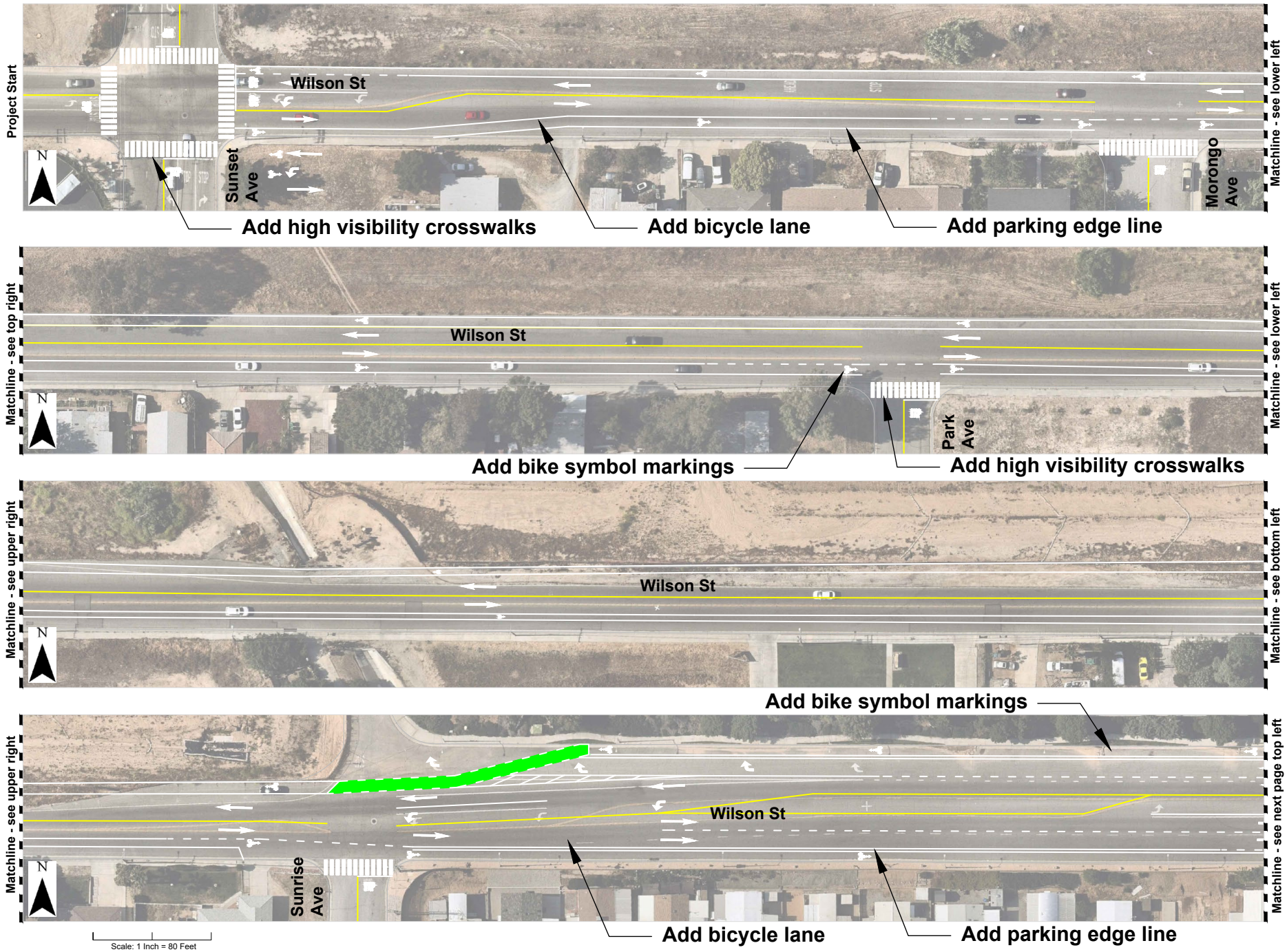


FIGURE 4-8: Wilson Street Concept

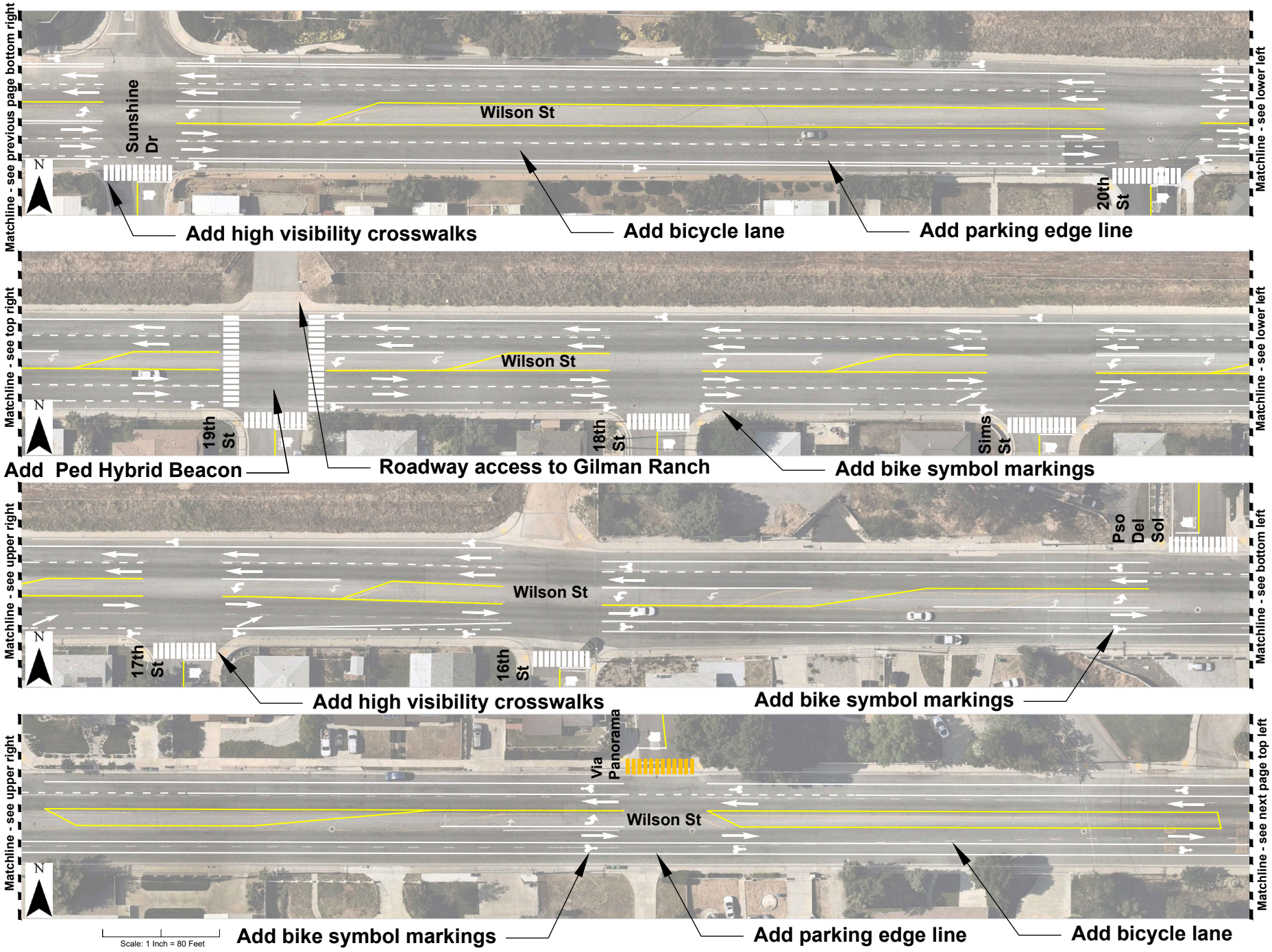
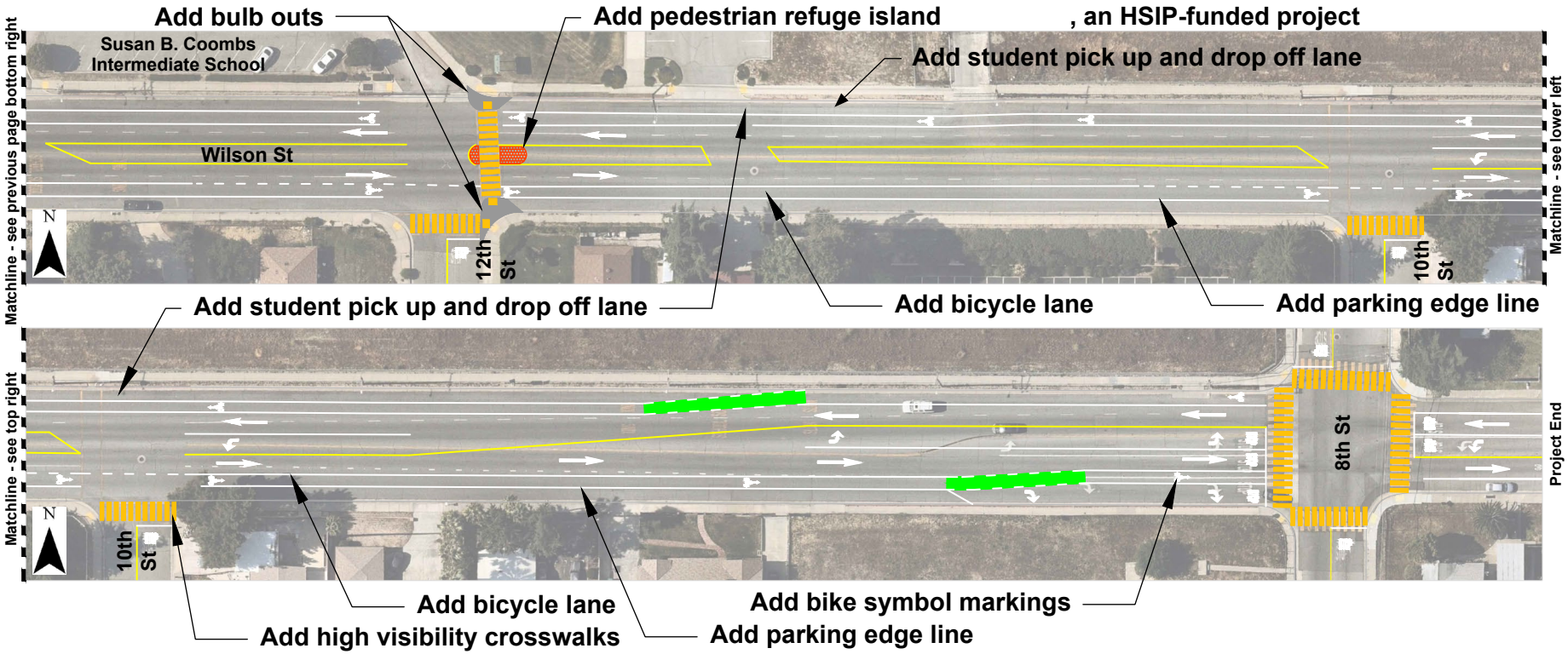


FIGURE 4-9: Wilson Street Concept



Project 4
Sunset Avenue
(From Ramsey Street to Lincoln Street)



Cost Estimate
$ --



Project Length
0.25 miles



Schools
0



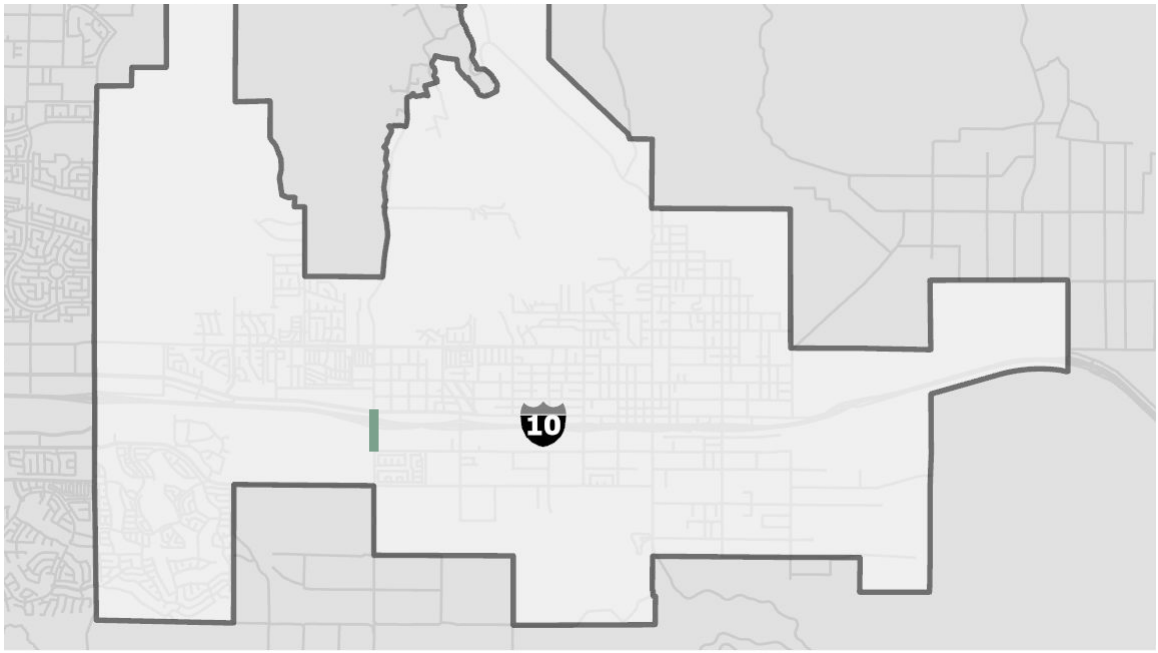
Parks
0



Pedestrian Collision
3



Bicyclist Collisions
0



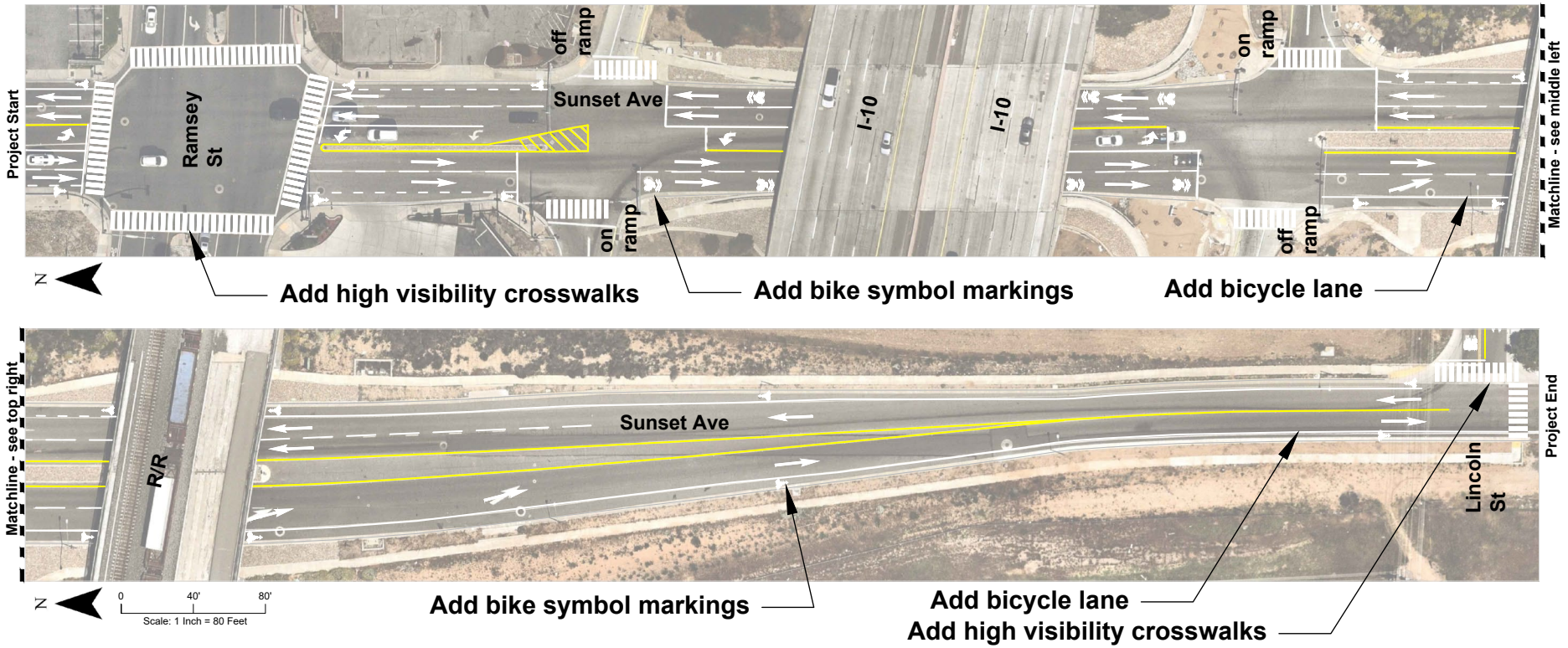
Existing Conditions:

The Sunset Avenue corridor runs north to south from Ramsey Street to Lincoln Street and serves as a primary collector that passes under the I-10 freeway. The segment passes through commercial retail land uses north of the I-10 overpass and undeveloped land south of the overpass. There are four vehicle travel lanes, some left turn lanes, and an elevated railway bridge along this corridor. Due to traffic volumes and travel lane complexity, there is no on-street parking on this segment. There are no bicycle facilities along this corridor, but sidewalks are complete throughout the segment. Three pedestrian collisions with a vehicle have occurred on this corridor - two at the intersection of Sunset Avenue and Ramsey Street and one at the intersection of Sunset Avenue and Lincoln Street.

Recommendations:

Figure 4-10 shows recommended improvements for the Sunset Avenue corridor. The proposed improvements along Sunset Avenue include installing high-visibility crosswalks at all intersections, Class III bicycle route symbols from Ramsey Street to the southern I-10 on and off-ramps, and Class II bicycle lanes with bicycle symbol markings from the southern I-10 on and off-ramps to Lincoln Street.

FIGURE 4-10: Sunset Avenue Concept



Project 5
22nd Street
(From Ramsey Street to Lincoln Street)



Cost Estimate
$--



Project Length
0.25 miles



Schools
0



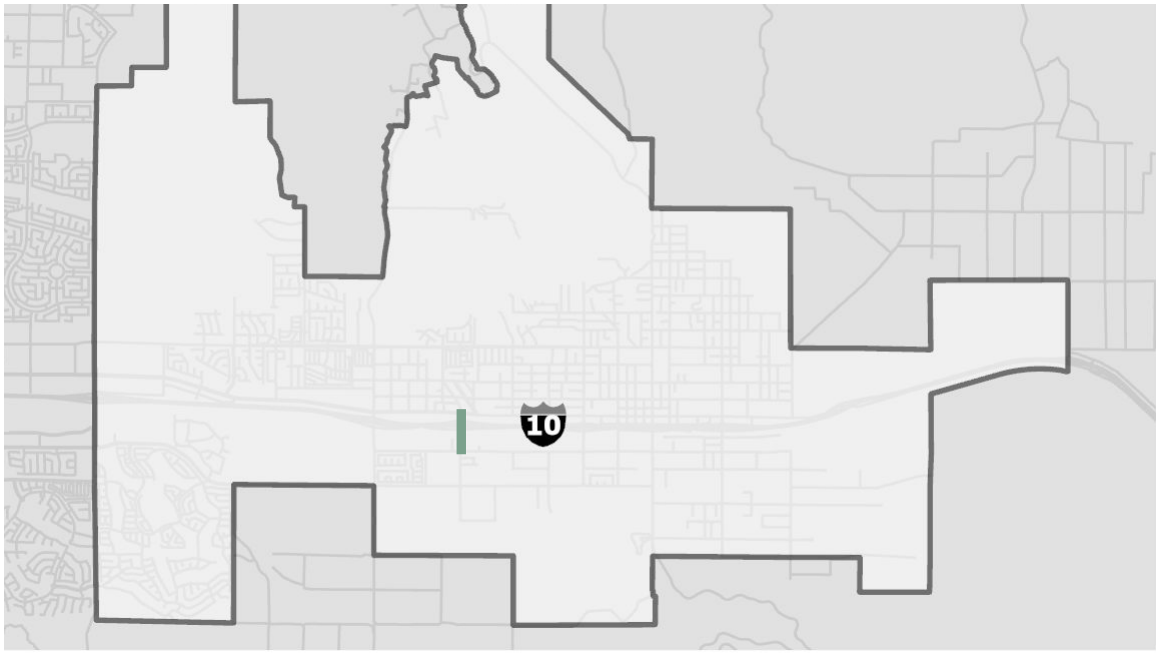
Parks
0



Pedestrian Collision
0



Bicyclist Collisions
0



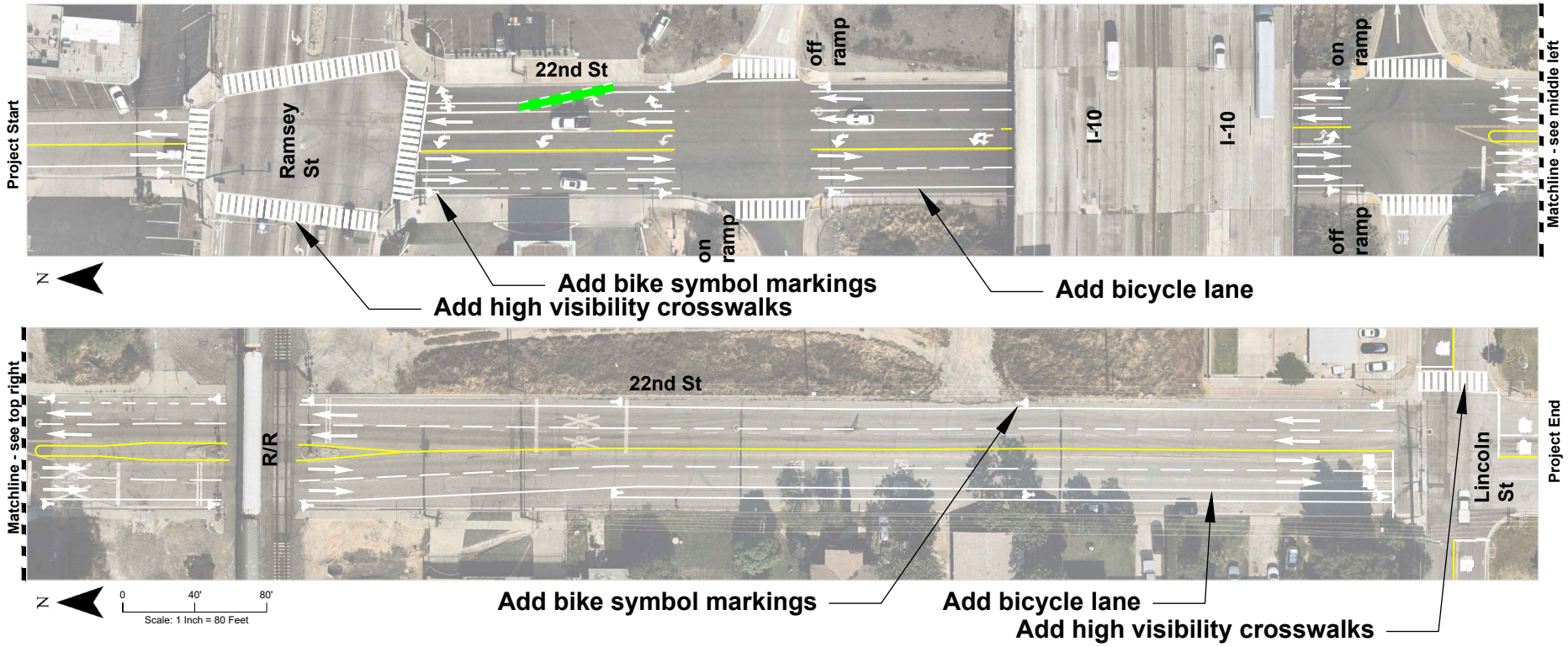
Existing Conditions:

The 22nd Street corridor is in central Banning and runs north to south from Ramsey Street to Lincoln Street. The corridor serves as a primary collector that passes under the I-10 freeway to connect northern Banning to southern Banning. The segment passes through commercial retail land uses north of the I-10 overpass and single-family residential housing south of the overpass. To accommodate traffic from the I-10 on and off-ramps, there are four vehicle travel lanes and three left turn pockets. Additionally, an at-grade railroad crossing exists on the south side of the I-10 overpass. There is no on-street parking on the north side of the I-10 due to traffic volumes and travel lane complexity, however, on-street parallel parking exists south of the I-10. There are no bicycle facilities along the corridor and sidewalks are missing south of the I-10. No pedestrian or bicycle collisions have been reported on this segment.

Recommendations:

Figure 4-11 shows recommended improvements for the 22nd Street corridor. The proposed improvements along 22nd Street include installing Class II bicycle lanes with bicycle symbol markings and green conflict striping, as well as high-visibility crosswalks at all intersections.

FIGURE 4-11: 22nd Street Concept



Project 6
San Gorgonio North
(From Wilson Street to Hays Street)



Cost Estimate
$ --



Project Length
1.33 miles



Schools
3



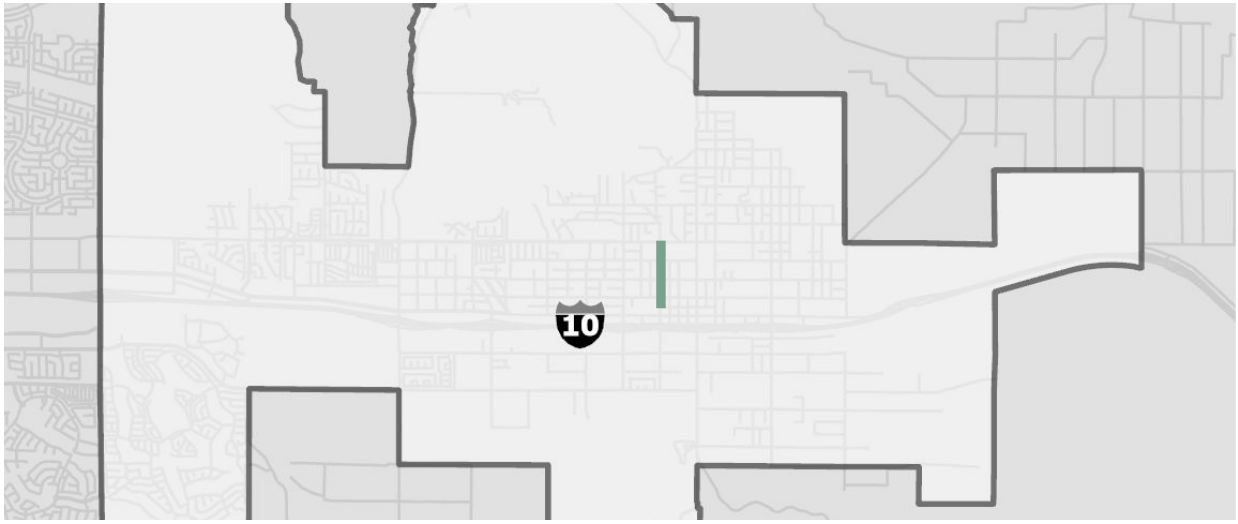
Parks
2



Pedestrian Collision
1



Bicyclist Collisions
0



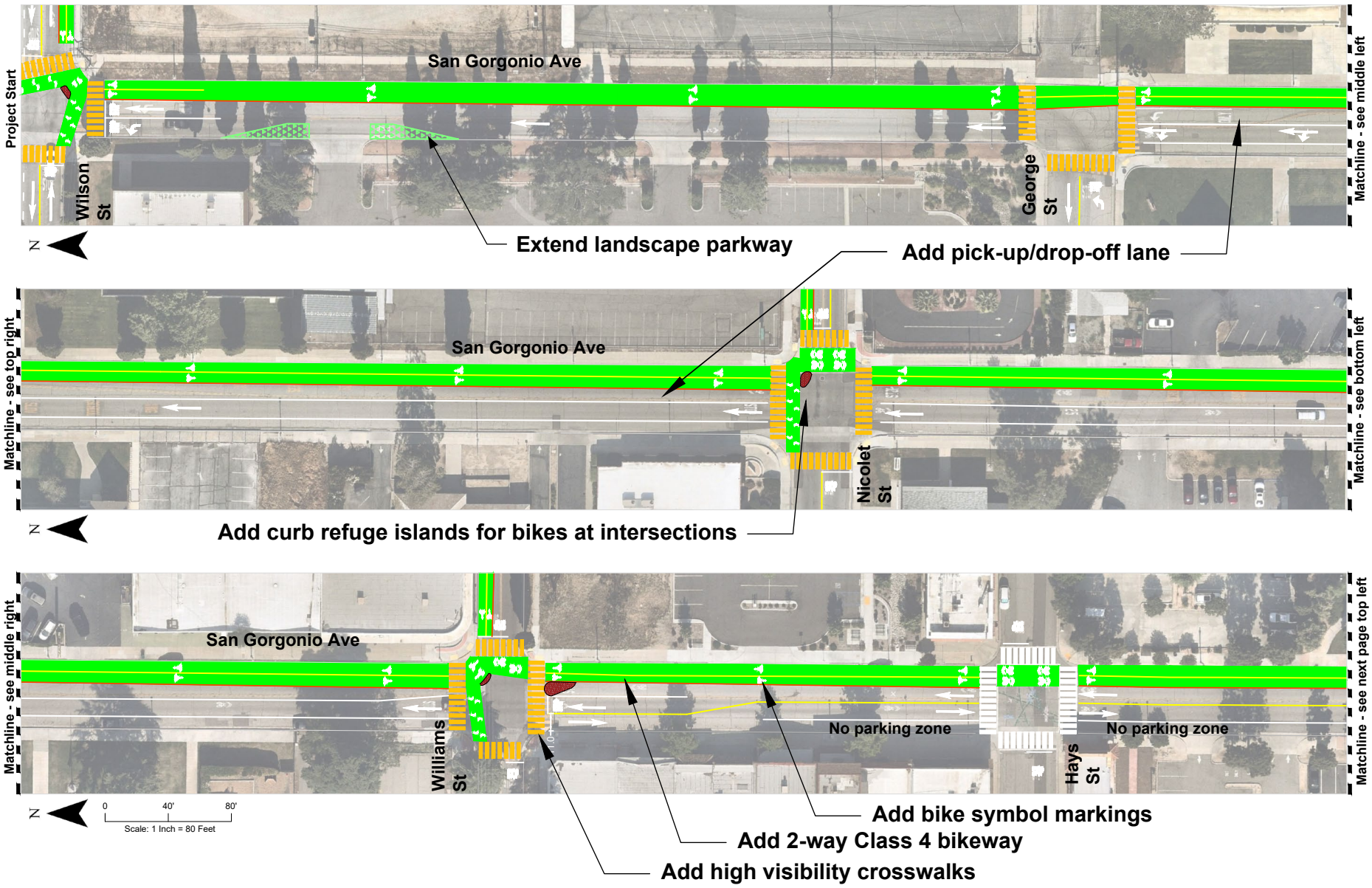
Existing Conditions:

The San Gorgonio Avenue corridor runs north to south from Wilson Street to Hays Street. Land uses along the corridor include parks and recreation facilities, schools, religious institutions, commercial, retail, and some single-family residential housing. Key attractions along the corridor include the Banning Community Center, Banning Senior Center, Aquatic Center, Repplier Park, Carpenter Hamilton Park, Nicolet Middle School, and Central Elementary School. With the numerous attractions along this route, it sees a high volume of daily traffic and a pedestrian collision with a vehicle was recorded at the intersection of San Gorgonio and Westward Avenue. On-street parallel parking is permitted throughout most of the corridor. Sidewalks are provided along most of the segment with the only gap between Wilson Street and George Street on both sides. Class III bicycle route facilities exist along the corridor with sharrow markings.

Recommendations:

Figure 4-12 shows recommended improvements for the San Gorgonio Avenue corridor. The proposed improvements along San Gorgonio Avenue include installing high-visibility crosswalks at all intersections and installing a Class IV two-way separated bikeway. Improvements include removing the southbound vehicle travel lane from Wilson Street to Williams Street to create space for a two-way Class IV bikeway with bicycle symbol markings and curb refuge islands on the east side of the segment. The proposed Class IV bikeway along this corridor would connect with Class IV bicycle facilities on other corridors to form a loop. Two-way vehicular traffic can resume alongside the recommended Class IV bikeway from Williams Street to the south. Parking should be kept where there is housing but if there is no residential housing it is recommended to remove on-street parking. Additionally, the extension of the existing parkway is recommended between Wilson Street and George Street to maintain consistency for vehicular traffic. This project creates an opportunity for increasing sidewalks and the pedestrian realm, potentially adding placemaking and activating the space.

FIGURE 4-12: San Gorgonio North Concept



Project 7
San Gorgonio Avenue South
(From Ramsey Street to Wesley Street)



Cost Estimate
$ --



Project Length
0.5 miles



Schools
1



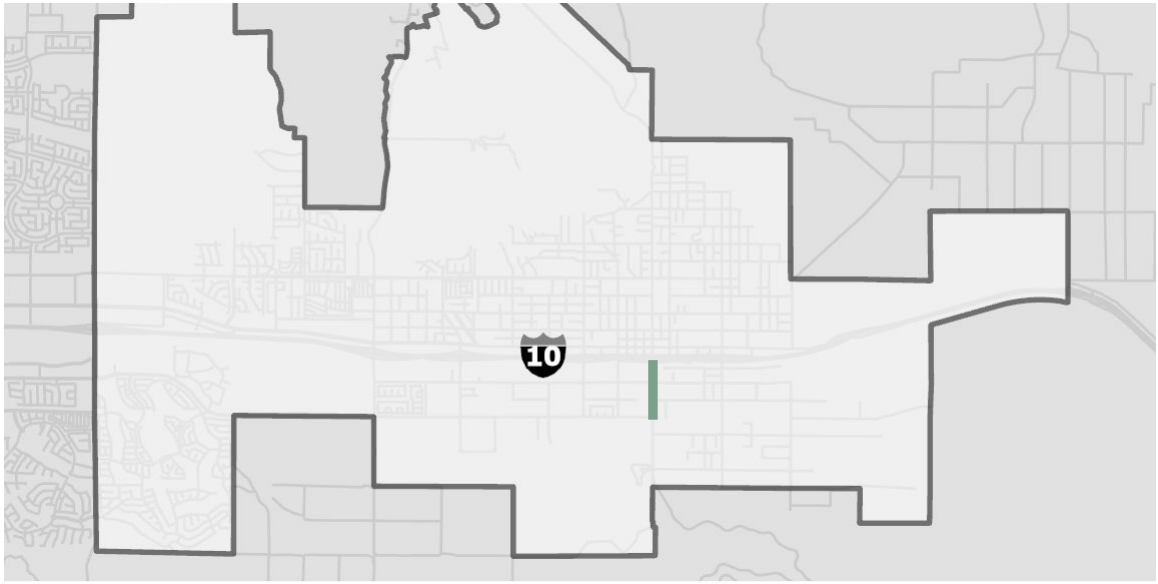
Parks
0



Pedestrian Collision
1



Bicyclist Collisions
0



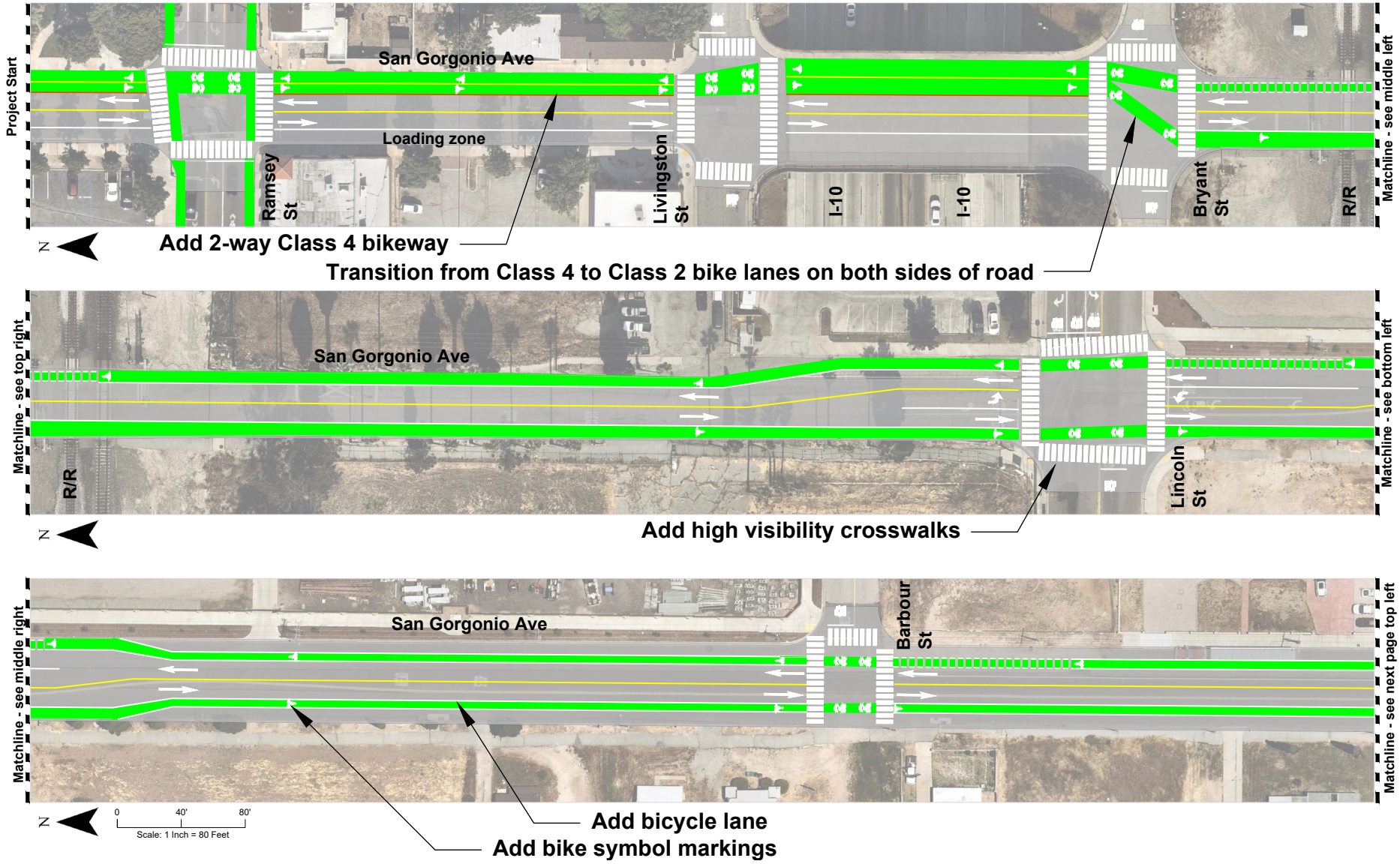
Existing Conditions:

The San Gorgonio Avenue corridor runs north to south from Ramsey Street to Wesley Street and connects Downtown Banning to Banning High School, passing a freeway overpass and railroad crossing. Land use along the corridor is mostly single family residential, with undeveloped land and some industrial and commercial. On-street parallel parking is permitted only north of I-10 and "no parking" signage is posted along Banning High School. There is a complete sidewalk network north of the I-10, and partial sidewalk network to the south. The west edge sidewalk south of the freeway is asphalt, less than five feet wide, has numerous obstructions, and is not ADA compliant. There are ADA compliant sidewalks alongside Banning High School and the east edge between Garcia's Tire & Truck Trailer Repair shop and Barbour Street.

Recommendations:

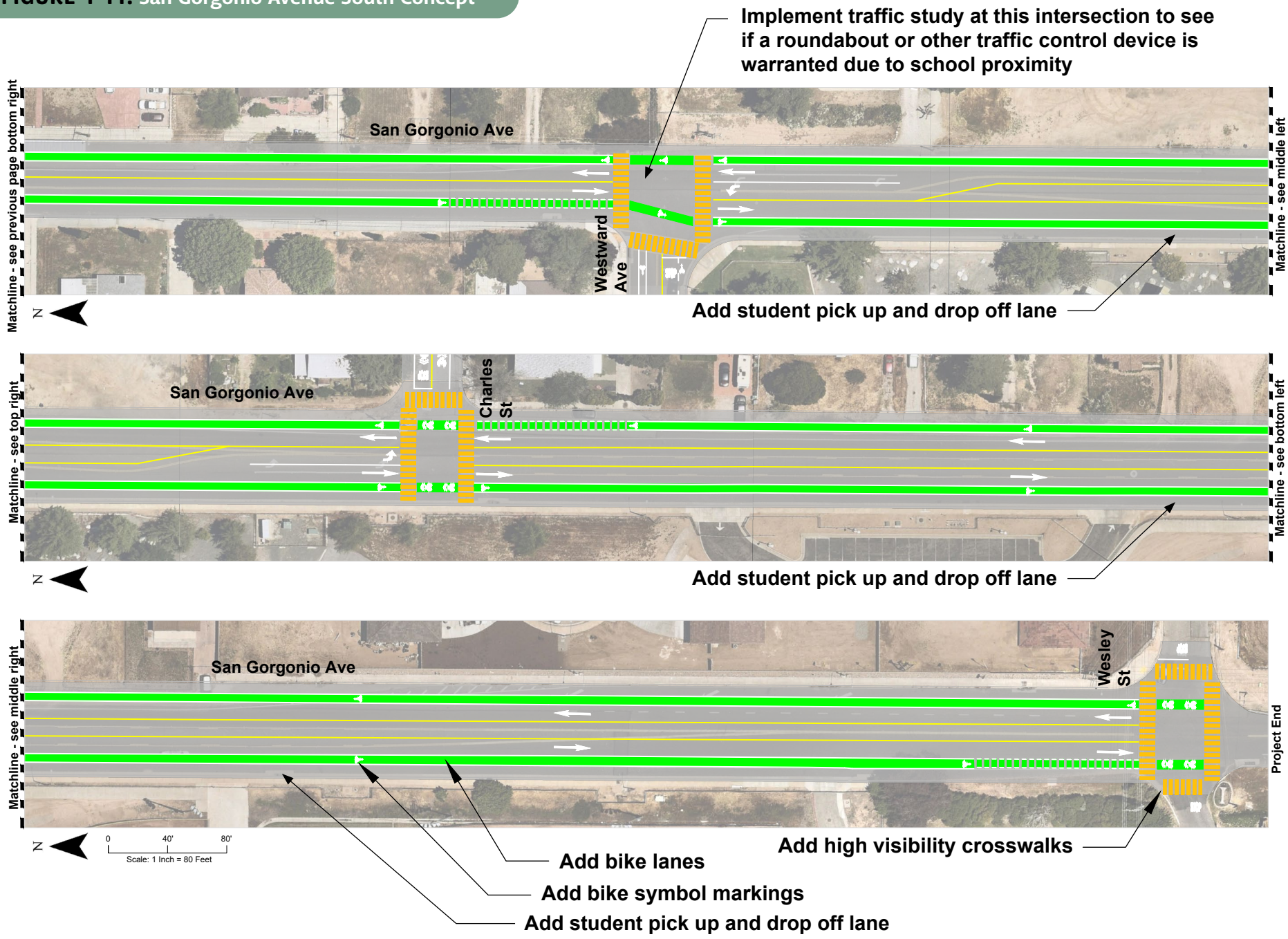
Figure 4-13 and Figure 4-14 shows recommended improvements for the San Gorgonio Avenue corridor. The proposed improvements along San Gorgonio Avenue include installing high-visibility crosswalks at all intersections and installing bicycle facilities. From Ramsey Street to Bryant Street, the plan is to install a Class IV two-way separated bikeway that connects with the bikeway from Ramsey Street to Wilson Street to the north. From Bryant Street to Wesley Street, the plan is to install Class II bicycle lanes with green striping and bicycle symbols along both sides of the road. The Class II bicycle lanes include green striping with thermoplastic and bicycle symbol markings on both sides of the road. Green conflict striping is proposed across intersections to alert drivers that bicyclists may be crossing and encourage slower vehicular speeds during merge conditions.

FIGURE 4-13: San Gorgonio Avenue South Concept



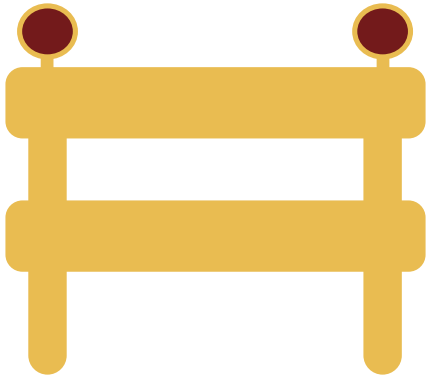
Note: SR-243 south of Lincoln Street is Caltrans Right of Way.

FIGURE 4-14: San Gorgonio Avenue South Concept



Note: SR-243 south of Lincoln Street is Caltrans Right of Way.

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Project 8
Westward Avenue
(From 8th Street to San Gorgonio Avenue)



Cost Estimate
$ --



Project Length
0.5 miles



Schools
1



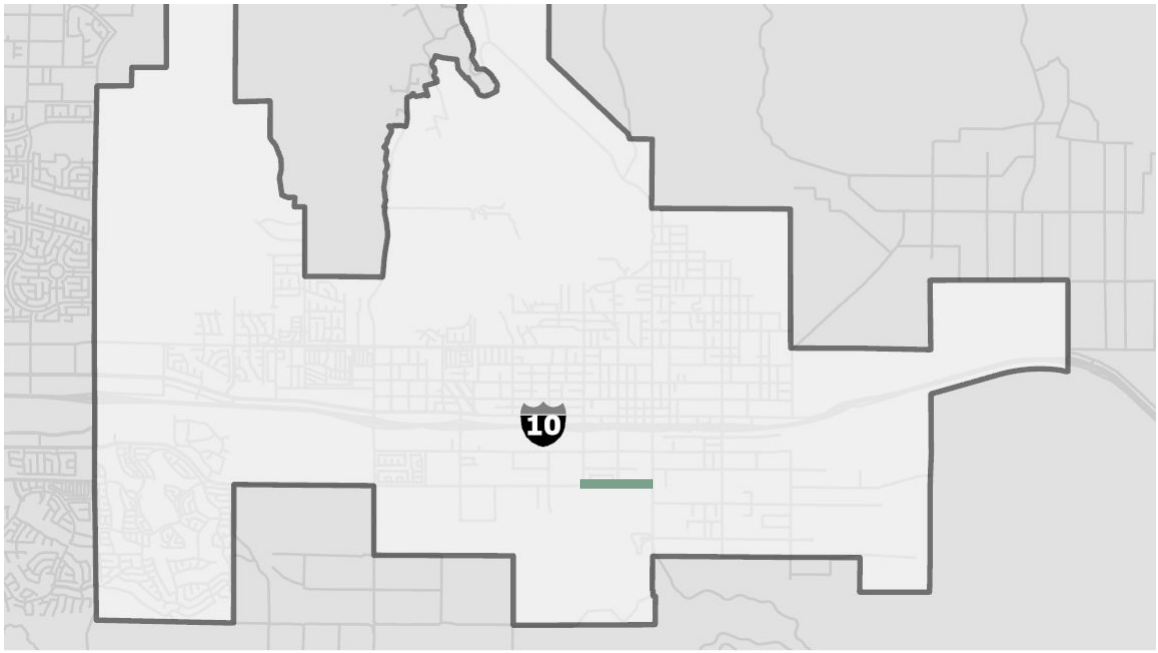
Parks
0



Pedestrian Collision
1



Bicyclist Collisions
1



Existing Conditions:

The Westward Avenue corridor is located in south central Banning and runs west to east from 8th Street to San Gorgonio Avenue. The segment passes through single-family residential housing, undeveloped land, and Banning High School and provides an important connection for students traveling to school. The narrow two-way road has on-street parallel parking on both sides of the road, except for in front of Banning High School. There are no bicycle facilities and sidewalks are missing along the undeveloped sections on the south side of the corridor. One pedestrian collision with a vehicle has occurred at the intersection of Westward Avenue and San Gorgonio Avenue and one bicycle collision with a vehicle has occurred at the intersection of Westward Avenue and Valet Street.

Recommendations:

Figure 4-15 and Figure 4-16 show two options for recommended improvements for the Westward Avenue corridor. The proposed improvements for one option along Westward Avenue includes installing high-visibility crosswalks at all intersections, Class III bicycle route markings from 8th Street to San Gorgonio Avenue, and Class II bicycle lanes in front of Banning High School. The proposed improvements for the other option along Westward Avenue includes installing similar amenities but instead of Class III bicycle route markings, the option calls for installing a Class I multi-use path on the south side of the street, from 8th Street to 4th Street, and will be soft surface to accommodate horses.

FIGURE 4-15: Westward Avenue Concept 1 (without Horse Path)

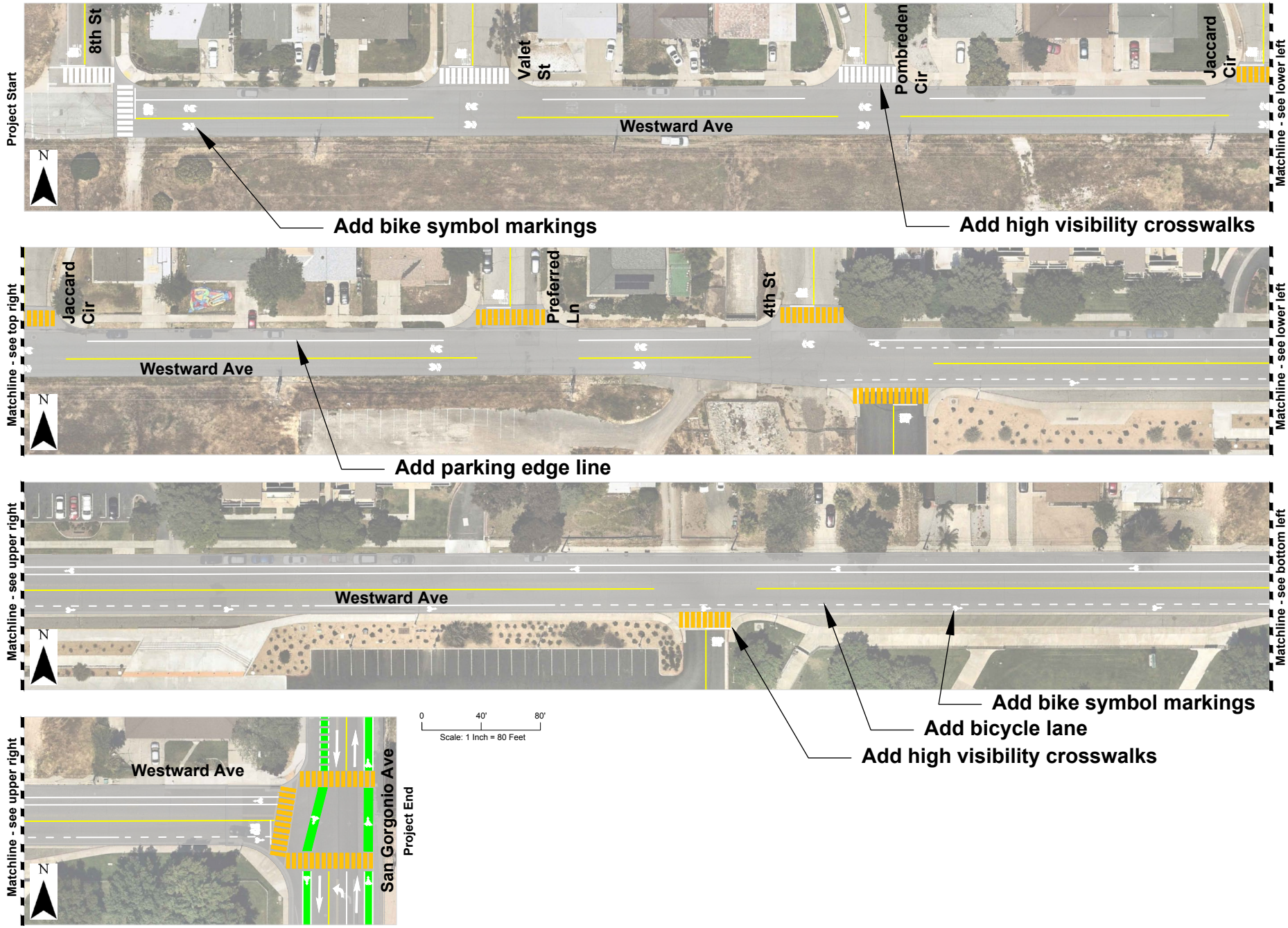
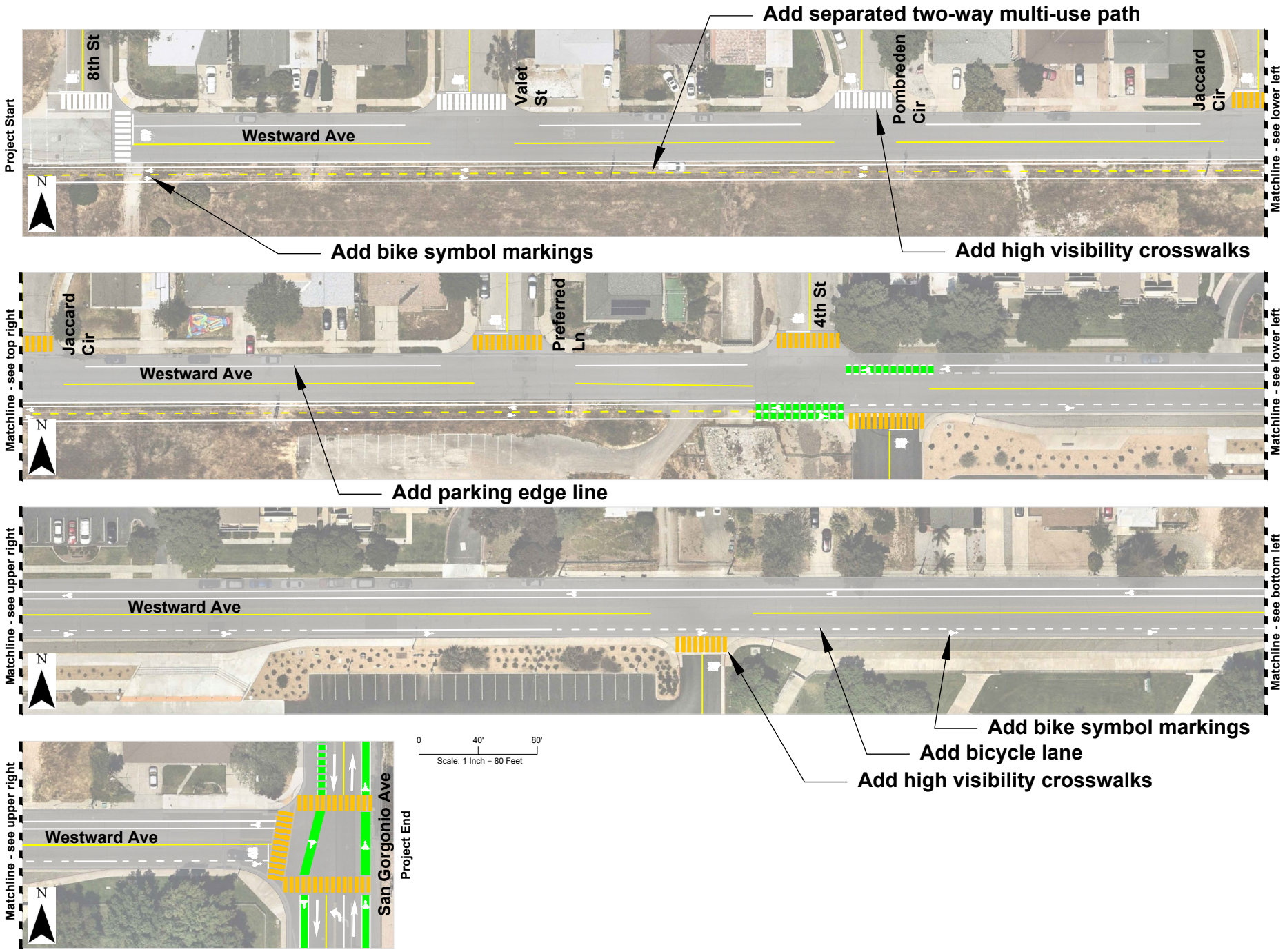
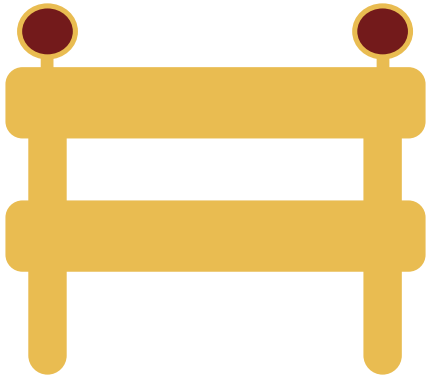


FIGURE 4-16: Westward Avenue Concept 2 (with multi-purpose trail)



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Project 9
Hargrave Street Neighborway
(From Lincoln Street to Charles Street)



Cost Estimate
$ --



Project Length
0.4 miles



Schools
0



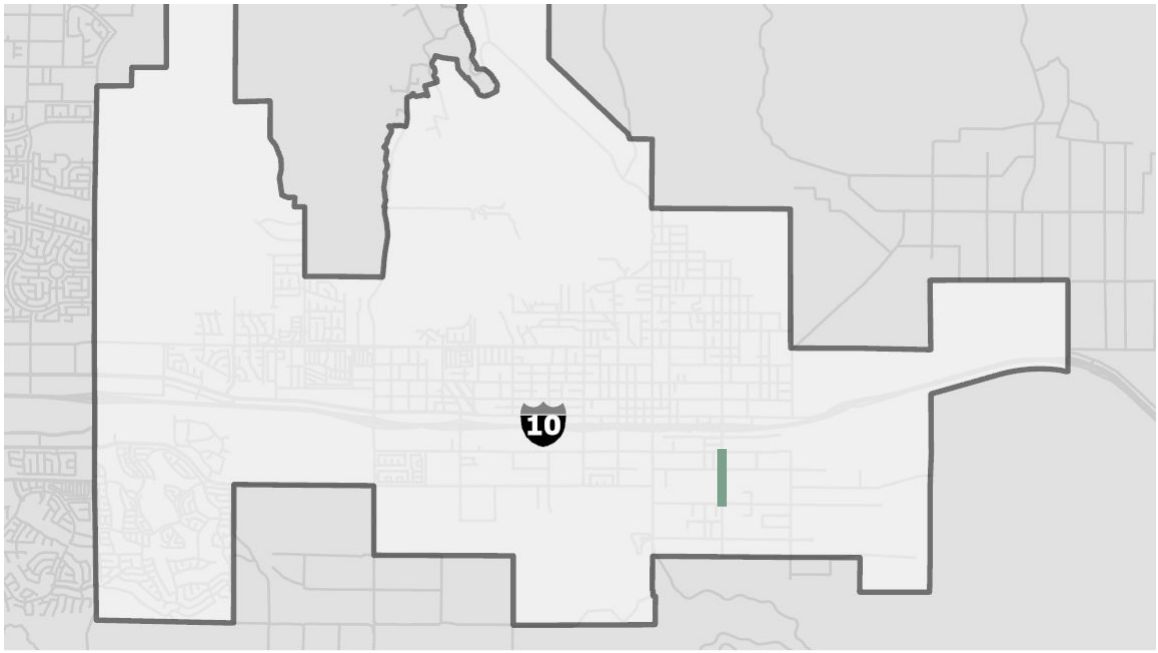
Parks
1



Pedestrian Collision
0



Bicyclist Collisions
0



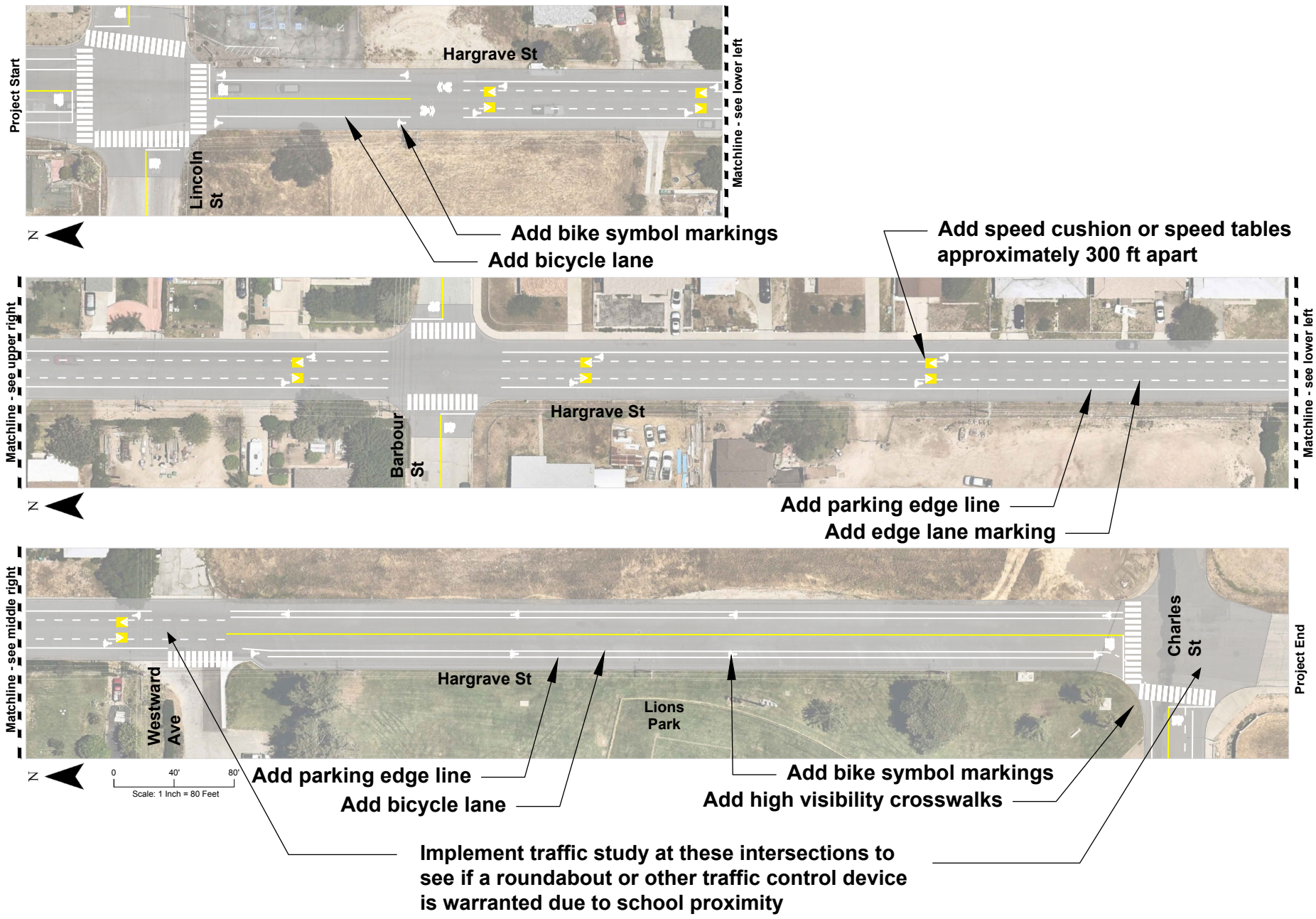
Existing Conditions:

The Hargrave Street corridor is located in southeast Banning and runs north to south from Lincoln Street to Charles Street. Land uses along the segment are mostly single-family residential housing, but also include Lions Park, a religious institution, and undeveloped land. This two-way residential road serves as a secondary connector for people traveling to Banning High School via Charles Street. The street has moderate traffic levels due to students traveling to school. On-street parallel parking exists on both sides of the segment. Most of the sidewalks are missing along this segment and there are no bicycle facilities. No pedestrian or bicycle collisions have been reported on this segment.

Recommendations:

Figure 4-17 shows recommended improvements for the Hargrave Street corridor. The proposed improvements along Hargrave Street include installing Class II bicycle lanes with bicycle symbol markings for a stretch near the Lincoln Street intersection and between Westward Avenue and Charles Street. In between the proposed Class II bicycle lanes, it is recommended that the existing two-way road be turned into an edge lane road with Class III bicycle route facilities and bicycle symbol markings on both sides of the corridor. Other proposed improvements include installing high-visibility crosswalks at all intersections and speed cushions or tables, parking edge lines, and edge lane markings throughout the segment.

FIGURE 4-17: Hargrave Street Neighborway Concept



Charles Street at Hargrave Street Intersection Recommendation

This project includes the intersection of Charles Street at Hargrave Street, which has a two-way stop-controlled intersection next to a popular park, Lions Park. This intersection has led to high speed driving and collisions. The recommendation, as seen in the toolbox, is to add a roundabout. The FHWA cites research that shows that converting a 2-way stop controlled intersection to a roundabout reduces fatalities and injury crashes by 82%.

Because Charles Street at Hargrave Street is a low volume intersection, the recommendation is to put in a low-cost roundabout that Seattle refers to as "traffic calming circles." Seattle DOT installs these for around $70,000 without splitter islands or other treatments for arterial roadways, as opposed to the $900,000 average price tag cited by the FHWA.



Project 10
Evans Street Neighborway
(From George Street to Williams Street)



Cost Estimate
$ --



Project Length
0.25 miles



Schools
0



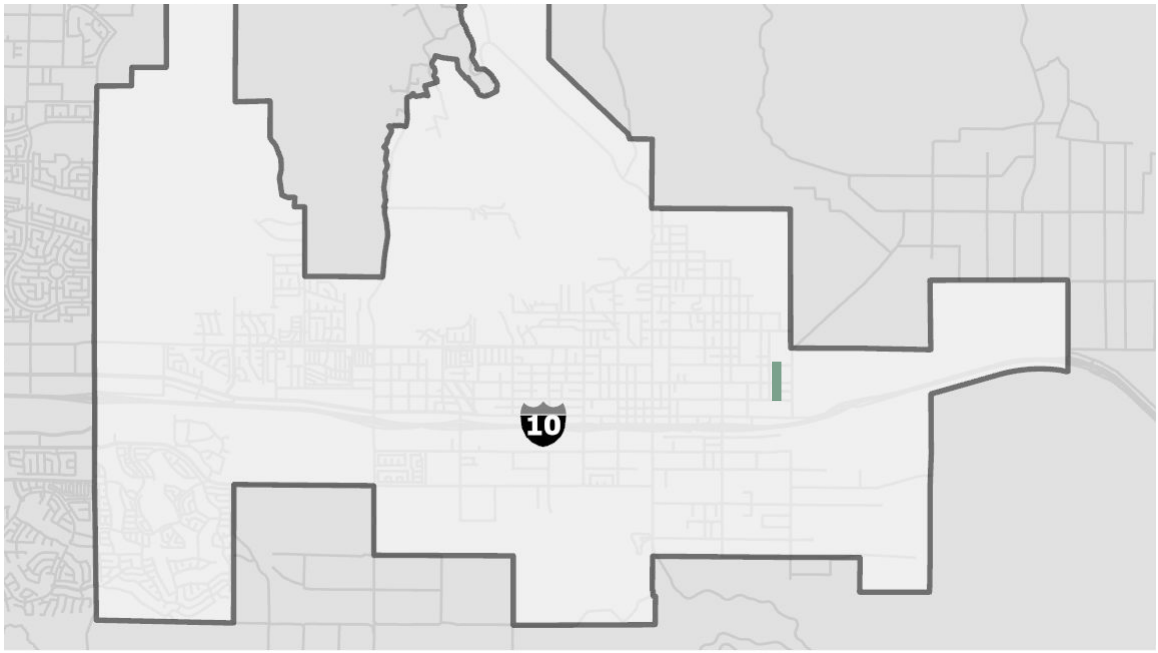
Parks
0



Pedestrian Collision
0



Bicyclist Collisions
0



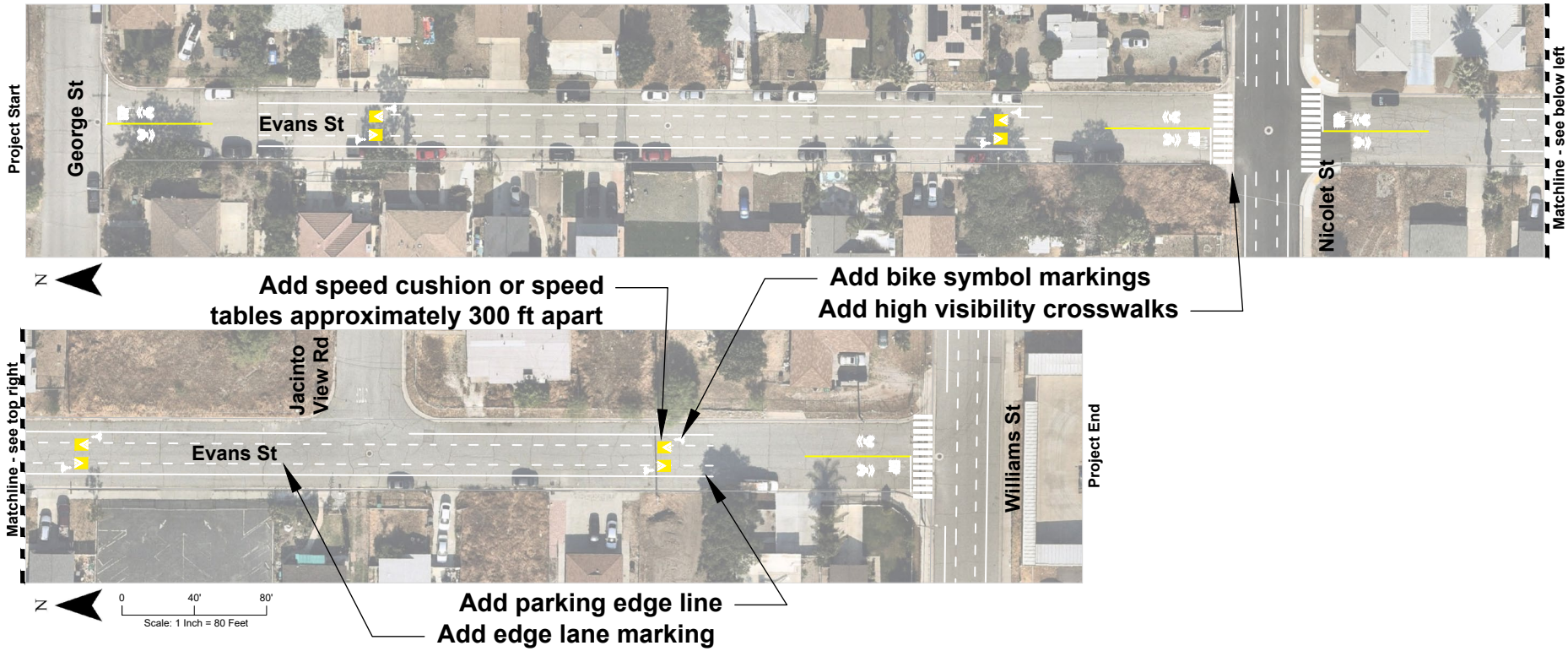
Existing Conditions:

The Evans Street corridor is located in eastern Banning and runs north to south from George Street to Williams Street. Land uses along this corridor include single-family residential housing and a religious institution. This narrow two-way street has very low traffic levels and could provide a calm route for bicyclists to connect to more significant connector roads. On-street parallel parking exists on both sides of the segment, but bicycle facilities and sidewalks are missing. No pedestrian or bicycle collisions have been reported on this segment.

Recommendations:

Figure 4-18 shows recommended improvements for the Evans Street corridor. The proposed improvements along Evans Street include turning the existing two-way road into an edge lane road with Class III bicycle route facilities and bicycle symbol markings on both sides of the corridor. Other proposed improvements include installing high-visibility crosswalks at Nicolet Street and Williams Street and speed cushions or tables, parking edge lines, and edge lane markings throughout the segment.

FIGURE 4-18: Evans Street Neighborway Concept



Project 11
Blanchard Street Neighborway
(From Wilson Street to Hoffer Street)



Cost Estimate
$ --



Project Length
0.12 miles



Schools
1



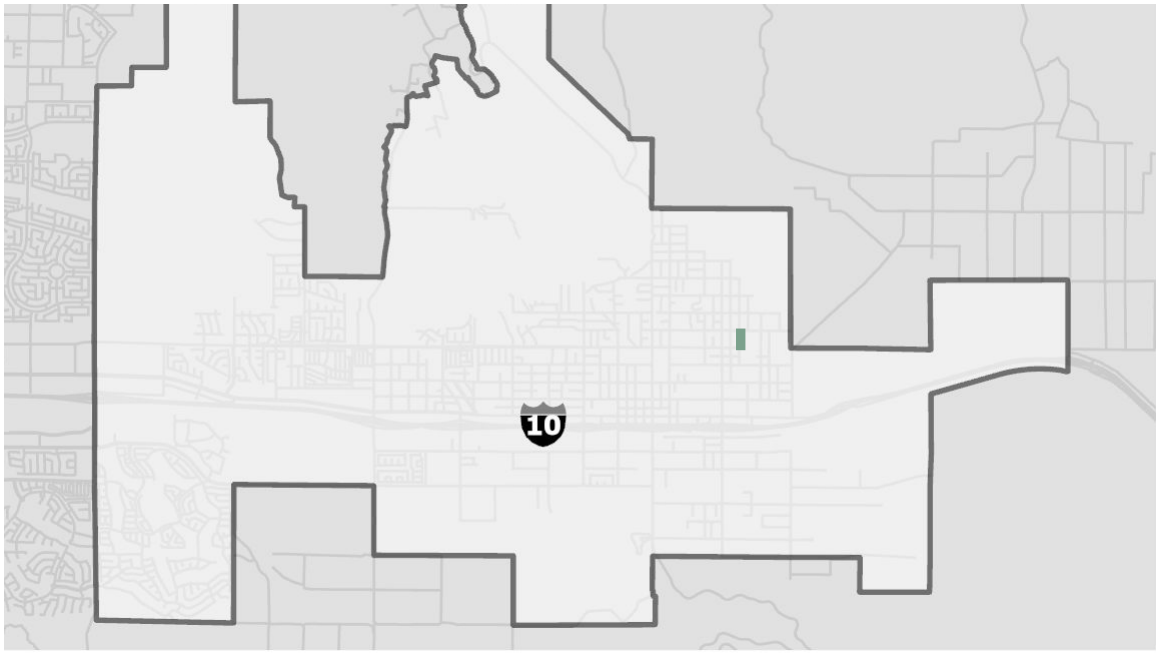
Parks
1



Pedestrian Collision
1



Bicyclist Collisions
0



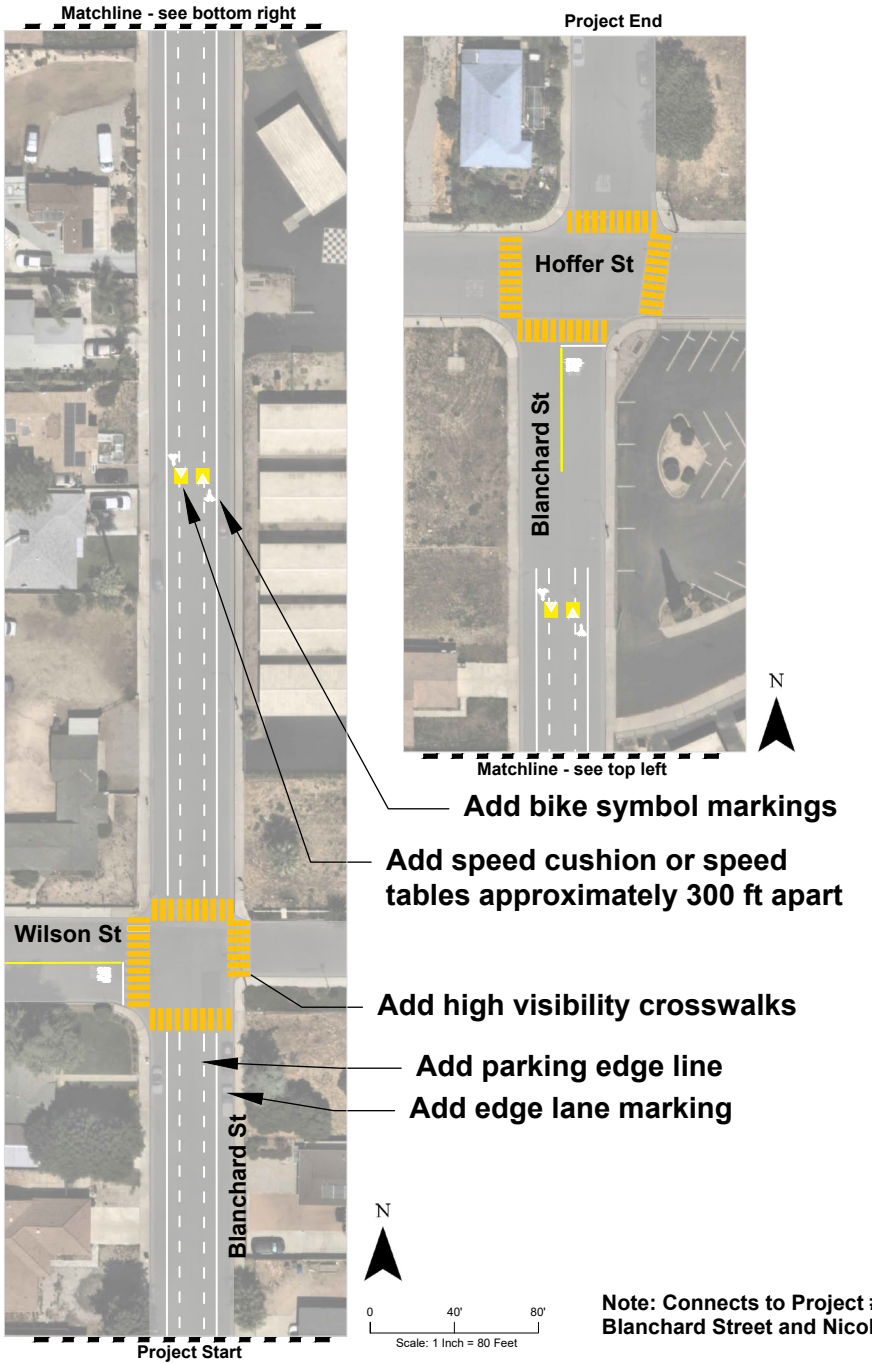
Existing Conditions:

The Blanchard Street Neighborway is located along Blanchard Street from Nicolet Street to Hoffer Street. Land use along this route are primarily single family residential, along with Hoffer Elementary School and Roosevelt Williams Park. There are sidewalks on both sides of Blanchard and the east side of Almond Way. There are no bicycle facilities along this route and on-street parallel parking is permitted throughout most of the corridor.

Recommendations:

The addition of this neighborway was selected per community request at the second stakeholder workshop to better reach the eastern edge of the City. Figure 4-19 shows the enhanced neighborway connectivity from Hoffer Elementary School and Roosevelt Williams Park through the residential neighborhood to the Nicolet Street priority project and the proposed two-way Class IV separated bikeway at Nicolet Middle School and Central Elementary School. The Blanchard Street Neighborway proposes installing edge lane road markings to prioritize bicyclists on the already calm residential streets and implements speed tables or speed cushions for additional traffic calming. All intersections will receive high-visibility crosswalks to alert drivers that people may cross these areas and to slow down. These treatments will allow a safe, comfortable, and low stress route for all ages to bicycle.

FIGURE 4-19: Blanchard Street Neighborway Concept



Note: Connects to Project #2 at Blanchard Street and Nicolet Street

Project 12
Charles Street Neighborway
(From San Gorgonio Avenue to Hargrave Street)



Cost Estimate

$ --



Project Length

0.5 miles



Schools

1



Parks

1



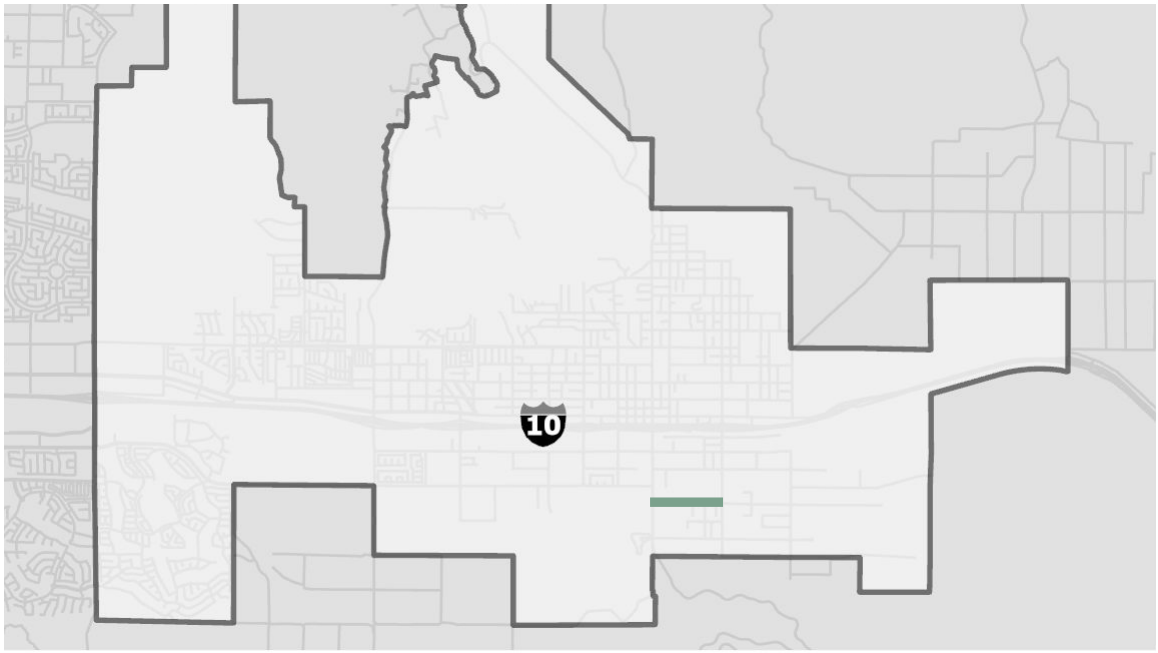
Pedestrian Collision

0



Bicyclist Collisions

0



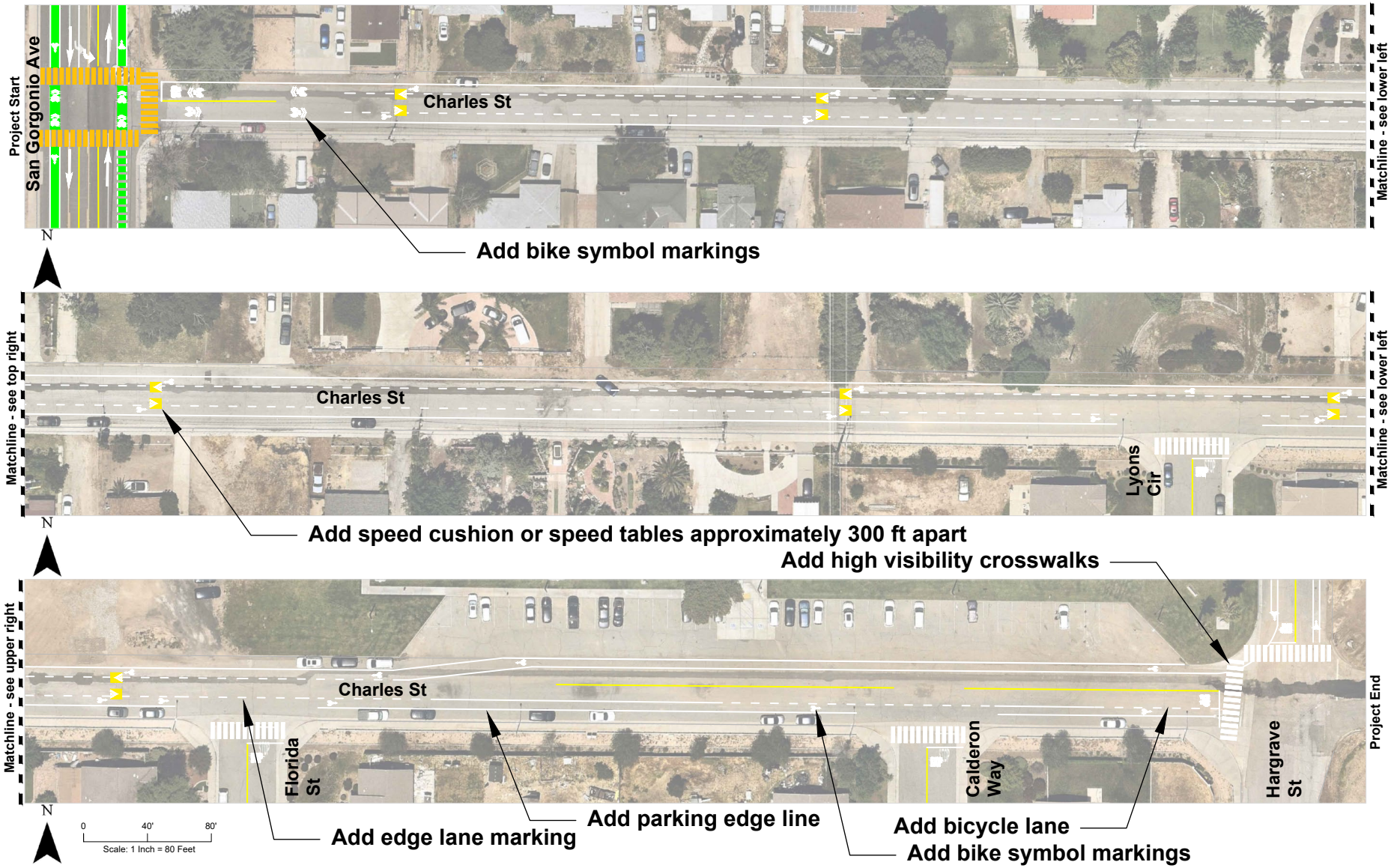
Existing Conditions:

The Charles Street corridor is located in southeastern Banning and runs west to east from San Gorgonio Avenue to Hargrave Street. This narrow two-way residential road serves as a secondary connector for people traveling from eastern Banning towards Banning High School, which is located where Charles Street meets San Gorgonio Avenue. The street has moderate traffic levels due to students traveling to school. Most of the corridor is bordered by single-family residential housing except for where Lions Park is located at the corner of Charles Street and Hargrave Street. On-street parking is permitted along most of the segment except for along Lions Park, which has a parking lot. No bicycle facilities exist on this segment and sidewalks exist only on the south side of the street. No pedestrian or bicycle collisions have been reported on this segment.

Recommendations:

Figure 4-20 shows recommended improvements for the Charles Street corridor. The proposed improvements along Charles Street include turning the existing two-way road into an edge lane road with Class III bicycle route facilities and bicycle symbol markings on both sides of the corridor. Other proposed improvements include installing high-visibility crosswalks at all intersections and speed cushions or tables, parking edge lines, and edge lane markings throughout the segment.

FIGURE 4-20: Charles Street Neighborway Concept



Project 13
Jacinto View Road
(From Wilson Street to Wilson Street)



Cost Estimate

$ --



Project Length

1.33 miles



Schools

0



Parks

0



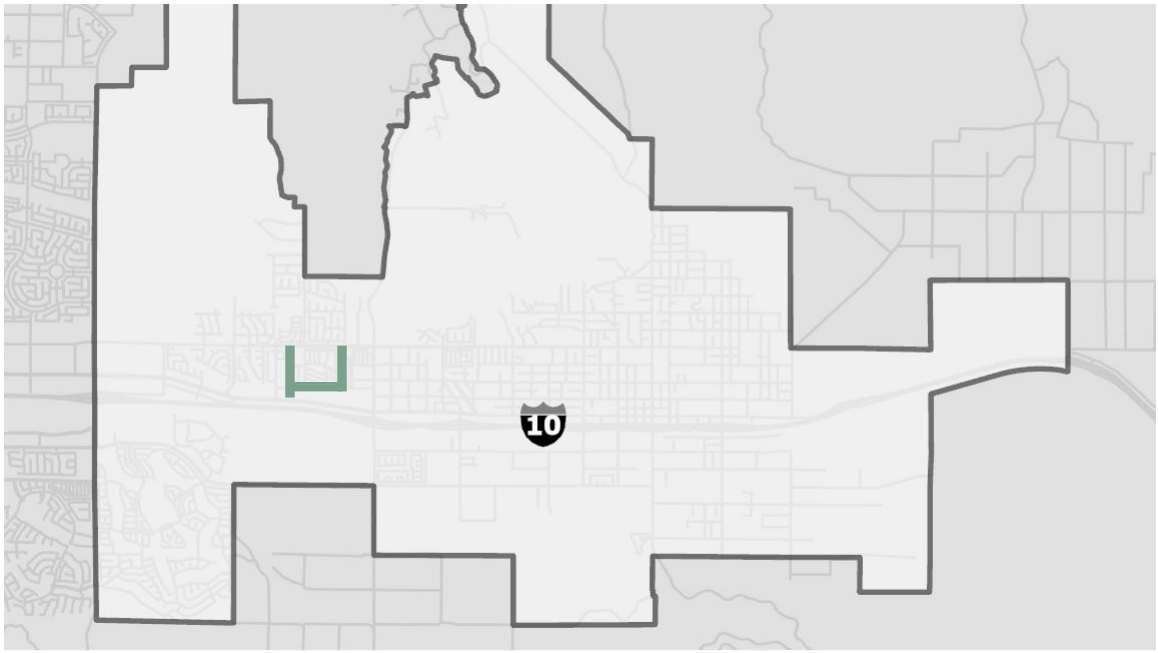
Pedestrian Collision

2



Bicyclist Collisions

3



Existing Conditions:

The Jacinto View Neighborway is a horseshoe-shaped loop off of Wilson Street along Omar Street, Jacinto View Road, and McGovern Avenue. The loop passes mostly single and multi-family housing, with a mobile home park on the eastern leg of McGovern Avenue and some undeveloped land along Omar Street and south of the eastern leg of Jacinto View Road. The narrow two-way residential roads along the loop have low traffic levels, which makes them a promising candidate for bike boulevard treatments to create a traffic calmed roadway known as a "neighborway."

On-street parallel parking is permitted along these corridors, but not heavily used due to many of the developments facing away from the street. The sidewalk network is mostly complete with the exception of the east side of Omar Street, the east side of McGovern Avenue, and while the south side of Jacinto View Road has sidewalks, they are overgrown with vegetation providing an obstruction to a pedestrian.

Recommendations:

Figure 4-21 to Figure 4-24 show recommended improvements for the Jacinto View Road corridor. The proposed improvements along Jacinto View Road include a Class III shared roadway markings bicycle route on both sides of the corridor by adding edge lane road markings and traffic calming to create a low-speed neighborway. Other proposed improvements include installing high-visibility crosswalks at all intersections,speed tables, and parking edge lines.

FIGURE 4-21: Jacinto View Road Concept

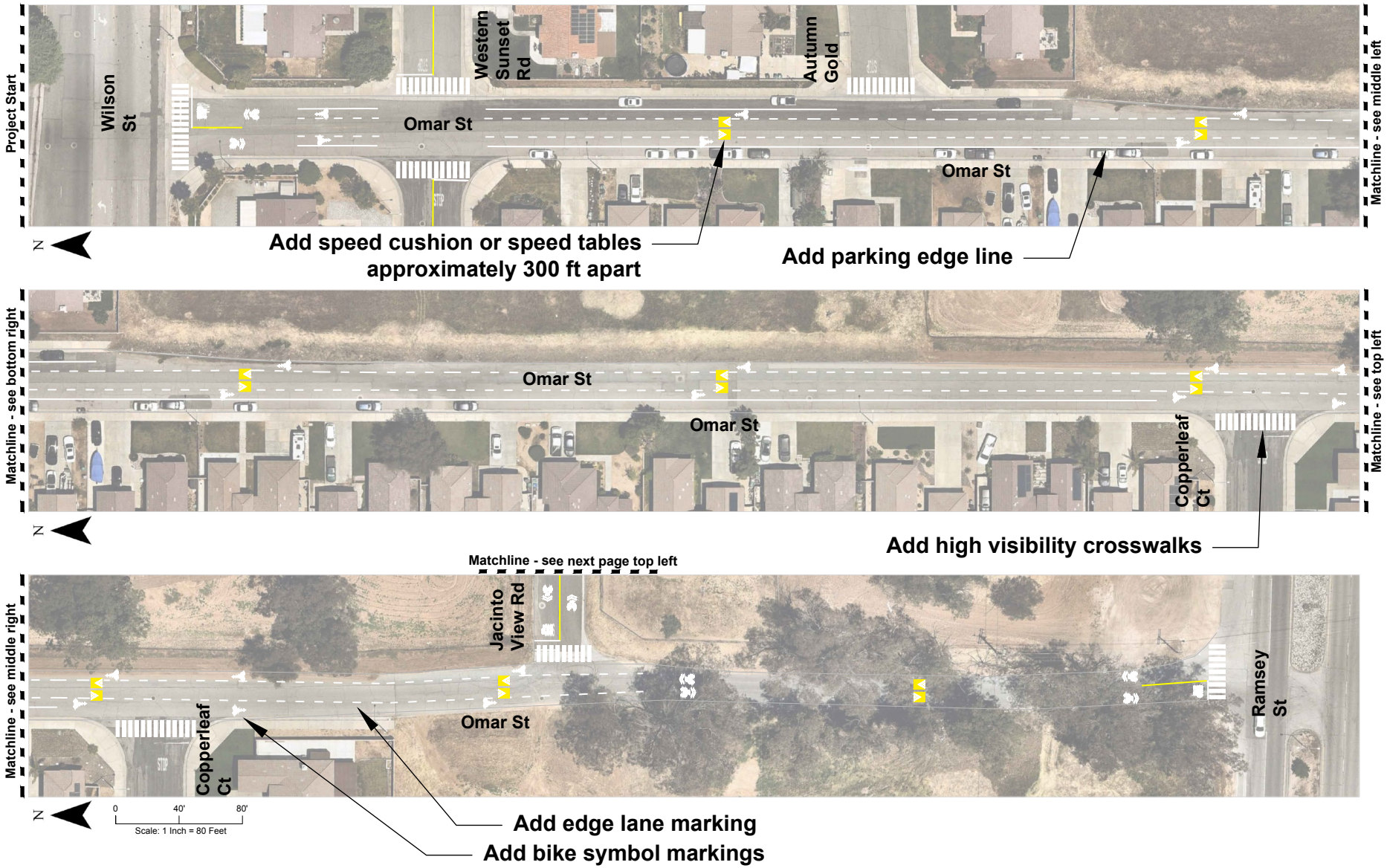


FIGURE 4-22: Jacinto View Road Concept

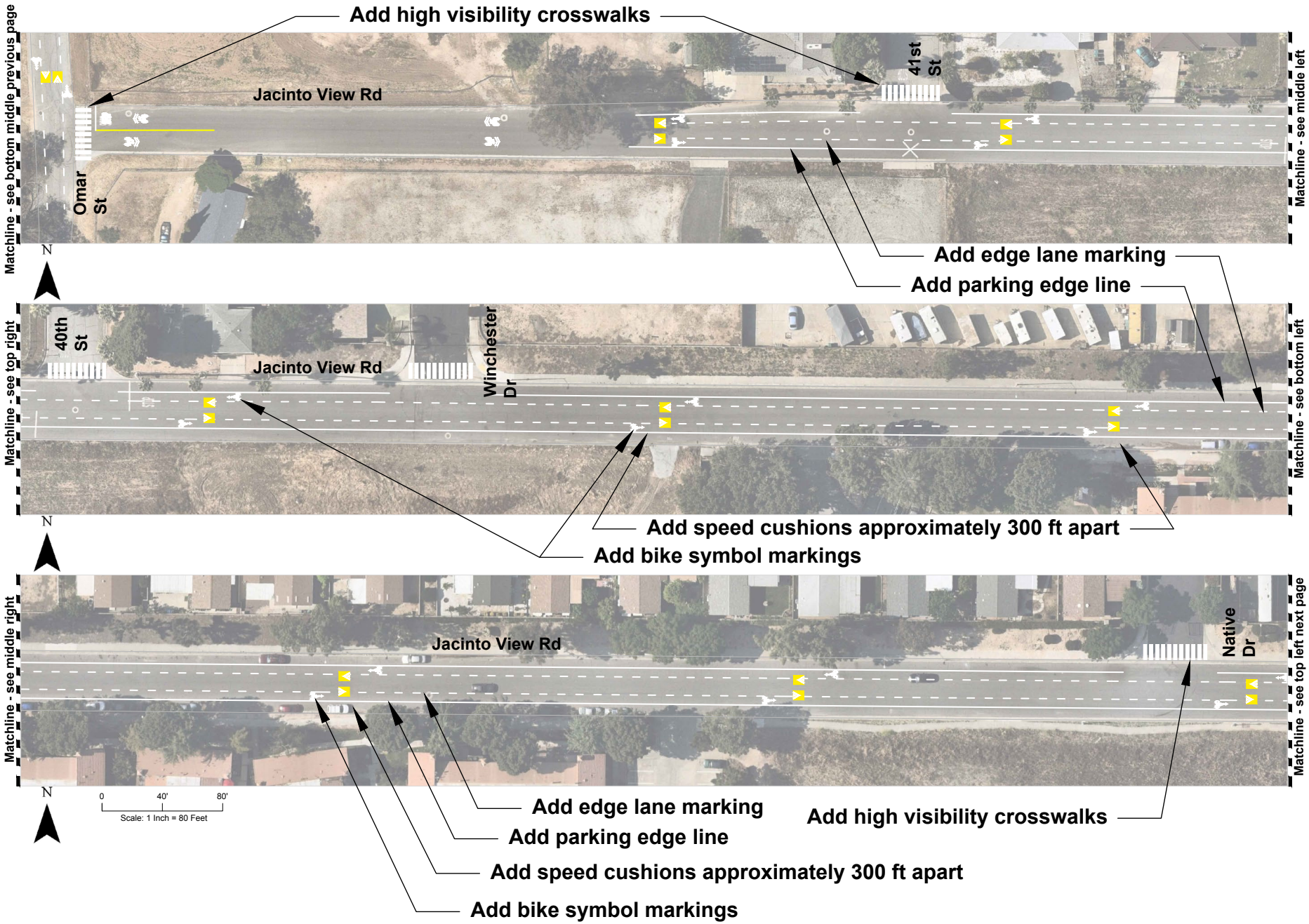


FIGURE 4-23: Jacinto View Road Concept

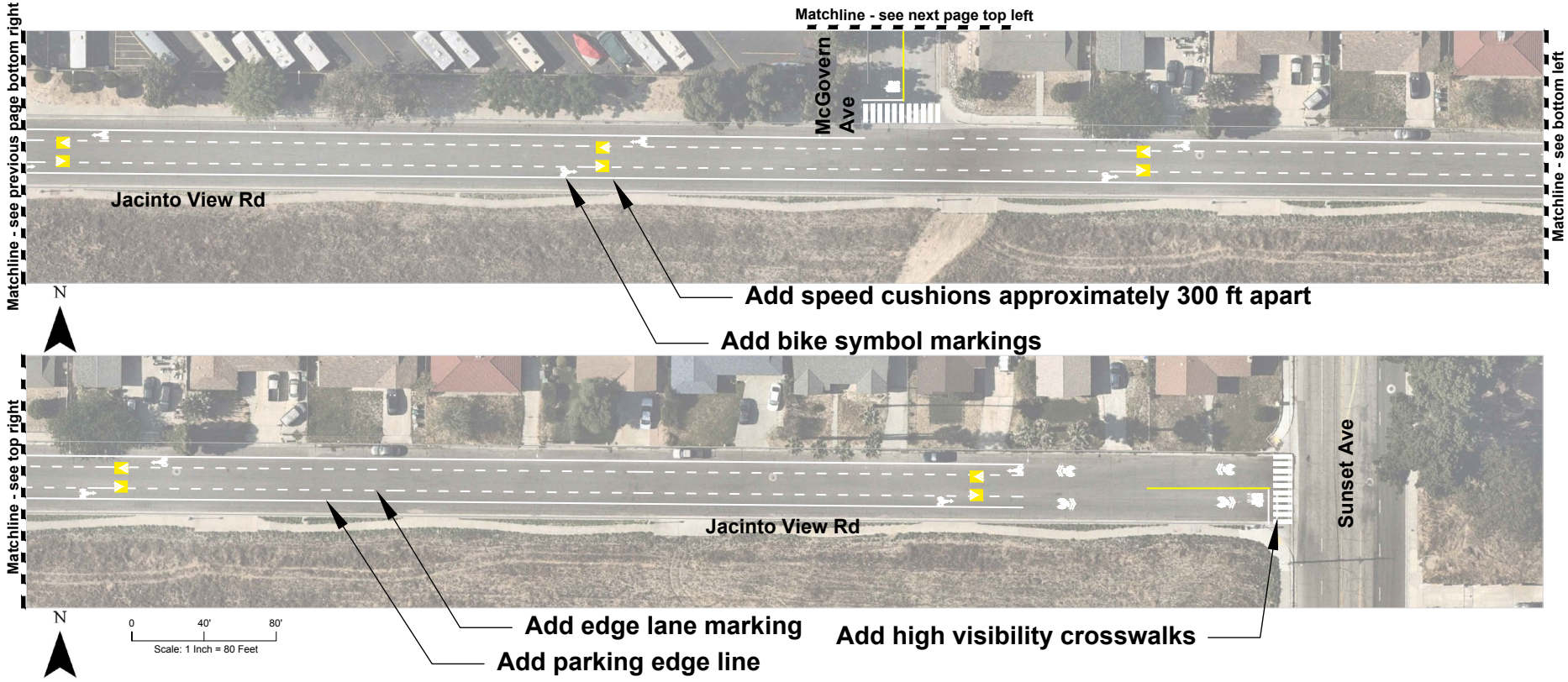
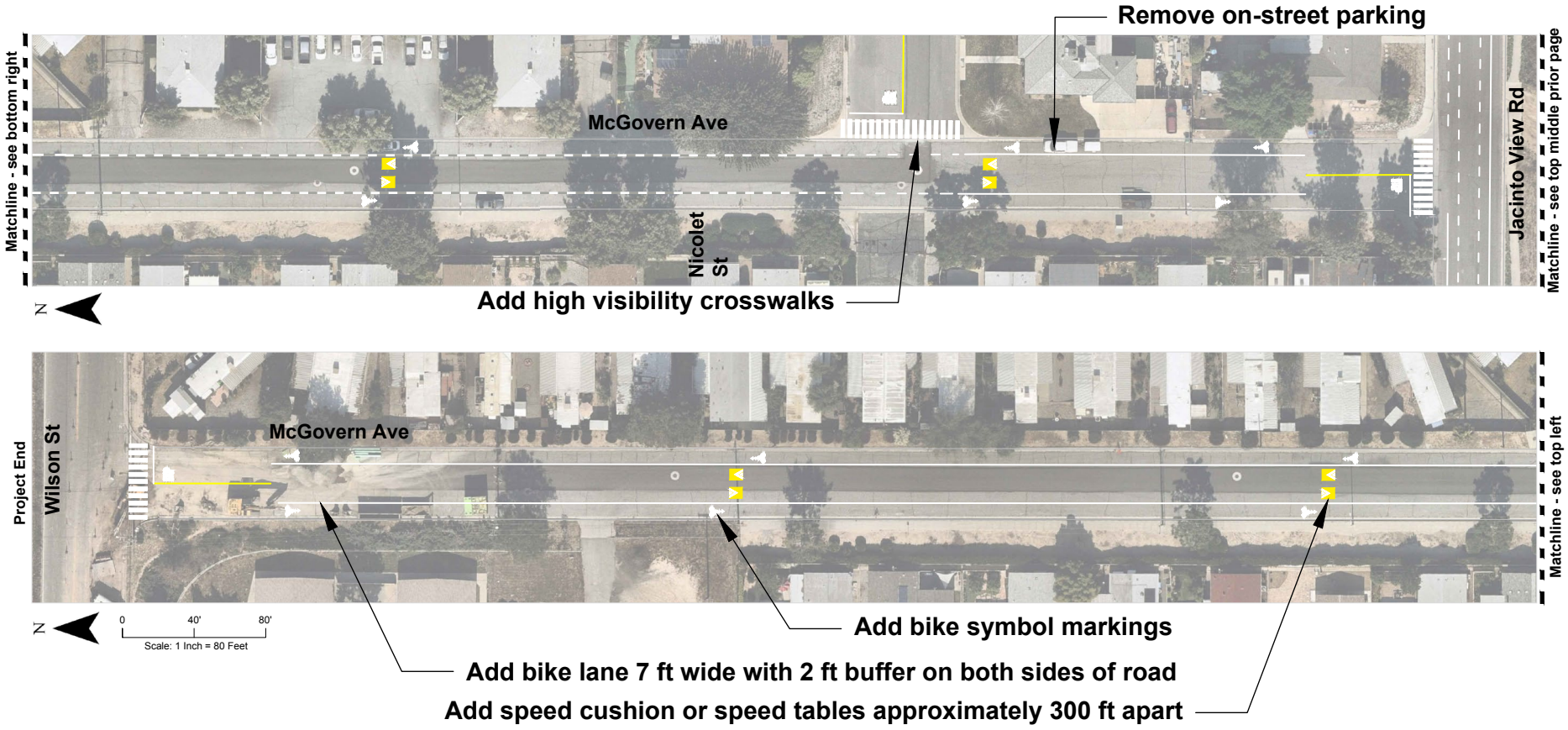
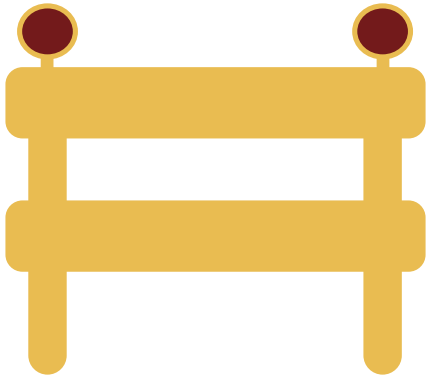


FIGURE 4-24: Jacinto View Road Concept



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Project 14
4th Street
(From Wilson Street to Hays Street)



Cost Estimate
$ --



Project Length
0.5 miles



Schools
0



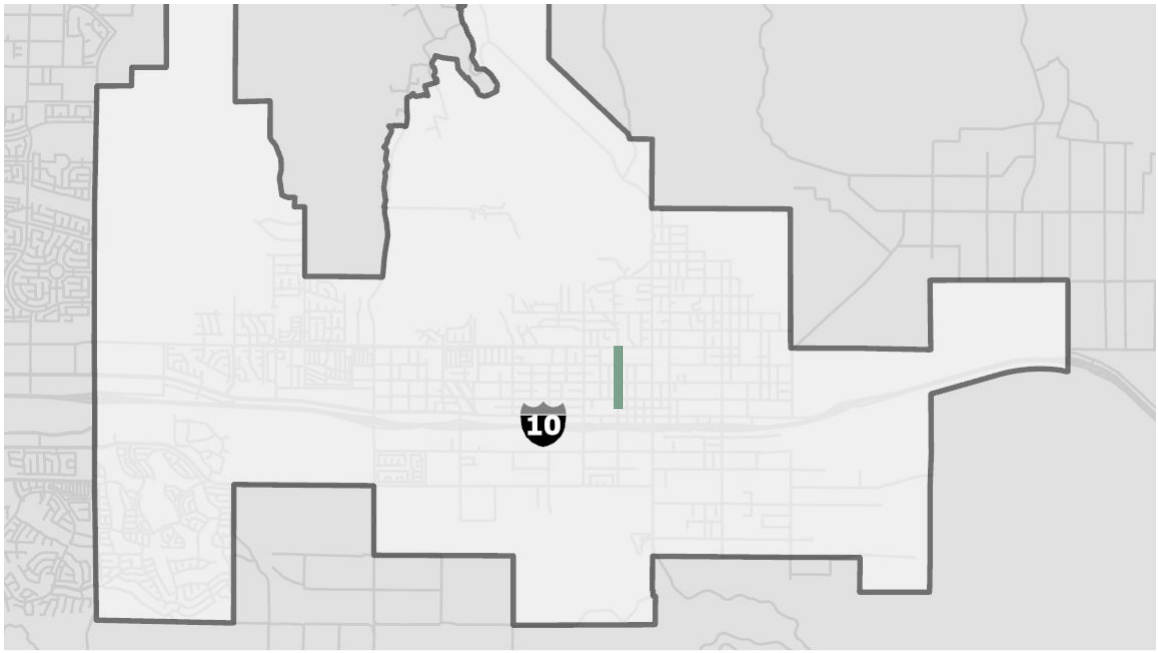
Parks
1



Pedestrian Collision
1



Bicyclist Collisions
0



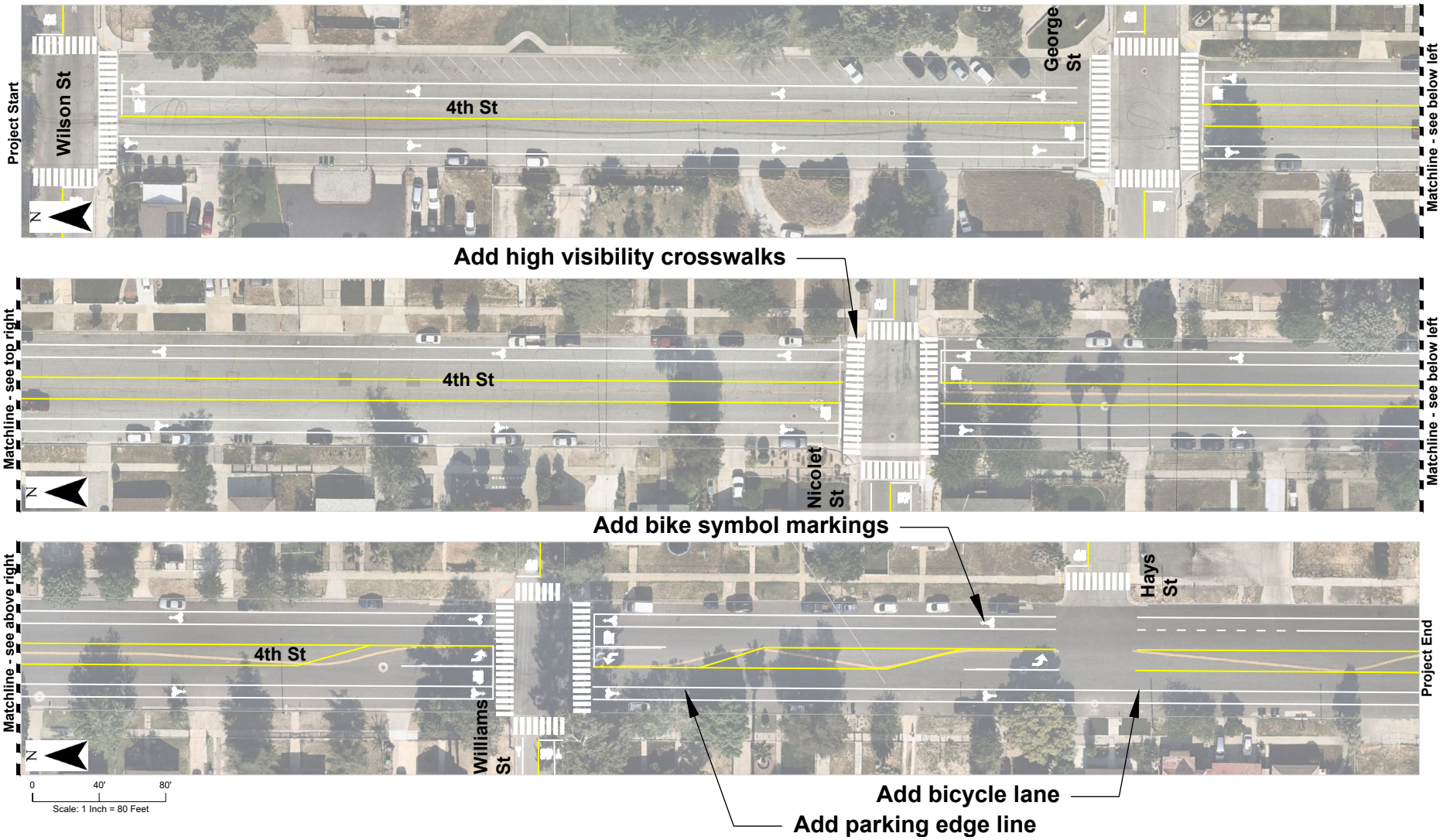
Existing Conditions:

The 4th Street corridor is located north of Downtown Banning and runs north to south from Wilson Street to Hays Street. The segment passes by single-family residential housing and Repplier Park. Vehicle travel is limited to two-way residential lanes with low traffic levels. Most of the corridor has parallel on-street residential parking on both sides of the street, except for a segment of diagonal on-street parking adjacent to Repplier Park. No bicycle facilities exist along the corridor. However, most of the segment has complete sidewalks except for the residential block across the street from Repplier Park. One pedestrian collision with a vehicle was reported on this segment at the intersection of 4th Street and George Street.

Recommendations:

Figure 4-25 shows recommended improvements for the 4th Street corridor. The proposed improvements along 4th Street include installing Class II bicycle lanes with bicycle symbol markings, parking edge lines, and high-visibility crosswalks at all intersections.

FIGURE 4-25: 4th Street Concept



Project 15
Alessandro Street
(From Wilson Street to Williams Street)



Cost Estimate
$ --



Project Length
0.37 miles



Schools
1



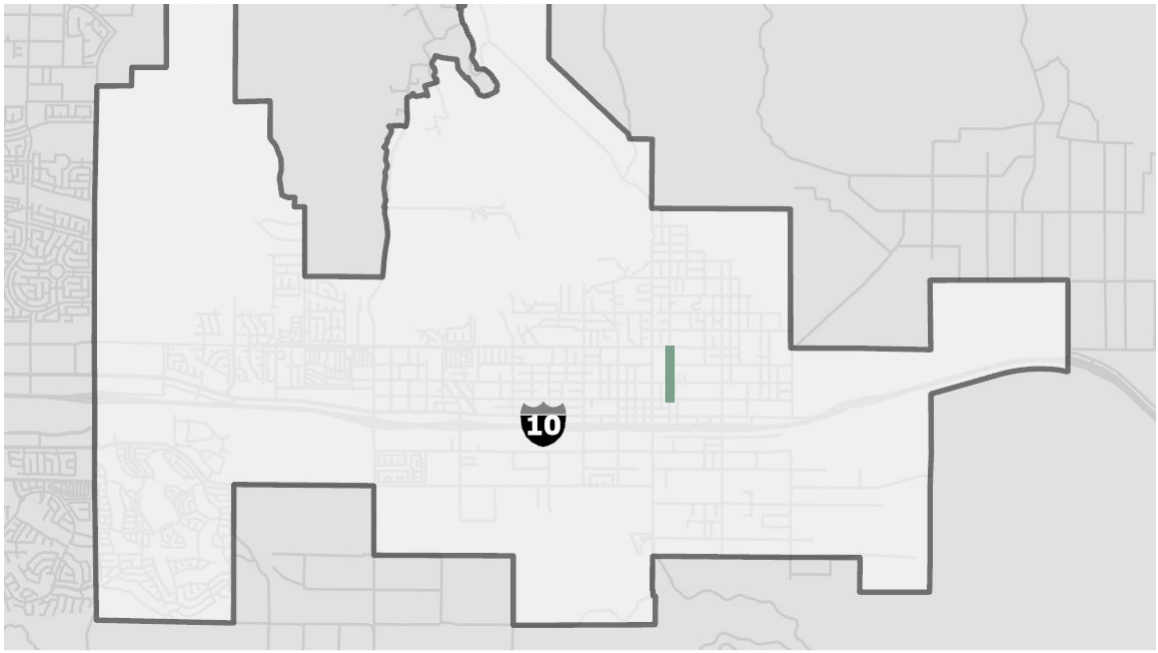
Parks
0



Pedestrian Collision
0



Bicyclist Collisions
0



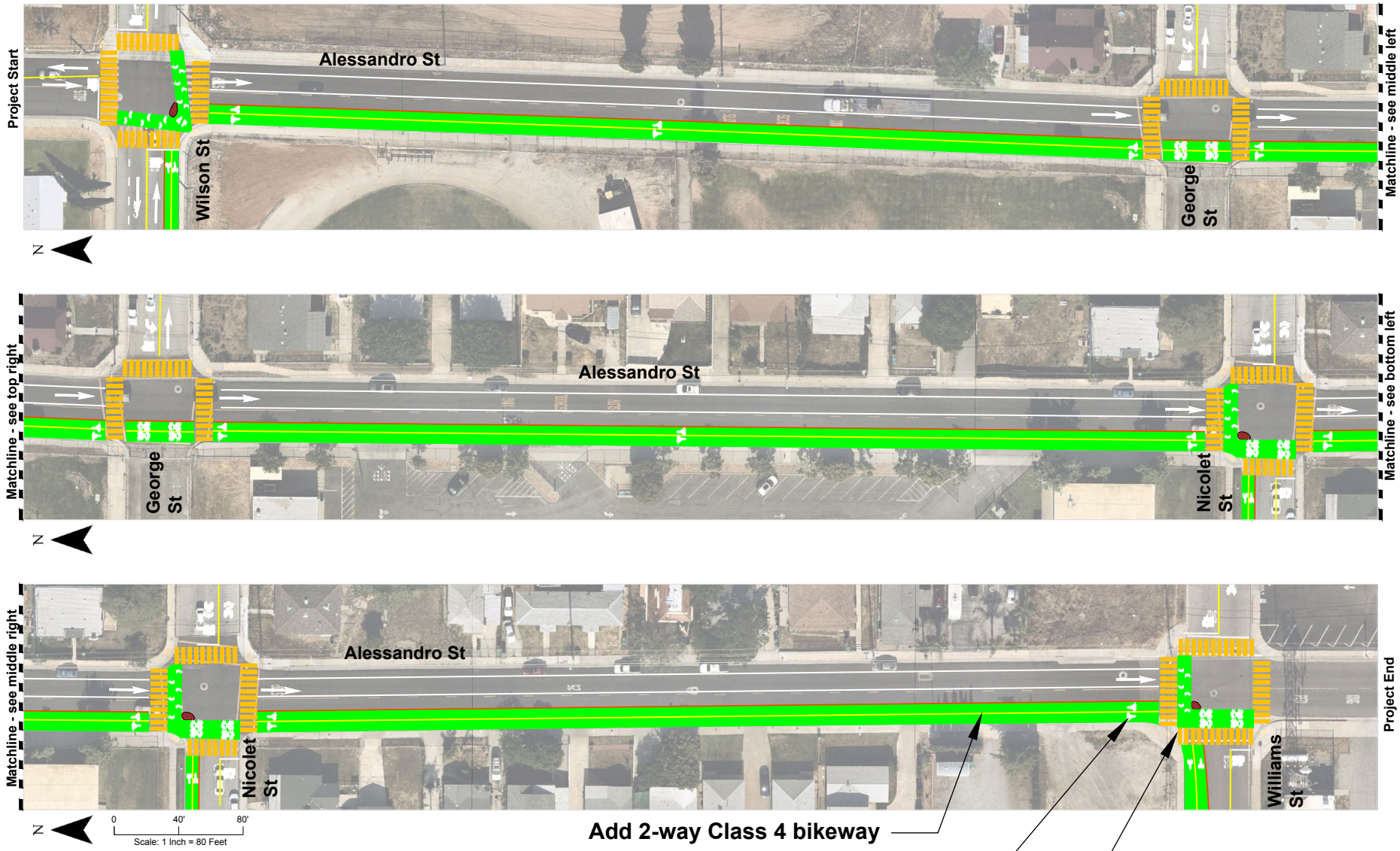
Existing Conditions:

The Alessandro Street corridor runs north to south from Wilson Street to Williams Street. Land uses along this segment include Nicolet Middle School and single-family residential housing. Vehicle travel is limited to two-way residential lanes with moderate traffic levels. On-street parallel parking is permitted along both sides of the street, including along Nicolet Middle School. The segment has complete sidewalks, but no bicycle facilities. No pedestrian or bicycle collisions have been reported on this segment.

Recommendations:

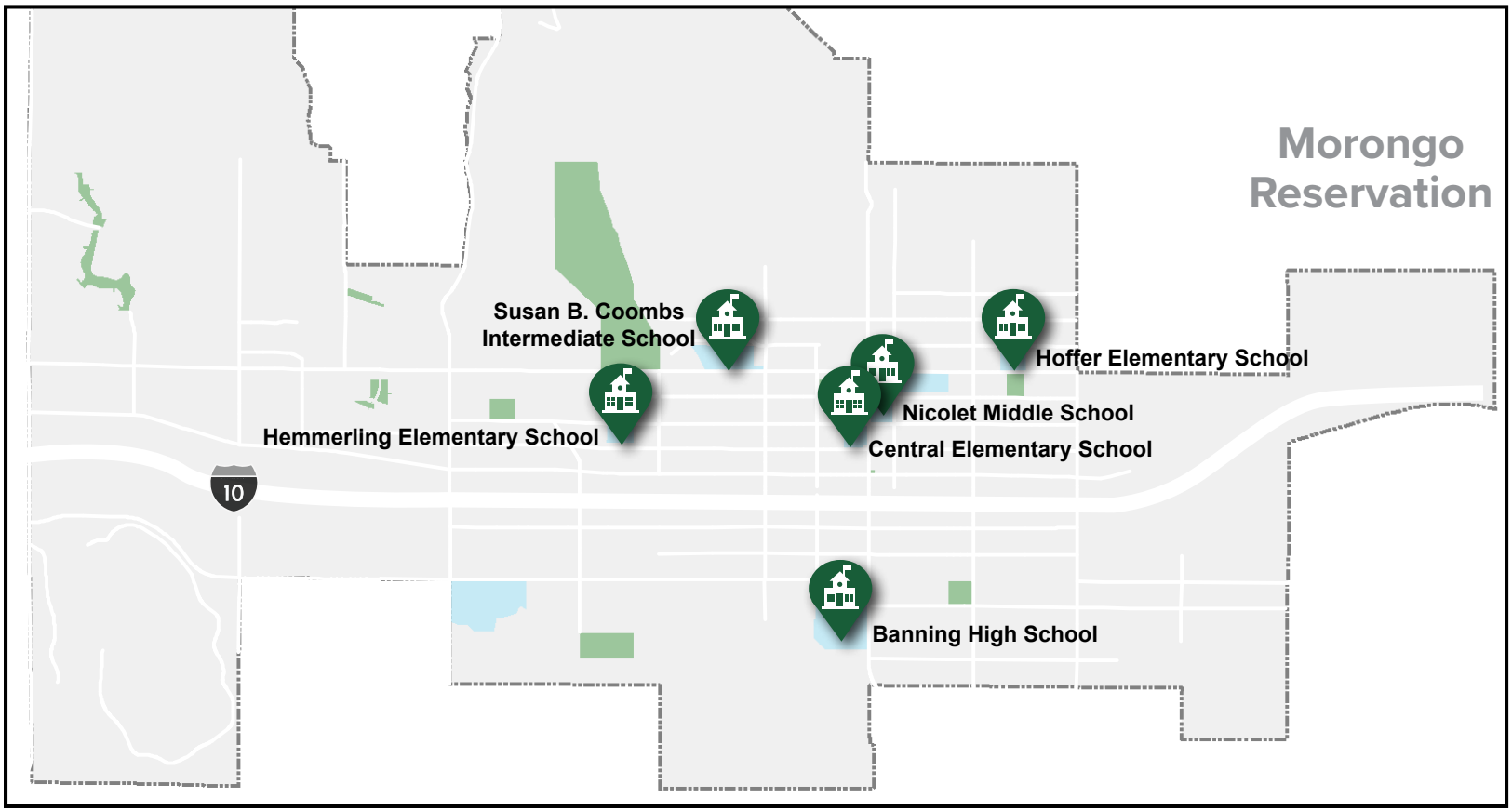
Figure 4-26 shows recommended improvements for the Alessandro Street corridor. The proposed improvements along Alessandro Street include installing high-visibility crosswalks at all intersections and removing the northbound vehicle travel lane to create space for a two-way Class IV separated bikeway with bicycle symbol markings and curb refuge islands on the west side of the segment. The proposed Class IV separated bikeway along this corridor would connect with bicycle facilities on other corridors to form a loop.

FIGURE 4-26: Alessandro Street Concept



4.6 SAFE ROUTES TO SCHOOLS

This section highlights six Safe Routes to Schools (SRTS) recommendations for the following schools: Banning High School, Central Elementary School, Nicolet Middle School, Hemmerling Elementary School, Susan B Coombs Intermediate School, and Hoffer Elementary School. The project team met with Banning Unified School District to discuss existing conditions and concerns around each selected school and brainstormed preliminary solutions. Each SRTS project is aligned with the proposed citywide bicycle network and aforementioned top 15 priority projects from this ATP, and in some cases, is taken further to recommend a traffic study for a traffic circle or specific locations to enhance pedestrian amenities.



Banning High School

Located along San Gorgonio Avenue south of the rail crossing is Banning High School. The school is in a rural residential neighborhood. San Gorgonio Avenue is a long street without any traffic calming and residents commented on cars traveling high speeds adjacent to the school. As the only public high school within City limits, Banning High School has a dense student population and many who walk to school. Less than a half-mile north of campus is a rail crossing where students report that trains have affected their ability to get to school on time. When a train is stopped for long periods of time, it has been reported that students sometimes crawl through the stopped train cars, a dangerous and life-threatening action, and was the case with one student fatality in 2015. It is critical to consider safety enhancements at the rail tracks to protect students who walk to school.

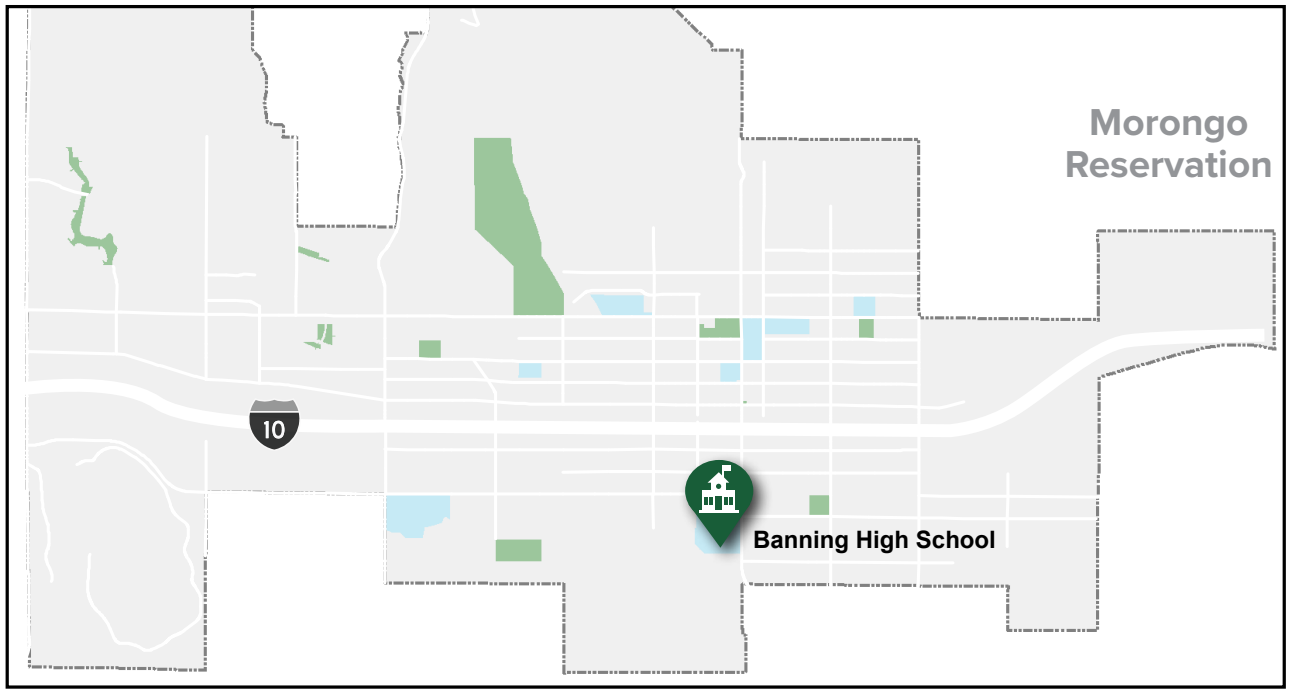
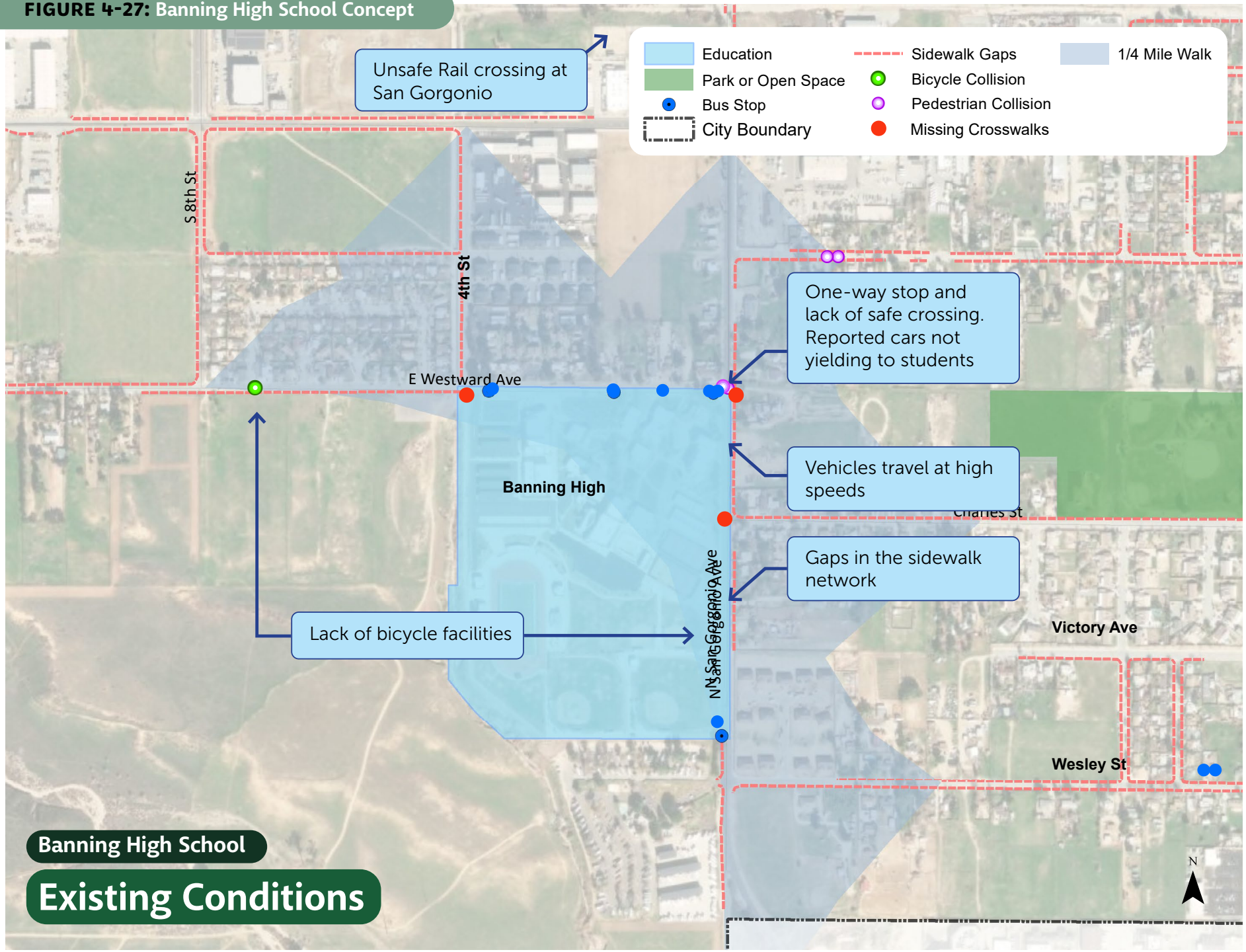


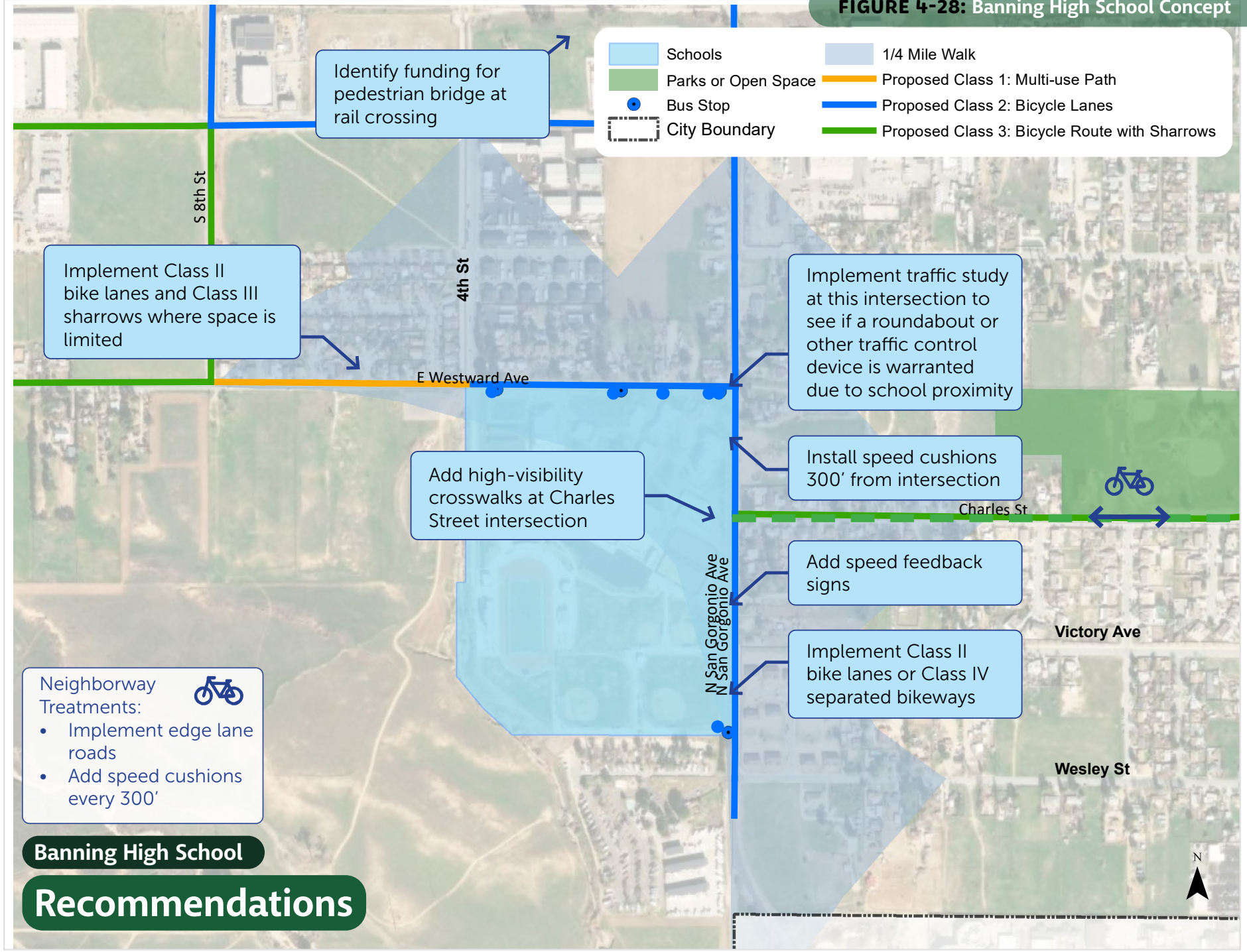
FIGURE 4-27: Banning High School Concept



Banning High School

Existing Conditions

FIGURE 4-28: Banning High School Concept



Central Elementary School

Central Elementary School (CES) is the largest elementary school in Banning located along San Gorgonio Avenue across the street from Nicolet Middle School. Vehicle desire lines are typically found traveling north on 1st Street, turning west onto Williams Street, and then north onto 2nd Street where traffic often stops.

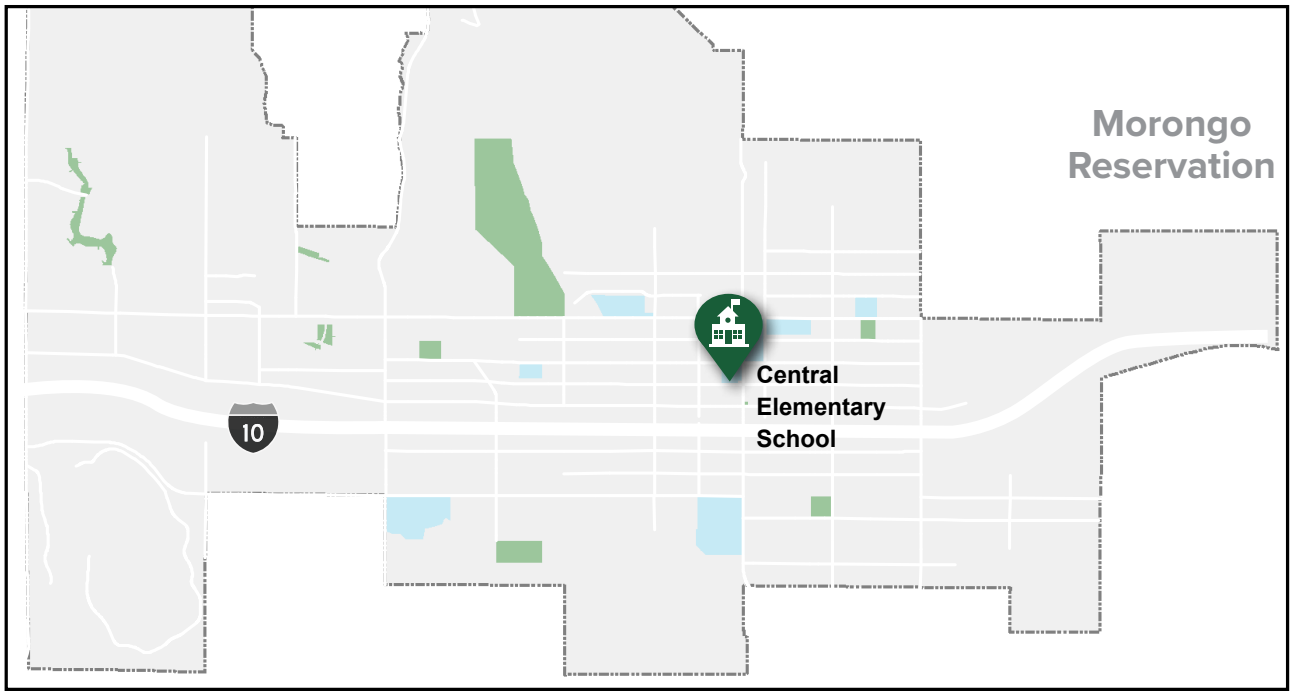


FIGURE 4-29: Central Elementary School Concept

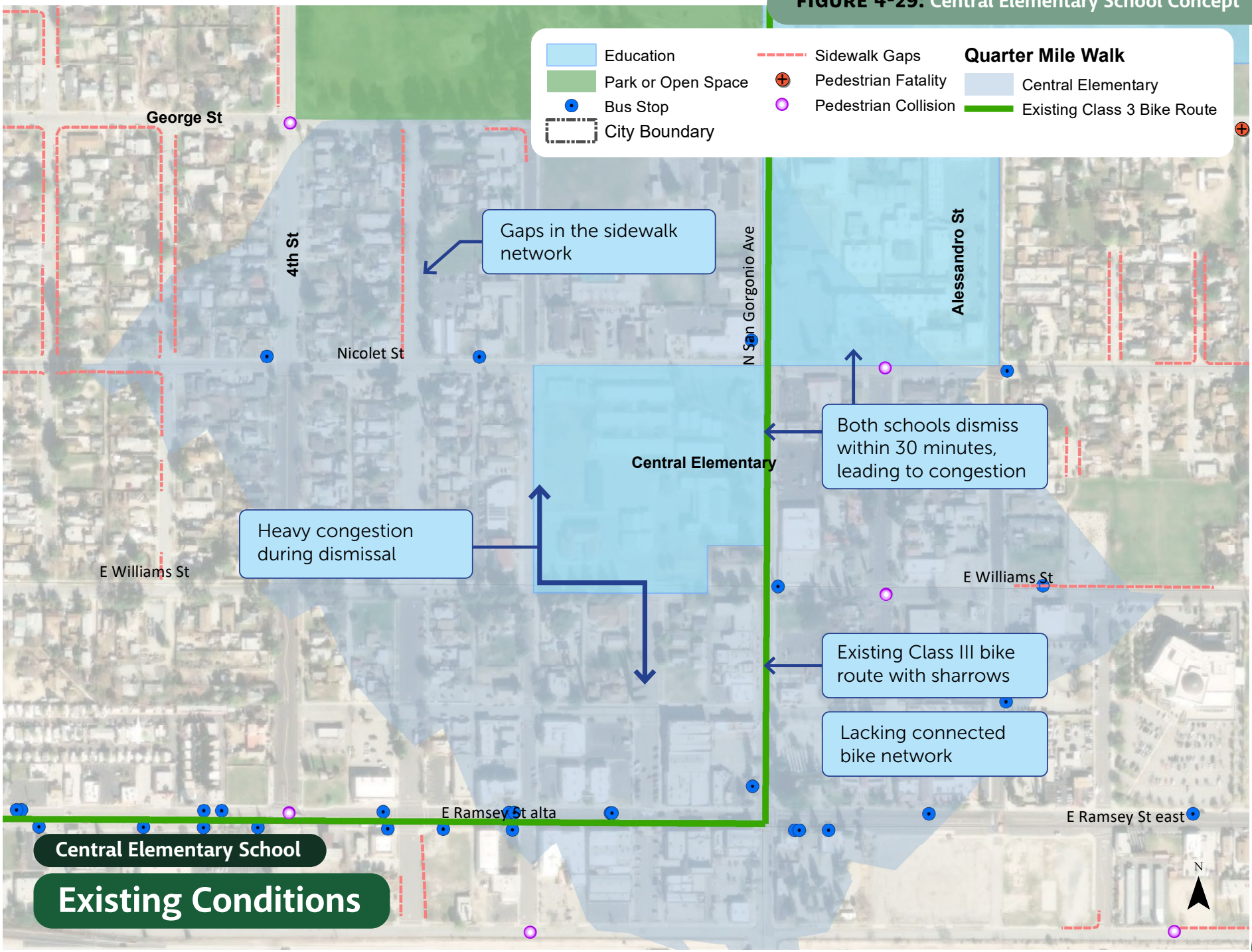
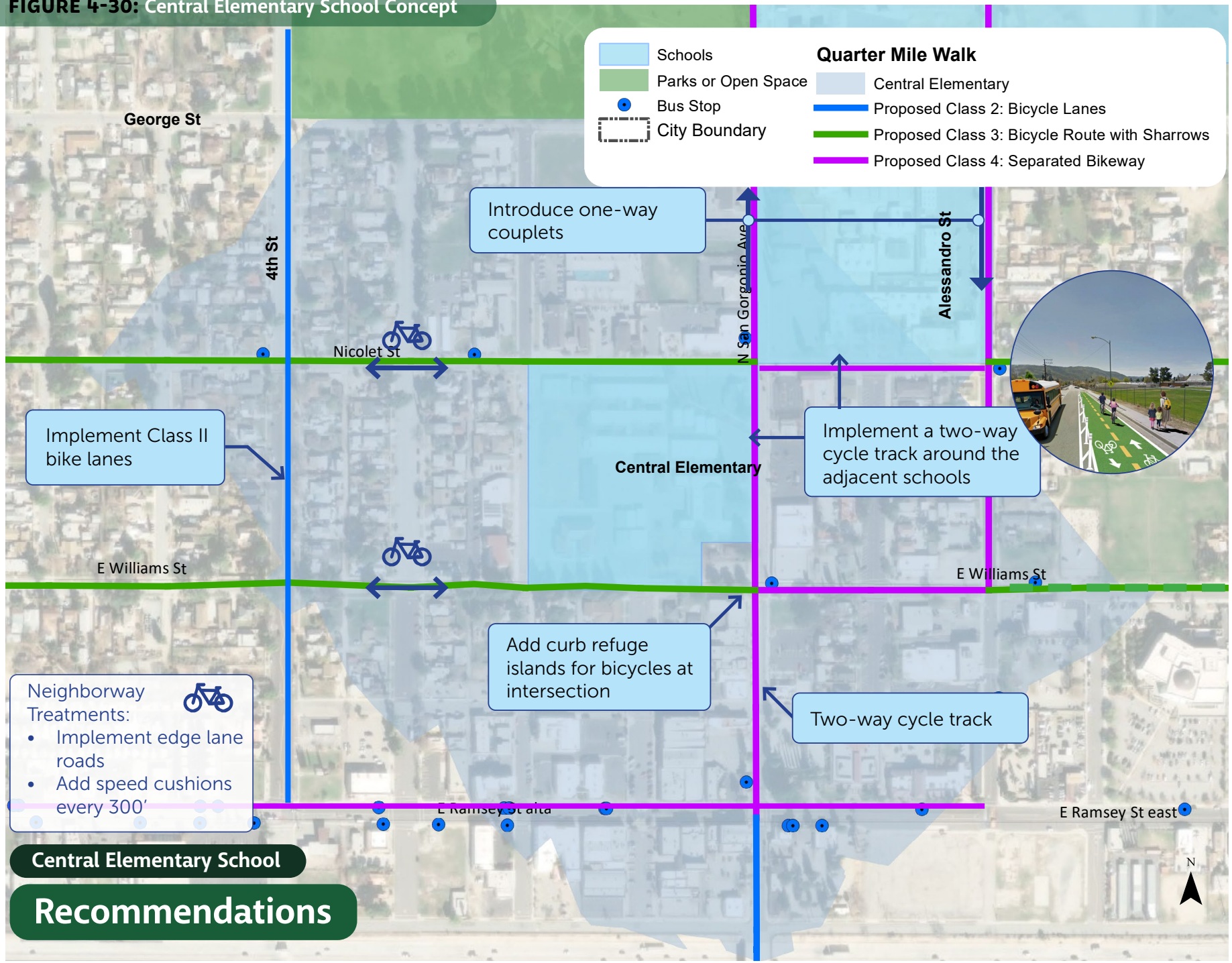


FIGURE 4-30: Central Elementary School Concept



Central Elementary School

Recommendations

Nicolet Middle School

Nicolet Middle School is located kitty corner to Central Elementary School along San Gorgonio Avenue. This becomes a challenge at pick up and drop off as parents may have children that attend both schools and wait around longer. The community has mentioned there is a lot of vehicle congestion around this area and is open to reworking the roadway to enhance traffic flow. As part of this solution, this report suggests changing San Gorgonio Avenue and Alessandro Street to one-way couplets. A network of calmed residential streets known as "neighborways" should be added to facilitate student travel by foot and bike to and from school.

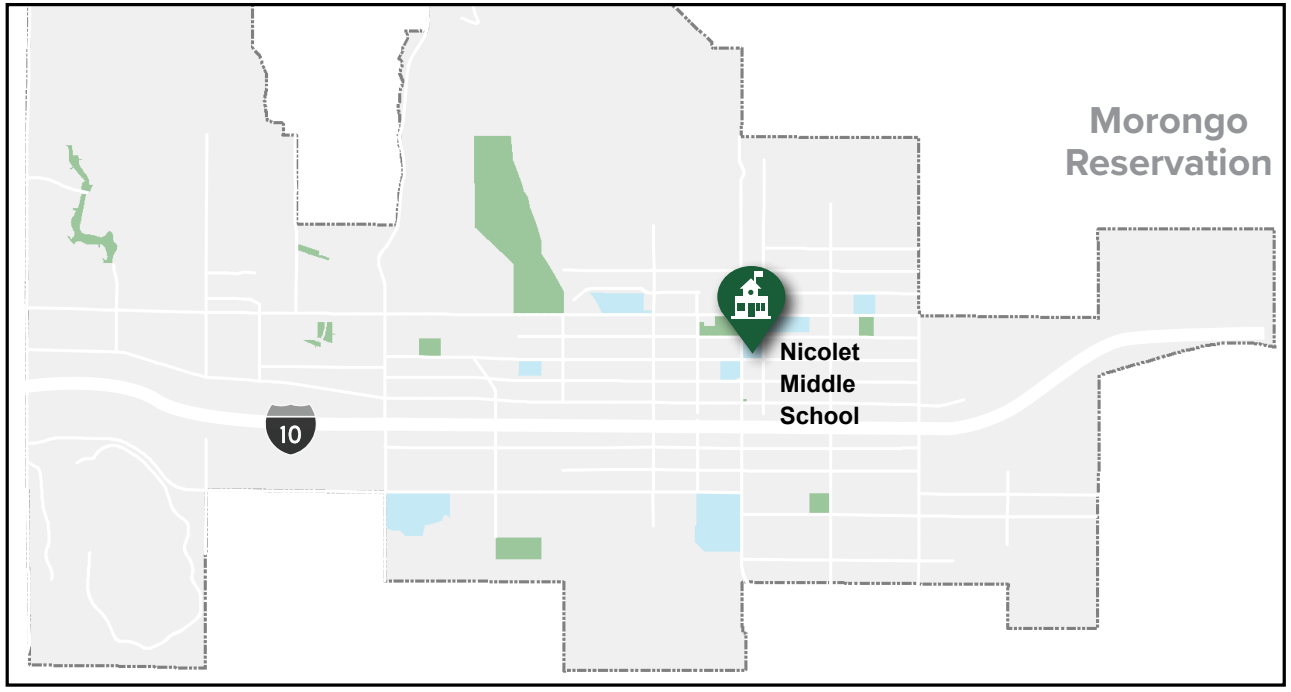


FIGURE 4-31: Nicolet Middle School Concept

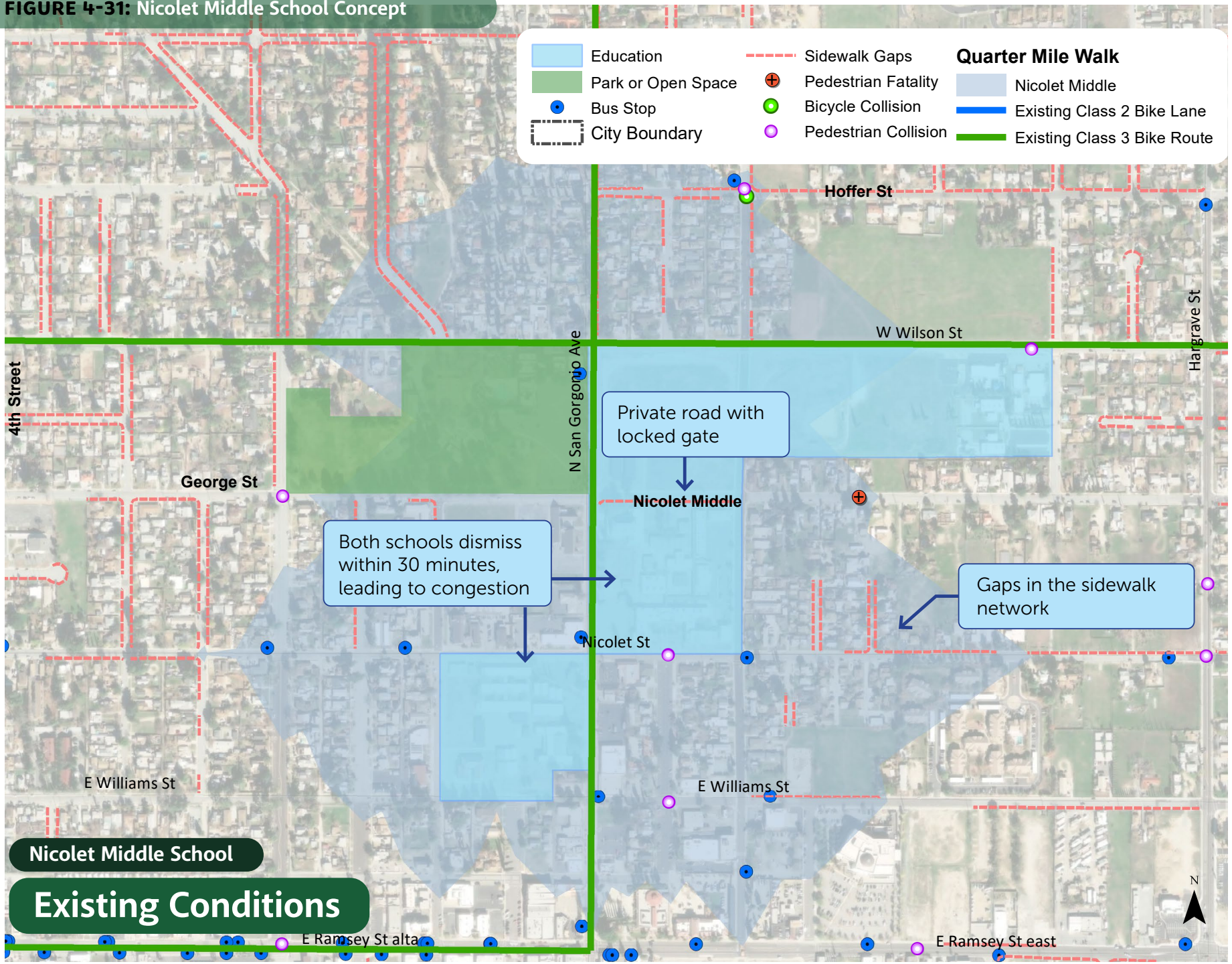
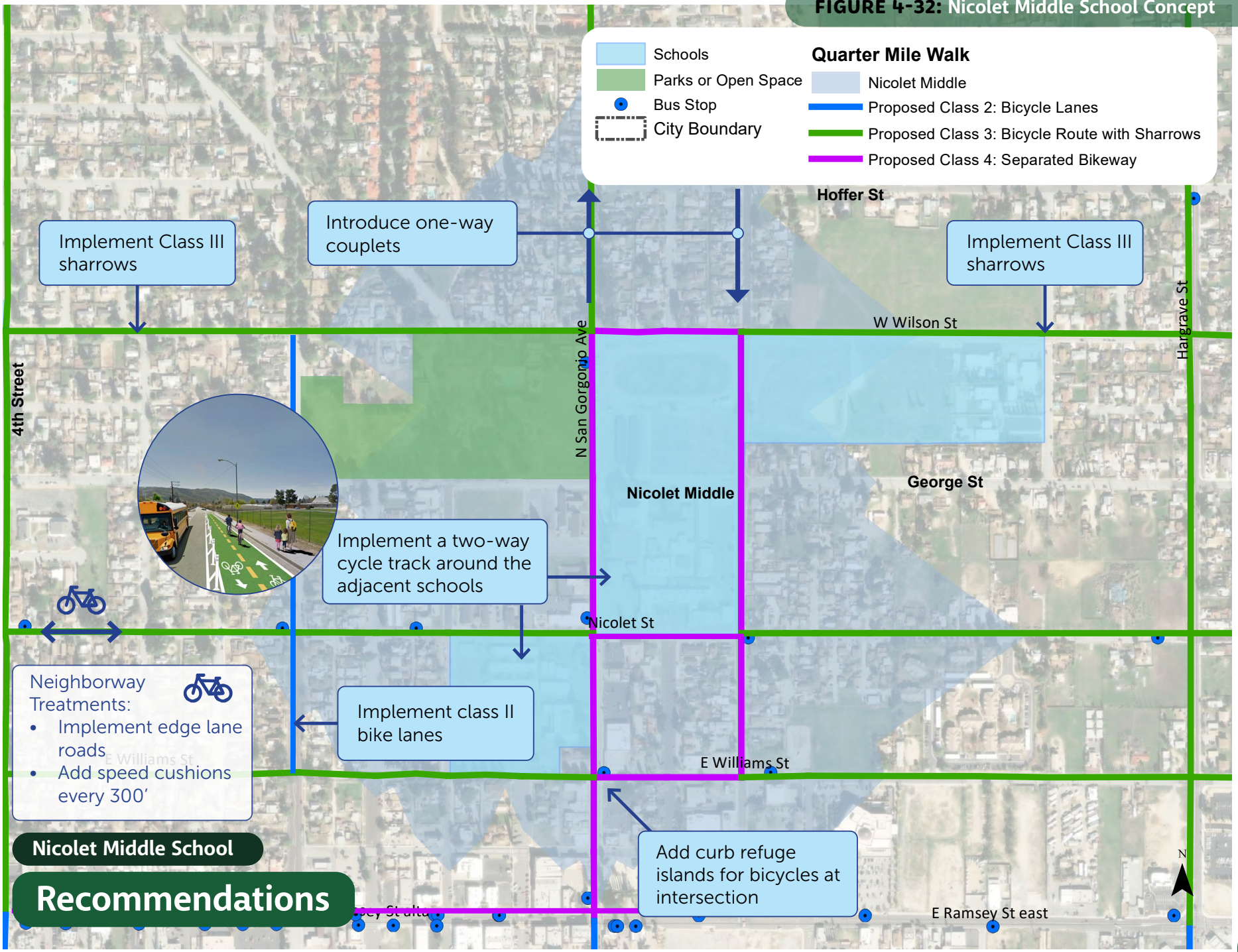


FIGURE 4-32: Nicolet Middle School Concept



Hemmerling Elementary School

Hemmerling Elementary School is located between Nicolet Street and William Streets, which are secondary east-west corridors. Though more narrow streets, cars often use Williams Street and Nicolet Street as Ramsey Street is heavily congested, making students walking to and from school more vulnerable. The school's eastern boundary on Sims Street does not have four-way stops which is problematic for students walking from a multitude of directions. A network of calmed residential streets known as "neighborways" should be added to facilitate student travel by foot and bike to and from school.

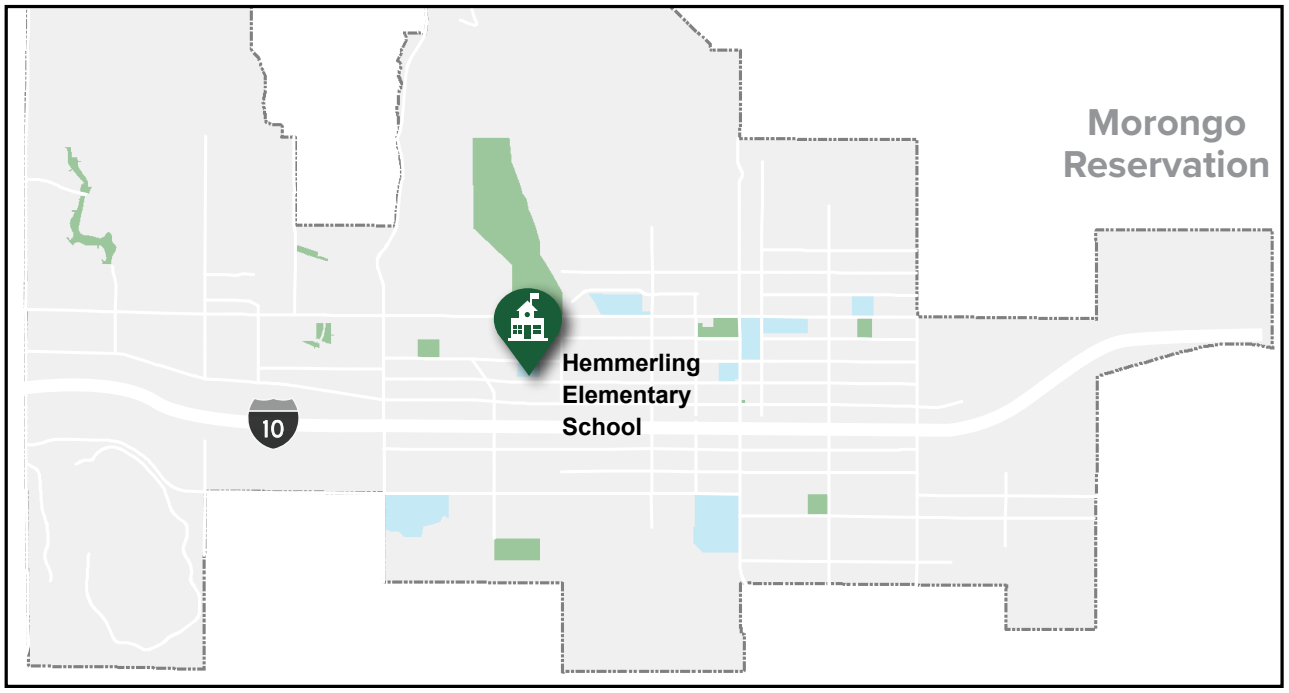


FIGURE 4-33: Hemmerling Elementary School Concept

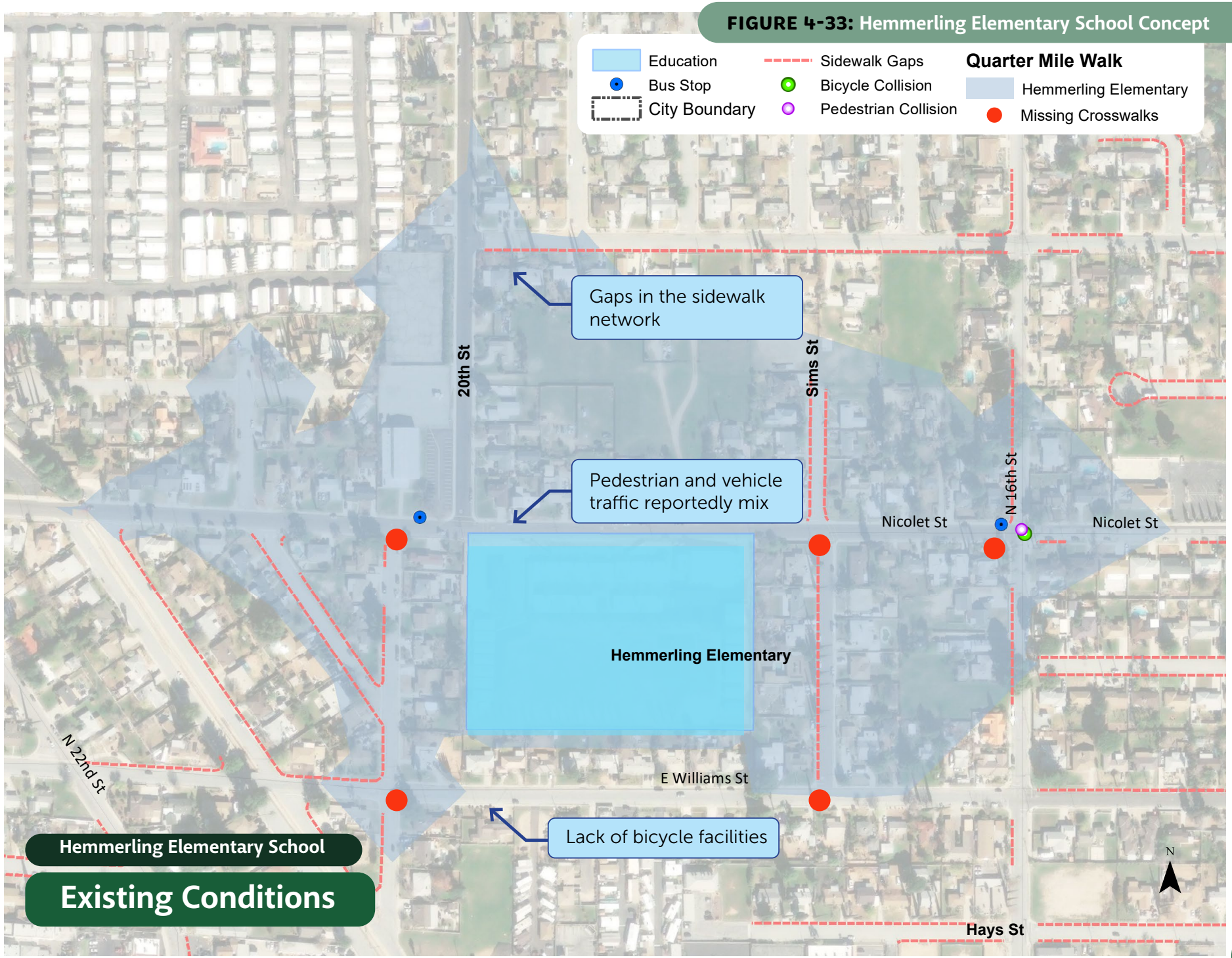
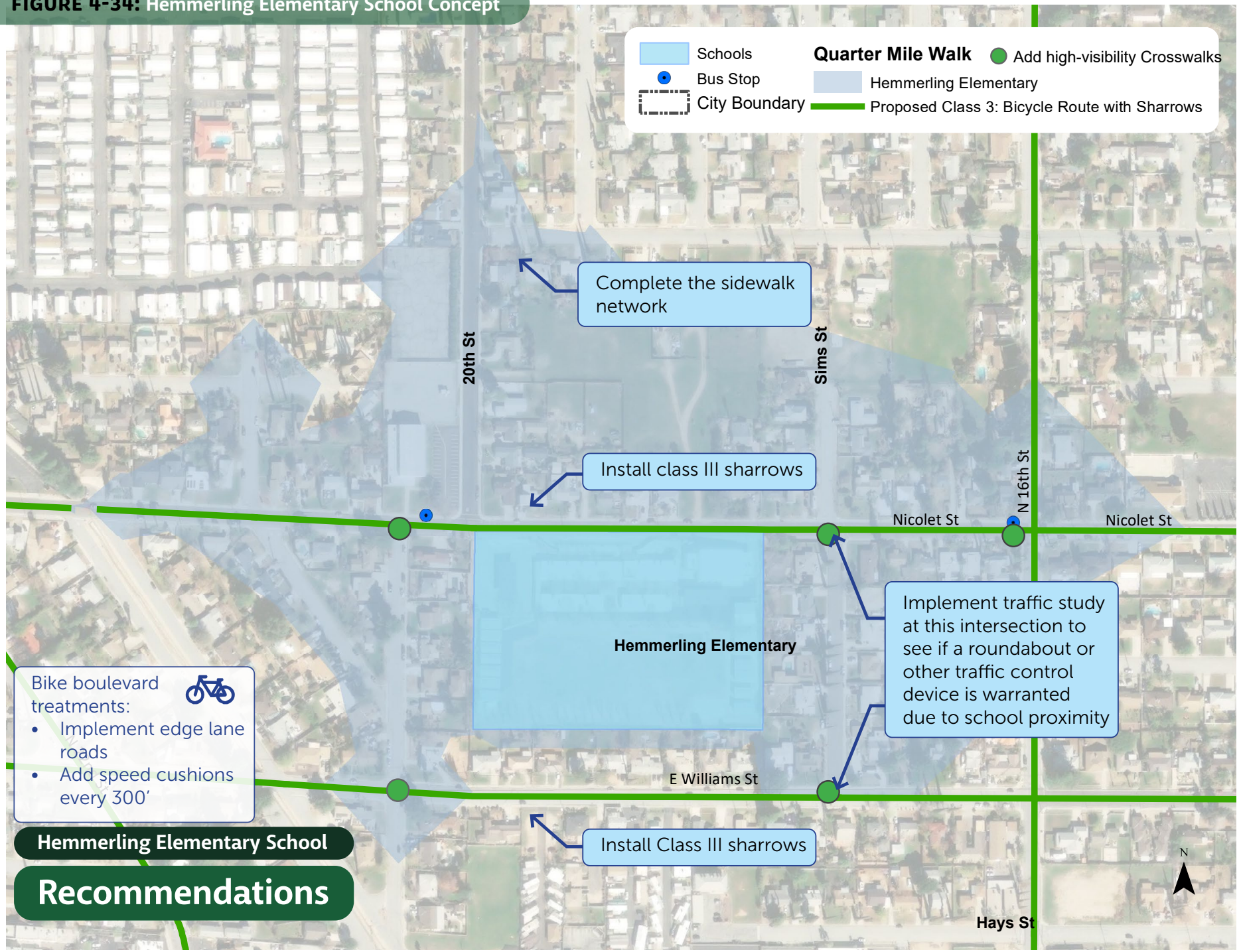


FIGURE 4-34: Hemmerling Elementary School Concept



Hemmerling Elementary School

Recommendations

Susan B. Coombs Intermediate School

Susan B. Coombs Intermediate School is located along Wilson Street and surrounded by residential land use. Given the proximity to homes, it is likely that students walk to school from the surrounding neighborhood. This is somewhat concerning as Wilson does not have stop signs or high visibility crosswalks and is a relatively wide road where cars tend to travel at high speeds. It is recommended that the City implement high-visibility, yellow crosswalks with stop signs at each intersection within a safe, walking distance. Moreover, it is recommend that the City reduce lanes on Wilson Street with a road diet, add bike lanes, add a refuge island, and add curb extensions at all intersections with on-street parking.

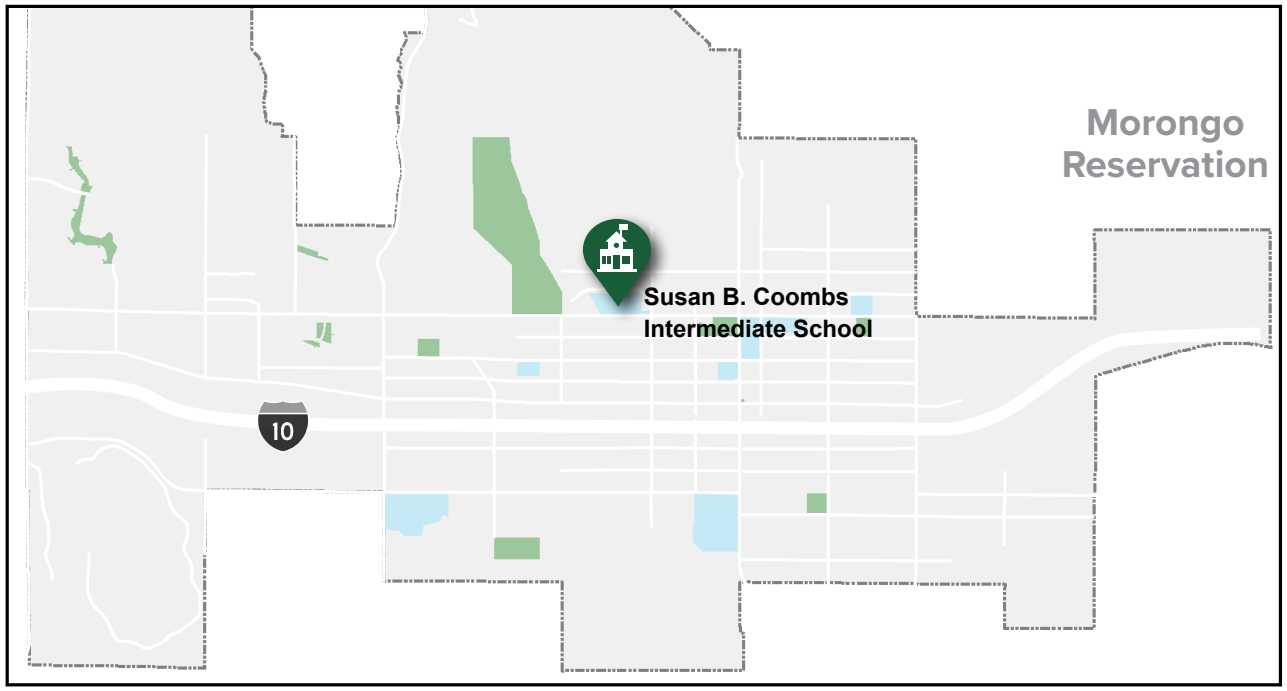


FIGURE 4-35: Susan B. Coombs Intermediate School Concept

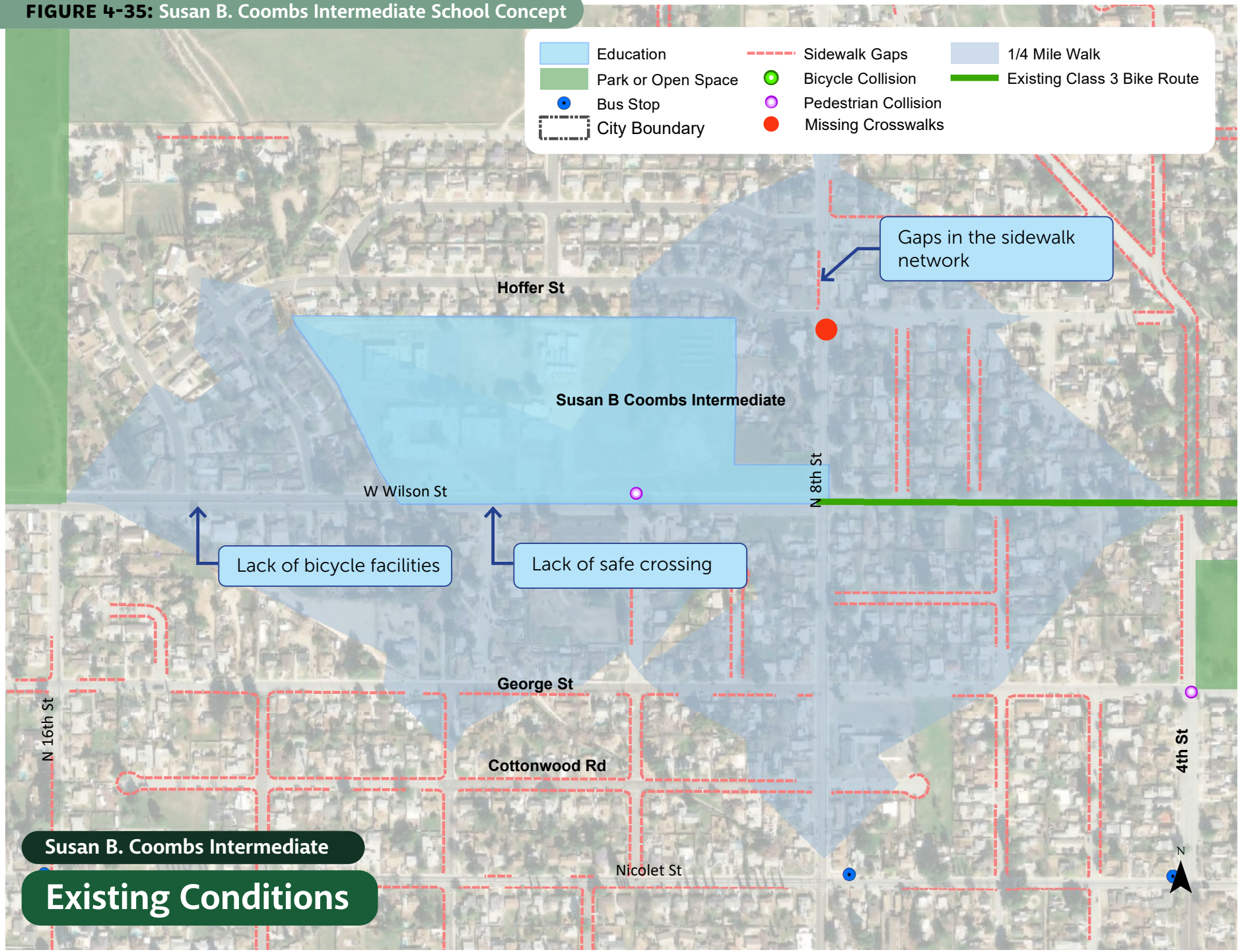
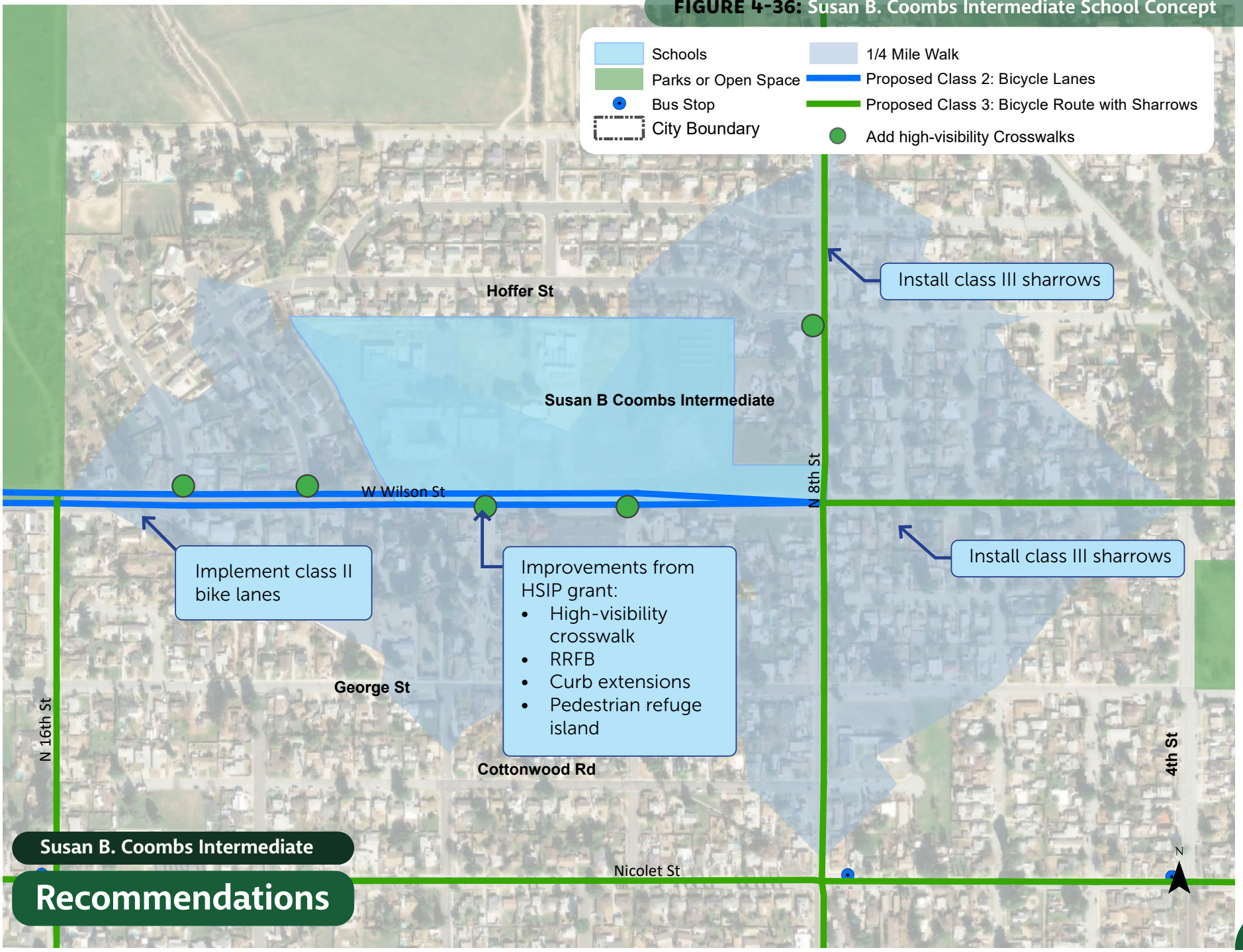


FIGURE 4-36: Susan B. Coombs Intermediate School Concept



Susan B. Coombs Intermediate

Recommendations

Hoffer Elementary School

Hoffer Elementary School is located along the eastern edge of Banning just north of Pass Valley Park. Bordering streets are Hoffer Street to the north, Cherry Street to the east, Pass Valley Park to the south, and Blanchard Street to the west. Most corners have stop signs, but only one crossing has a high-visibility crosswalk. To enhance pedestrian safety for students walking to school, the City should implement high-visibility, yellow crosswalks with stop signs at each intersection within a safe, walking distance. A network of calmed residential streets known as "neighborways" should be added to facilitate student travel by foot and bike to and from school.

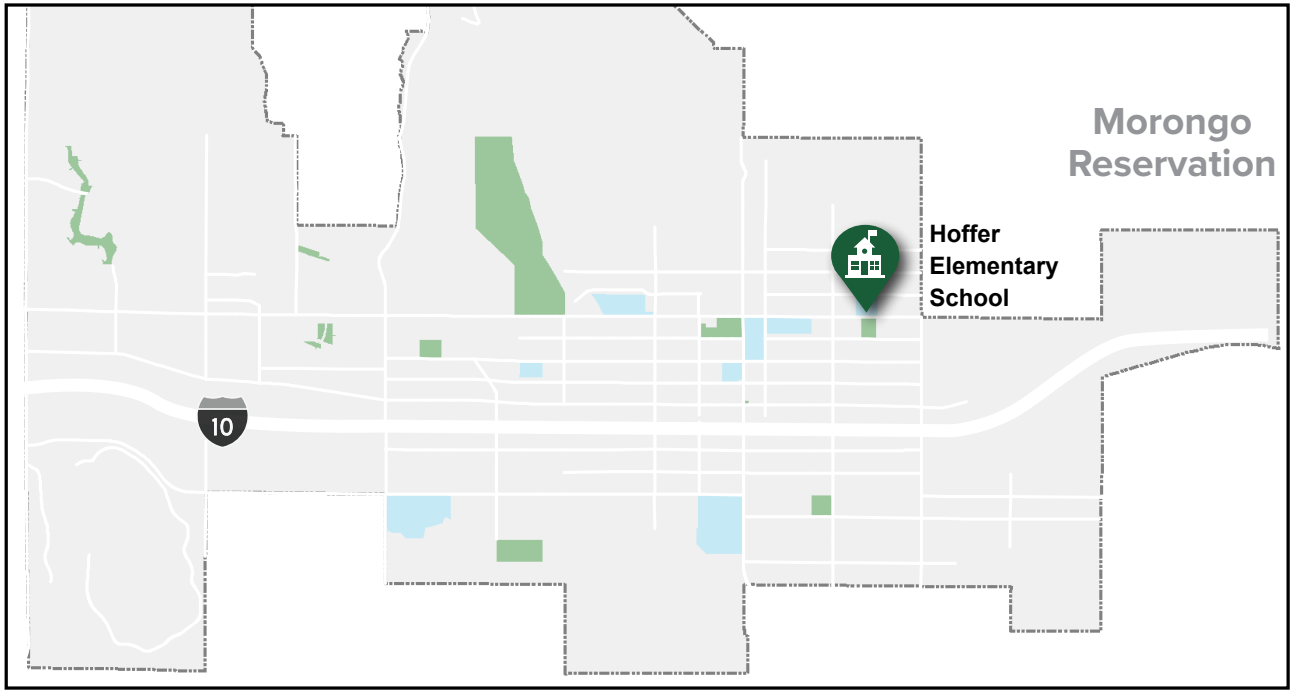


FIGURE 4-37: Hoffer Elementary School Concept

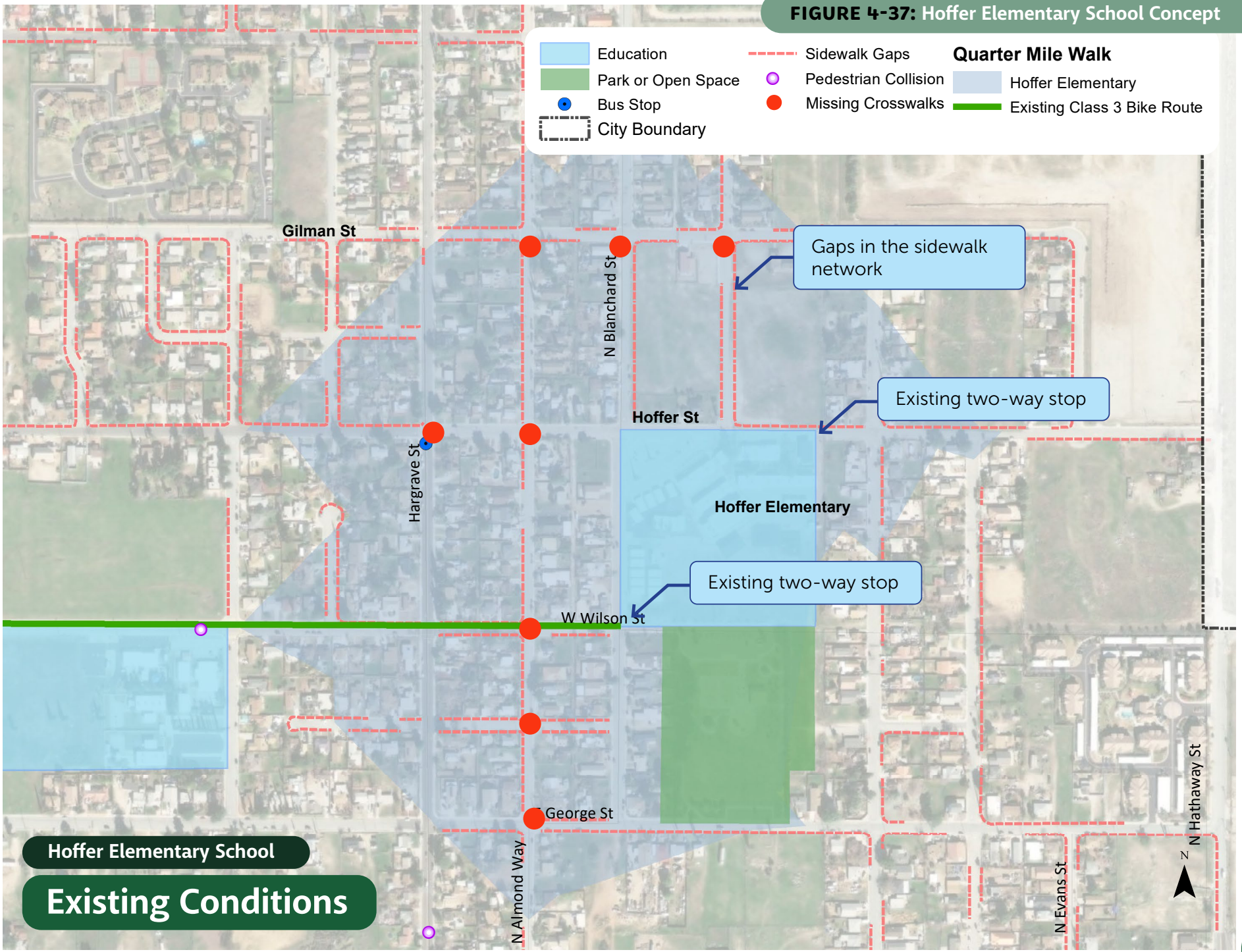
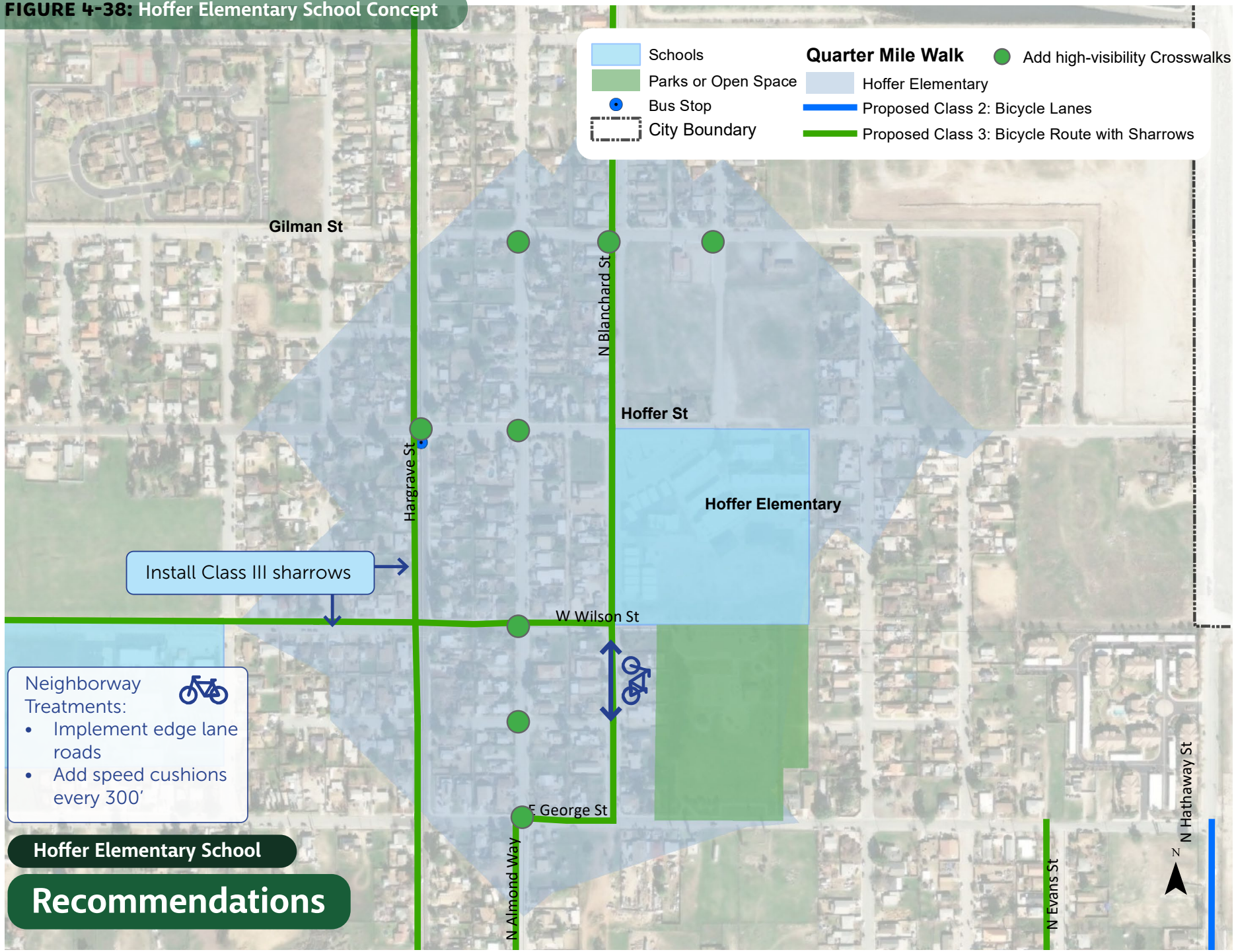


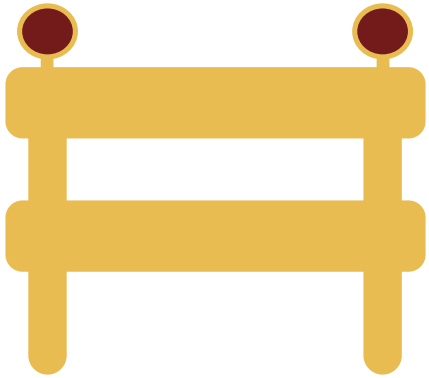
FIGURE 4-38: Hoffer Elementary School Concept



Hoffer Elementary School

Recommendations

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4.7 PROGRAM RECOMMENDATIONS

4.7.1 ENGAGEMENT PROGRAMS

Community outreach initiatives should start by listening to residents, families, business owners, local leaders, and working with existing community organizations. These critical relationships should allow for purposeful, ongoing engagement opportunities.

Electronic Newsletter

Distribution of an online newsletter is a great way to engage the public. Distribution should be researched and considered prior to utilizing this outreach method. This form of media can be used to display project and contact information as well as ways for readers to get involved.

Hotline

A hotline is a great way for community members to call in, leave comments, or talk to someone directly about the project or program. A hotline should be considered as a support tool of an overall community engagement strategy. In order to guarantee a hotline's success, it should be staffed and have the right person at the receiving end. Depending on the target audience, it may be necessary to have a multi-lingual person staffing the hotline. A hotline number is relatively low cost and requires little effort to maintain.

Surveys and Questionnaires

Surveys and questionnaires can also be created to identify the needs and views of a large number of people. Surveys are effective when a limited number of short and concise questions are used to gather information and feedback.

4.7.2 EQUITY PROGRAMS

Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

Prioritize Projects in Light of Equity Considerations

Agencies can aim to implement improvements in areas that are disproportionally affected by health and safety burdens, acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and underserved populations who cannot afford, operate, or choose not to drive vehicles.

4.7.3 ENGINEERING PROGRAMS

A variety of engineering tools can be used to make sure that the roadways are safe for people walking, bicycling, and accessing transit. These tools include street design techniques that are intended to decrease vehicular speeds and others to enhance pedestrian and bicycle safety and comfort. Some examples are traffic control signs, parking controls, and traffic safety monitoring.

Some examples of engineering and traffic enhancements that provide a safer environment for pedestrians and bicyclists include:

- Traffic control signs
- Pedestrian-controlled traffic control signals
- Curb and high visibility pavement markings
- Traffic safety monitoring
- Separated bike path
- Sidewalks or multi-use trail
- Parking facilities

4.7.4 ENCOURAGEMENT PROGRAMS

Vehicle usage can be decreased in part by actively encouraging residents and visitors to bike, walk, and ride transit for a variety of trips and purposes. Encouragement is all about making bicycling, walking, and transit more fun, healthy, and easy to do. To achieve this, the City, along with Riverside Transit Agency and other local organizations, can organize a series of activities and events that promote alternate modes of transportation and healthier lifestyles.

Pilot Commuter Program

Provide employees with a temporary transit pass, for at least one-month, to test out transit in a trial period to get familiar with their route and encourage commitment to using transit.

Free Ride Day

Encourage residents to take transit by promoting RTA's annual Free Ride Fridays. This can be held in conjunction with California's Clean Air Day, to emphasize the benefit of replacing car trips and improving air quality. The City, along with Riverside Transit Agency and Beaumont Transit and other local organizations, can organize pop-up events to provide transit information and encourage riders.

Open Streets Events

Open streets events are a citywide event that closes a street completely to cars. They provide residents an opportunity to walk, bike, skateboard, or roller skate own streets in their city free of cars.

National Bike Month in May

During the month of May, cities across the country organize events and campaigns to educate people about biking and to encourage them to bike more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted to encourage first last mile transportation options.

Demonstration Project

Over the past decade Tactical Urbanism or "Demonstration Projects" has become an international movement, bringing about a shift in how communities think about project development and delivery. These demonstration projects include low-cost, temporary changes to the built environment intended to improve local neighborhoods and gathering places. In Southern California, these projects have loosely emulated a planned and designed project to allow residents to experience what the project may look like and how it affects traffic, active transportation modes and transit. These events are aimed to educate and gain support from the community to move towards implementation. The City of Banning can utilize the Complete Streets GoHuman campaign to facilitate these demonstration projects as needed. Items such as the protected bike lane or curb extensions promote a more comfortable and safe experience for non-motorists.

4.7.5 EDUCATION PROGRAMS

Student Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of "on the road" safety.

Bike Commuting Workshops

A class intended to build habits and cover essential skill for bike commuters. This class will cover what to wear, how to pack, and how to use transit with a bike.

4.7.6 EVALUATION PROGRAMS

Create City Staff Active Transportation Evaluator Position

An active transportation evaluator position would assist the City's Public Works department in reviewing project plans and built projects as well as ensuring consistency and cooperation between city departments. The evaluator would also assist with completing grant applications, maintaining a prioritized list of improvements, researching appropriate funding sources, and updating cost estimates. This investment in staff is often returned since this position is usually responsible for securing State and federal funding.

Complete Streets Advisory Committee

The City can explore creating an Complete Streets Advisory Committee that can provide oversight. Many municipalities have developed bicycle and pedestrian, or active transportation advisory committees to address issues and opportunities related to walking, bicycling, and transit. This group can act as a community liaison and support City staff, volunteers, and advocate efforts to address issues and help evaluate the progress of improvements in this Plan.

Conduct Bicycle and Pedestrian Counts and Review Collision Data

Conduct regular bicyclist and pedestrian counts throughout the City to determine baseline mode share and subsequent changes. Conducting counts would allow the City to collect information on where the most bicycling and walking occur. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling and walking trends throughout the City and overlaid with boarding and alighting data.



IMPLEMENTATION & FUNDING 5

5.1 IMPLEMENTATION STRATEGIES

The analysis, community engagement, and project development in this Plan will help move forward these active transportation project recommendations for further funding and provide the City a guide for implementation. This ATP is intended to be a guide to take projects through engineering and construction and how to carry out programs. Section 4.4 covered prioritization and outlined the recommended order for project implementation. The prioritization order should be looked at as a guide to allow the City to implement projects as they see fit or as funding sources become available.

Table 5-1 presents a list of recommended implementation strategies to guide the City in pursuit of optimizing efficiency within this Plan.

Plan implementation is a multi-faceted process. It often includes carrying out a variety of programs and pursuing project funding. This ATP is meant to be used as a tool to inspire conversations on how projects can be implemented in short, mid, and long term approaches.

Implementation of certain bicycle facilities, such as multi-use paths, separated bikeways, and other innovative techniques described in this plan, will require a capital improvement project process which typically includes funding identification, a public and environmental review process, and a planning/engineering design phase. Many times, these engineering-intensive projects may require a phased approach to address the time and cost needed to successfully design and implement these projects. Smaller and less expensive active transportation improvements can be integrated into planned construction projects that are regularly "on the calendar" such as road resurfacing or utility work. Items such as shared lane marking for Class III bikeways, striping lanes for Class II bike lanes, or adding signage can be relatively simple to add onto planned construction projects.

The following strategies provide some steps and framework to guide project implementation.



TABLE 5-1: Recommended Implementation Strategies

ACTION	LEAD	NOTES
Identify items on the City's Capital Improvement Program (CIP) projects list that can incorporate recommended projects outlined in this Plan.	City	If the City is unable to incorporate existing CIP projects, explore recommended projects in this Plan that can be created as stand-alone CIP projects.
Monitor grant funding cycles and identify staff to take action.	City, WRCOG	Commit staff time to identify grant(s) and outline a preparation plan. Continue to work with WRCOG on their grant writing on-call services.
Integrate the recommendations and projects from this Plan into all applicable grant applications.	City	In some cases, grants could be pursued specifically for only projects identified in this plan, while in others, parts of this plan can be used to strengthen benefits for other projects.
Perform an Environmental Review for each project to determine level of impact.	City	Projects classified as maintenance or replacement can be considered categorical exemptions under CEQA or NEPA. Major projects affecting traffic, natural areas, land, or ROW acquisitions may require full environmental review.
Identify sources of funding for ongoing maintenance of street enhancements. Coordinate paving plan with the Active Transportation Plan (ATP) recommended projects so when a roadway is repaved, that roadway can be re-striped to align with the ATP.	City	Maintenance responsibilities will need to be identified prior to implementation. Other cities have found that the coordination of the paving plan with the ATP to be a cost savings measure.
Identify alternative funding sources and fund-raising opportunities.	City, community organizations, and stakeholders	Examples include philanthropic offers, donations, endowment funds, corporate sponsorships, capital fund-raising efforts, grants, government sources.
Develop employment opportunities that assist with the installation and maintenance of the projects in this Plan.	City	Tasks would include ongoing maintenance of bicycle facilities, development of programming, and maintenance of public realm spaces.
Develop a volunteer program focused on implementation and encouragement. Consider emulating successful "Bike Ambassador" programs from cities like Chicago and Washington DC.	City, community organizations	Utilize neighborhood residents, community leaders, and volunteers from schools, churches, community organizations and businesses. Work with the Inland Empire Bicycle Alliance to develop and implement programs.
Develop a media campaign to promote active transportation as a means of recreation and transportation mode. Be strategic and create an "Individualized Marketing" campaign similar to Portland's "Smart Trips" campaign. It's the concept that not all people can be persuaded to use sustainable travel modes so just focus on a select few.	City, volunteers, community organizations	Tasks include assigning staff to oversee and promote media campaigns that could be developed by a volunteer group or community stakeholders. "Individualized Marketing" is a comprehensive approach to increase biking, walking, and public transit in only targeted geographic areas of a city, hand-delivering packets of information to only specific residents that are open to change.
Collaborate with community stakeholders to host events such as bike rides, walking tours, and demonstrations.	City, community organizations, and volunteers from previous steps	Connect with qualified community experts to lead group bicycle rides, walking tours, or plan and install demonstration projects. Utilize volunteer groups, youth groups, and stakeholders to help promote events. Work with SCAG and utilize their Kit of Parts to install demonstration projects for city events.
Monitor and evaluate performance of implemented treatments.	City	Assign staff to lead implementation performance measures and oversee programming efforts.

5.2 IMPLEMENTATION PERFORMANCE MEASURES

The following are best practice performance measures, each of which are meant to quantify the impact and effectiveness of active transportation projects and programs. Identifying and employing several strategies will help the City provide updates to the public on progress and advance efforts of this Plan. The City must decide on the metrics that it deems the most important to allocate limited resources towards developing and improving connections for people walking and biking and reducing fatalities and serious injuries amongst bicyclists and pedestrians.

The principles articulated through the "Six Es" of Complete Streets, a standard for active transportation planning, can help create and sustain successful programs throughout Banning. The six Es are: Education, Encouragement, Equity, Evaluation, Enforcement, and Engineering.

It is recommended that the City track the following data points annually. The following examples can be used by the City can use to assist with developing performance measures to monitor and evaluate the implementation progress of this Plan and future complete streets and safe routes to school projects.

Education

- Number of students taught about bicycle and pedestrian safety
- Number of people reached from an educational campaign on the significance of replacing car trips
- Number of people reached from an educational campaign on how to bicycle commute
- Number of Bike Rodeo events

Encouragement

- Percentage of mode split for people walking, bicycling, or riding transit
- Number of people reached at quick-build demonstration projects or open-street events at or near schools, parks, and key destinations
- Percentage of students or school staff who walk, bicycle, or take transit to and from school
- Percentage of Banning employees who walk, bicycle, or take transit to and from work
- Number of bicycle-friendly businesses
- Number of campaigns and people reached including Pedestrian Safety Month, Bicycle Safety Month, and Bike to Work Day

Equity

- Number of grants funded per year that address equity-related access issues
- Number of improved pedestrian infrastructure projects installed in disadvantaged communities
- Number of intersections where signals have been optimized for people with disabilities and active transportation
- Percentage of schools, parks, and medical buildings connected by bicycle facilities
- Percentage of transit stops that meet ADA compliance and provide shelter

Evaluation

- Total rate of bicycle and pedestrian collisions, fatalities, and serious injuries based on volumes of people walking and biking
- Total number of bicycle and pedestrian collisions, fatalities, and serious injuries
- Percent reduction of fatalities or serious injuries caused by collisions involving people walking and bicycling
- Percentage of new street projects that are multimodal
- Annual percentage increase in number of boardings and alightings with City limits
- Conducting bicycle and pedestrian counts to monitor increase in non-motorized activities

Enforcement

- Number of vehicles ticketing for parking in bicycle lanes or bus loading zones
- Percentage of streets where speed surveys have been conducted
- Number of sting operations conducted to enforce yielding to pedestrians in crosswalks
- Number of sting operations conducted to enforce motorists complying with No Right Turn On Red
- Number of Red Light Running cameras in the City

Engineering

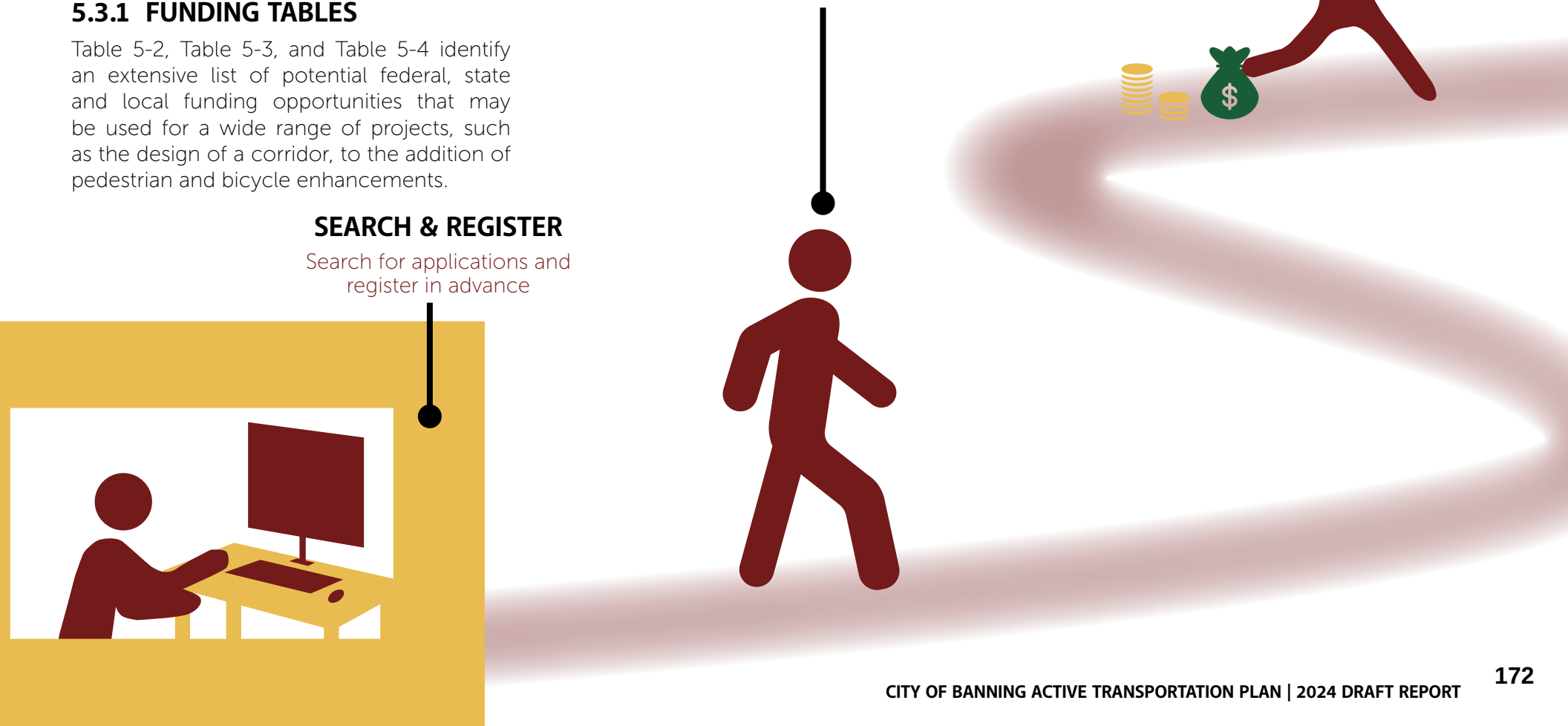
- Number of quick-build installations in front of schools, parks, and key destinations
- Number of quick-builds that become permanent infrastructure
- Percent of total citywide street mileage dedicated to active transportation facilities (such as bicycle parking, street closures, Class I, II, III, & IV bicycle facilities, and complete sidewalk networks)
- Percent of sidewalks constructed
- Percent of proposed bicycle network implemented
- Number of CIP projects funded per year that include projects for people walking and biking
- Percent of bicycle and sidewalk repairs completed
- Percent of streets and intersections with traffic calming measures
- Percent of streets where posted speed limits have been reduced, focusing around schools, parks, and key destinations
- Total miles of on-street bicycle facilities defined by streets with clearly marked or signed bicycle accommodations
- Total miles of streets with pedestrian accommodations
- Number of missing or non-compliant curb ramps along City Streets
- Number of ADA compliant bus stops
- Percent of street width dedicated to active transportation facilities
- Percent of bicycle facilities with wayfinding
- Number of bicycle routes installed

5.3 FUNDING

Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. However, only a fraction of those funds are used to develop policies, plans, and projects to improve conditions for people walking and bicycling. Obtaining funds is a competitive process with often limited funding. Projects desired and championed by the community are often unfunded due to municipalities applying for the wrong type of funding, the lack of awareness of existing funding opportunities, or the lack of public outreach.

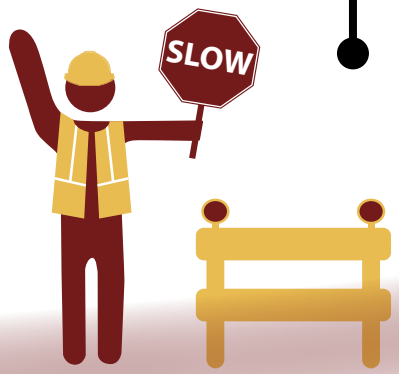
5.3.1 FUNDING TABLES

Table 5-2, Table 5-3, and Table 5-4 identify an extensive list of potential federal, state and local funding opportunities that may be used for a wide range of projects, such as the design of a corridor, to the addition of pedestrian and bicycle enhancements.



IMPLEMENT PROJECT

Award grantees must adhere to project conditions of award and may begin implementation of project.







MONITOR & REPORT

Progress is monitored by the agency who awarded funds and the grantee must report progress as well as closeout requirements.

TABLE 5-2: Federal Funding Sources

FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
1	Active Transportation Infrastructure Investment Grant Program (ATIIP) https://grants.gov/search-results-detail/353043	The Active Transportation Infrastructure Investment Grant Program (ATIIP) is a competitive grant program that focuses on building networks of connected bicycle and pedestrian infrastructure improvements, including to better connect trail networks between communities.	Annually	X		X	• Plan, design, or construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas and medical facilities within a community or metropolitan region. • Projects used for trails, pedestrian facilities, bikeways and other routes that serve as backbones to connect two or more communities, metropolitan regions or states.
2	All Stations Accessibility Program https://www.transit.dot.gov/ASAP	Competitive funding to assist in the financing of capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for persons with disabilities, including those who use wheelchairs (U.S. Department of Transportation).	Annually	X		X	• Capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame • For planning projects: to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use projects or programs of projects in an eligible area.
3	Areas of Persistend Poverty Program (AoPP) https://www.transit.dot.gov/grant-programs/areas-persistent-poverty-program	The Areas of Persistent Poverty Program (AoPP) supports increased transit access for environmental justice (EJ) populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change (Federal Transit Administration).	Annually			X	• Planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities. • Innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community.
4	Bus and Bus Facilities Formula Grants https://www.transit.dot.gov/bus-program	The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. (Federal Transit Administration)	Annually	X	X		• Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. • Workforce development training

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
5	Choice Neighborhoods Planning Grants https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/fy23funding	Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focus on directing resources to address three core goals: Housing, People, and Neighborhood. (U.S. Department of Housing and Urban Development)	Annually		X		• Development and implementation of a comprehensive community driven plan for the revitalization of HUD assisted housing to increase investment and opportunities in the neighborhood for residents. • Transformation Plan.
6	Community Development Block Grants (CDBG) https://www.hud.gov/program_offices/comm_planning/cdbg	The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities through decent housing and a suitable living environment, and by expanding economic opportunities for principally low- and moderate-income communities. (U.S. Department of Housing and Urban Development)	Annual	X			• Construction of public facilities and improvements, such as: water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes.
7	Enhanced Mobility of Seniors and Individuals with Disabilities https://dot.ca.gov/programs/rail-and-mass-transportation/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Annually	X	X		• Mobility management programs • Building an accessible path to a bus stop • improving signage, or way-finding technology
8	EPA Brownfields Program https://www.epa.gov/brownfields/types-funding	EPA's Brownfields Program supports land revitalization by providing grants and technical assistance to help communities clean up and sustainably reuse brownfield sites. The program distributes funds appropriated annually by Congress through competitive grants, non-competitive funding and technical assistance. (U.S. Environmental Protection Agency) Planning activities that focus on brownfields reuse are eligible under an EPA Brownfields Assessment or Multipurpose Grant.	Varies		X	X	• Brownfield cleanup • Climate-smart brownfields planning activities (i.e., site specific analysis, area analysis, visual tools, disproportionate impact analysis). • Community engagement and planning practices that are designed to advance equitable development (i.e., community interviews, project framework, change-focused action plan).

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
9	Formula Grants for Rural Areas https://www.transit.dot.gov/rural-formula-grants-5311	The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. (Federal Transit Administration)	Annually		X	X	• Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.
10	Highway Safety Improvement Program (HSIP) https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. (U.S. Department of Transportation Federal Highway Administration) California's share of HSIP funds are split between the State HSIP for state highways and the Local HSIP for local roads	Annually / Biennial	X		X	• Safety improvements at signalized and non-signalized intersections • Pedestrian, bike, and roadway safety improvements • Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans
11	5339(c) Low or No Emission Grant Program (Low-No Program) https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2024	The purpose of the Low-No Program is to support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. The Low-No Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.	Annually	X	X		• Programs that have zero-emission and low emission transit buses

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
12	Innovative Coordinated Access and Mobility (ICAM) Pilot Program https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	Annually		X	X	• Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc
13	Mobility on Demand (MOD) Sandbox Demonstration Program - 5312 https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program	The MOD Sandbox Program is a foundational element of FTA's strategic research focus on mobility innovation. the Sandbox allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services.	Annually			X	Eligible activities include: • All activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.
14	Public Transportation on Indian Reservations Program; Tribal Transit Program https://www.transit.dot.gov/tribal-transit	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a $30 million formula program and a $5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.	Unknown			X	• Capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities
15	Rebuilding American Infrastructure with Sustainability and Equity / RAISE Discretionary Grant Program https://www.transportation.gov/RAISEgrants	Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant, The Rebuilding America Infrastructure with Sustainability and Equity/ RAISE Discretionary Grant Program, funds projects that have a significant local or regional impact. Half of the funding is granted to projects in rural areas, and half of the funding will go to projects in urban areas. (U.S. Department of Transportation)	Annually	X			• Road, rail, transit and port projects that promise to achieve national objectives.

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
16	Reconnecting Communities and Neighborhoods Grant Program (RCN) https://www.transportation.gov/grants/rcnprogram/reconnecting-communities-how-apply	Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs combine two major discretionary grants into one Notice of Funding Opportunity (NOFO). Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program. Both programs remain separate for the purpose of award Under the combined RCN Program, USDOT offers three grant types: • Capital Construction • Community Planning • Regional Partnerships Challenge (U.S. Department of Transportation)	Annually	X		X	• Prioritizing disadvantaged communities • Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation. • Fostering equitable development and restoration. • Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
17	Safe Streets and Road for All (SS4A) https://www.transportation.gov/grants/SS4A	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. There are two types of SS4A grants: Action Plan Grants and Implementation Grants. - Action Plan Grants assist in developing or complete an Action Plan or to conduct supplemental planning activities. - Implementation Grant includes infrastructure, behavioral, and operational safety activities identified in an Action Plan (U.S. Department of Transportation)	Annually	X	X	X	• Development of a comprehensive safety action plan (Action Plan) • Implement projects and strategies identified in Action Plan to address a roadway safety problem • Engagement & Collaboration • Planning structure • Transforming a roadway corridor • Installing pedestrian safety enhancements and closing network gaps • Supporting the development of bikeway networks • Evaluating and improving the safety of intersections
18	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program https://www.transportation.gov/grants/SMART	The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. SMART is a discretionary grant program with $100 million appropriated annually for fiscal years (FY) 2022-2026.	Annually	X			A SMART grant may be used to carry out a project that demonstrates at least one of the following: • Coordinated automation • Connected vehicles • Sensors • Systems integration • Delivery/logistics • Innovative aviation • Smart grid • Traffic signals

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
19	Transit Oriented Development Planning (TOD) Pilot Program https://www.transit.dot.gov/TODPilot	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. (Federal Transit Administration)	Annually	X		X	• Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.
20	Transportation Alternatives (TA) https://www.fhwa.dot.gov/environment/transportation_alternatives/	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects. (U.S. Department of Transportation Federal Highway Administration)	Annually	X		X	• Pedestrian and bicycle facilities • Construction of turnouts, overlooks, and viewing areas • Community improvements such as historic preservation and vegetation management • Environmental mitigation related to stormwater and habitat connectivity • Recreational trails • Safe routes to school projects • Vulnerable road user safety assessments
21	Tribal Transportation Program Safety Fund (TTPSF) https://highways.dot.gov/federal-lands/programs-tribal/safety/funds	Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues identified by federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation related incidents, such as motor vehicle crashes (Federal Highway Administration)	Annually	X		X	Eligible projects for the TTPSF include: • develop and update transportation safety plans • safety data assessment, improvement, and analysis • systemic roadway departure countermeasures • infrastructure improvements and other eligible activities
22	Urban and Community Forestry Program https://www.fs.usda.gov/managing-land/urban-forests/ucf	The Urban and Community Forestry is a covered program under the Agency's Justice40 Initiative. The program delivers 40% of the program's investments through established and new partnerships working to support disadvantaged communities experiencing low tree canopy and environmental justice issues. (U.S. Department of Agriculture Forest Service & USDA)	Varies	X			• Supports urban tree-planting • Urban forest planning and management and related activities (particularly in disadvantaged communities)

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FEDERAL FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
23	Urbanized Area Formula Grants	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. (Federal Transit Administration)	Unknown	X	X	X	• Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies. • Capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. • Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. • In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program.

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TABLE 5-3: State Funding Sources

STATE FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
1	Active Transportation Program (ATP) https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	The program encourages increased use of active modes of transportation by the increase of trips accomplished by biking and walking, increasing safety and mobility for non-motorized users, advance active transportation efforts to achieve greenhouse gas (GHG) reduction goals, enhance public health, ensuring that disadvantaged communities fully share in the benefits of the program, and providing projects that benefit various types of active transportation users. (Caltrans)	Annually	X	X	X	• Safe Routes to School Plan • Transportation Alternatives Program • Bicycle Transportation Account
2	Affordable Housing and Sustainable Communities Program (AHSC) https://www.hcd.ca.gov/grants-and-funding/programs-active/affordable-housing-and-sustainable-communities	The Affordable Housing and Sustainable Communities Program (AHSC) funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. (California Climate Investments)	Annually	X	X		• Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs
3	Affordable Housing and Sustainable Communties (AHSC) https://sgc.ca.gov/programs/ahsc/	The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by various modes of transportation such as walking, biking, and transit. (California Strategic Growth Council)	Annually	X			• Funding for affordable housing developments (new construction or renovation) and transportation infrastructure (i.e., bike lanes, sidewalks, crosswalks, curb ramps, etc.)
4	Congestion Mitigation and Air Quality Improvement (CMAQ) Program https://www.fhwa.dot.gov/environment/air_quality/cmaq/	The purpose of the program is to provide flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and congestion relief. (U.S. Department of Transportation Federal Highway Administration)	Annually	X			• Travel Demand Management to promote clean commutes • Public Education and Outreach • Bicycle amenities; Class I, II, III, & IV bike lanes

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STATE FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
5	Habitat Conservation Fund Program https://www.parks.ca.gov/?page_id=21361	The Habitat Conservation Fund provides funding to cities, counties, and districts to protect fish, wildlife, and native plant resources; to acquire or develop wildlife corridors and trails; and to provide for nature interpretation programs and other programs which bring urban residents into park and wildlife areas.	Annually	X	X		• Build new trails • Rehabilitate existing trails • Install interpretive trail elements • Install seating or lighting along trails • Develop educational or interpretive activities or trips • Aquisition of land
6	Local Highway Safety Improvement Program (HSIP) https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- $10M. Solicitation varies from annually to semi-annually. (Caltrans)	Anually / Biennial	X		X	• Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans
7	Local Partnership Program (LPP) https://catc.ca.gov/programs/sb1/local-partnership-program	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits. (California Transportation Commission)	Biennial	X			• Close sidewalk gap, install Class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing
8	Local Streets and Roads (LSR) Program https://catc.ca.gov/programs/sb1/local-streets-roads-program	The purpose of the program is to provide funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. (California Transportation Commission)	Annually	X			• Basic road maintenance, rehabilitation, and critical safety projects. • Complete Streets Components • Bike Lanes
9	Office of Traffic Safety Grant Program (OST) https://www.ots.ca.gov/grants/gems/	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety. (California Office of Traffic Safety)	Annually		X	X	• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs

INF - Infrastructure NI - Non-Infrastructure Plan - Planning

STATE FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
10	Recreational Trails Program (RTP) Non-motorized https://www.parks.ca.gov/?page_id=24324	The Recreational Trails Program (RTP) is a federal U.S. Department of Transportation grant program administered by the California Department of Parks and Recreation. The RTP provides funding to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities. (California Department of Parks and Recreation)	Annually	X	X		• Construction of Class I trails to close gaps • New hiking trails, drainage crossings, retaining walls, fencing, and signage, landscaping • Acquisition of land • Rehabilitation of trails, Trailside and Trailhead Facilities • Construction of new trails • Maintenance of existing trails
11	Solutions for Congested Corridors (SCCP) https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. (California Transportation Commission)	Annually	X		X	• New or existing transit infrastructure improvements for new or improved service • Adding new or improving existing rail infrastructure • Addition of high-occupancy vehicle lanes and managed lanes. • Closing gaps in the street network • Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage • Pedestrian facilities
12	State Highway Operations and Protection Program (SHOPP) https://catc.ca.gov/programs/state-highway-operation-and-protection-program	The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. (Caltrans)	Annually	X			• Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access
13	State Transportation Improvement Program (STIP) https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program	The STIP is a multi-year program adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP. (Caltrans)	Biennial	X			• Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Multi-Use paths • Complete Streets improvements

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STATE FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
14	Sustainable Transportation Equity Project (STEP) https://ww2.arb.ca.gov/our-work/programs/sustainable-transportation-equity-project	The Program makes funds available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)	Annually	X	X	X	• New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/access/safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals • Plans
15	Sustainable Transportation Planning Grants https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	The program includes funding to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. The Sustainable Transportaion Planning Grant Program includes the Sustainable Communities Grants, Climate Adaptation Planning Grants, and the Strategic Partnership Grants.	Annually			X	• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan"
16	Transformative Climate Communities (TCC) http://www.sgc.ca.gov/programs/tcc/	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Annually	X			• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Multi-use paths • Urban greening for pedestrian facilities
17	Transit and Intercity Rail Capital Program (TIRCP) https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. (California State Transportation Agency)	Annually	X	X	X	• Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans

INF - Infrastructure NI - Non-Infrastructure Plan - Planning

STATE FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
18	Urban Greening https://resources.ca.gov/grants/urban-greening	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Annually	X			• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets

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TABLE 5-4: Local and Philanthropic Funding

LOCAL AND PHILANTHROPIC FUNDING							
FUNDING SOURCE		PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF.	NI	PLAN	
1	Placemaking Grants (must partner with Realtor Asst.) https://realtorparty.realtor/community-outreach/placemaking	Placemaking means many things to different people, but the National Association of Realtors (NAR) looks as placemaking as a way to make communities better places to live by transforming unused and underused sites and "eyesores" into welcoming destinations accessible to everyone in a community.	Annually		X		• Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.) • Site preparation • Artist fees
2	Smart Growth Grant https://realtorparty.realtor/community-outreach/smart-growth/	Smart Growth Grants support state and local REALTOR® Associations' efforts to advance programs, policies and initiatives aligned with one or more of the 10 Smart Growth Principles. Level 1 – $3,000 maximum. Level 2 – $7,500 maximum Level 3 – $15,000 maximum	Annually			X	• Hosting an education, such as NAR's Planning and Zoning Class • Community planning and visioning charrettes • Studies and assessments • Walkability Workshops and Audits • Comprehensive plan and zoning analysis and ordinance drafting and policy forums to engage and advance local land-use • Growth and transportation policy issues with other stakeholders and elected officials. • Venue rentals • Marketing material

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APPENDICES 6

6.1 APPENDIX A - LEGISLATION DEFINITIONS

Federal Legislation

Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18)

Intersection bicycle boxes are designated areas at signalized intersections that provide bicyclists with a space in which to wait in front of stopped motor vehicles during the red signal phase so that they are more visible to motorists. Since they are still considered experimental traffic control devices, the FHWA issued an Interim Approval to allow the provisional use of intersection bicycle boxes in October 2016. This Interim Approval does not create a new mandate compelling the use of intersection bicycle boxes but will allow agencies to install intersection bicycle boxes, pending official rulemaking revising the MUTCD, to facilitate more efficient operations at intersections. Interim Approval of a provisional device typically results in its inclusion in a future Notice of Proposed Amendments to revise the MUTCD. However, this Interim Approval does not guarantee the adoption of the provisional device, either in whole or in part, in any future rulemaking that revises the MUTCD.

Infrastructure Investment and Jobs Act (2021) and Safe Streets for All (SS4A)

In November 2021, Congress passed a new transportation bill, the Infrastructure Investment and Jobs Act of 2021, also known as the Bipartisan Infrastructure Law. The law targets a wide variety of infrastructure investments aimed at reducing GHG emissions from the nation's transportation network and increasing the resilience of transportation infrastructure to extreme weather and climate impacts. Among other things, the law allocates $1.4 billion for the Transportation Alternatives Program in FY 2022, which will support pedestrian and bicycle infrastructure, recreational trails, safe routes to school, and more. Additionally, the law provides $1 billion in FY 2022 for the new Safe Streets and Roads for All program, which will provide funding directly to local and tribal governments to make streets safer with a particular focus on those walking, biking, and rolling.

State Legislation

AB-32 Air Pollution: Greenhouse Gases California Global Warming Solutions Act of 2006 (2005-2006)

AB-32 requires California to reduce its GHG emissions to 1990 levels by 2020. AB-32 also directs the California Air Resources Board (CARB) to develop specific early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit.

AB-43 Traffic Safety (2021)

AB-43 allows local jurisdictions to lower speed limits to make streets safer for people who walk and ride a bicycle. In particular, AB-43 gives local authorities more options for reducing speeding along high-injury streets and commercial districts.

AB-285 Forecast Impacts of Emerging Technologies (2019)

AB-285 requires the California Transportation Plan (CTP), produced by Caltrans, to address how it will help meet state GHG emission and clean air goals. Starting in 2025, the CTP will have to forecast the potential impacts of future transportation technologies on infrastructure, access, and the overall transportation system. It will also be required to consider environmental justice in its planning for transportation and freight movement.

AB-361 Vehicles: Photographs of Bicycle Lane Parking Violations (2023)

AB-361 allows local jurisdictions to install forward-facing parking control devices on city-owned parking enforcement vehicles and take photographs of parking violations in bicycle lanes. AB-361 enables local jurisdictions to review parking violations and issue citations to the registered owner of a vehicle within 15 calendar days.

AB-390 Pedestrian Crossing Signals (2017)

AB-390 authorizes a pedestrian facing a flashing "DON'T WALK" or "WAIT" or approved "Upraised hand" symbol with a "countdown" signal to proceed, so long as the pedestrian completes the crossing before the display of the steady "DON'T WALK OR WALK" or "WAIT" or approved "Upraised Hand" symbol.

AB-413 Vehicles: stopping, standing, and parking (2023)

AB-413, also known as the Daylighting to Save Lives Bill, changes the California Vehicle Code to prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present. AB-413 will improve visibility for vehicles approaching crosswalks by giving them more time to see and yield to a person approaching an intersection. Prior to January 1, 2025, AB-413 jurisdictions may only issue a warning for a violation unless the violation occurs in an area marked using paint or a sign.

AB-712 Tenancy: personal micromobility devices (2023)

AB-712 prohibits landlords from prohibiting a tenant from owning personal micromobility devices or from storing and recharging up to one personal micromobility device in their dwelling unit for each person occupying the unit.

AB-773 Street Closures and Designations (2021)

AB-773 authorizes local authorities to adopt a rule or regulation to implement a slow streets program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space.

AB-902 Traffic Violations and Diversion Programs (2015)

AB-902 allows any person of any age who commits an infraction not involving a motor vehicle to participate in a diversion program sanctioned by local law enforcement. The bill eliminates the requirement that such a program charge no fee, as well as other technical changes.

Prior law provided that a local authority may not allow a person who has committed a traffic violation under the Vehicle Code to participate in a driver awareness or education program as an alternative to the imposition of those penalties and procedures unless the program is a diversion program for a minor who commits an infraction not involving a motor vehicle and for which no fee is charged.

AB-1096 Electric Bicycles as Vehicles (2015)

AB-1096 defines an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of fewer than 750 watts and creates three classes of electric bicycles. AB-1096 prohibits the operation of the most powerful Class 3 electric bicycles on specified paths, lanes, or trails unless that operation is authorized by a local ordinance. AB-1096 also authorizes a local authority or governing body to prohibit, by ordinance, the operation of Class 1 or Class 2 electric bicycles on specified paths or trails. Prior law defined a "motorized bicycle" as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements.

AB-1193 Bikeways (2014)

AB-1193 amends various code sections, all relating to bikeways in general, specifically by recognizing a fourth class of bicycle facility, cycle tracks. However, another component of AB-1193 may be even more significant to future bikeway development.

Prior law required Caltrans, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and traffic-related matters. Prior law also required all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways to utilize all of those minimum safety design criteria and uniform specifications and symbols.

AB-1193 revises these provisions to require Caltrans to establish minimum safety design criteria for each type of bikeway and also authorizes local agencies to utilize different minimum safety criteria if adopted by resolution at a public meeting.

AB-1266 Bicycle Guidance Signal Through an Intersection

AB-1266 aims to make it safer for bicycle riding in California at busy intersections. The bill requires Caltrans to develop standards for lane striping, pavement markings, and appropriate regulatory signs that allow bicyclists to go straight from a right or left turn lane and to safely cross outside of the high-traffic lanes.

AB-1358 Planning: Circulation Element: Transportation (2007-2008) - Complete Streets Act

AB-1358 requires the legislative body of a city or county, upon revision of the Circulation Element of their General Plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including drivers, pedestrians, cyclists, individuals with disabilities, seniors, and public transit users. The bill also directs the California Governor's Office of Planning and Research (OPR) to amend guidelines for General Clan Circulation Element development so that the building and operation of local transportation facilities safely and conveniently accommodate everyone, regardless of their travel mode.

AB-1371 Vehicles: bicycles: passing distance (2013-2014) - Passing Distance/Three Feet for Safety Act 2013

AB-1371, widely referred to as the "Three Foot Passing Law," requires drivers to provide at least three feet of clearance when passing bicyclists. If traffic or roadway conditions prevent drivers from giving bicyclists three feet of clearance, they must "slow to a speed that is reasonable and prudent" and wait until they reach a point where passing can occur without endangering the bicyclists. Violations are punishable by a $35 base fine, but drivers who collide with bicyclists and injure them in violation of the law are subject to a $220 fine.

AB-1909 Vehicles: Bicycle Omnibus Bill (2022)

AB-1909 included four changes to the California Vehicle Code aimed at improving the rights of bicyclists to safely access public bikeways and streets. AB-1909 (1) requires vehicles to change lanes when passing someone on a bike if a lane is available; (2) allows Class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail unless specifically prohibited by a local jurisdiction; (3) allows bicyclists to cross an intersection during a pedestrian walk signal; and (4) prohibits a jurisdiction from requiring bicycles operated within its jurisdiction to be licensed. Together, these four changes will make it easier and safer to ride a bicycle in California.

AB-2147 Pedestrians (2022)

AB-2147 prohibits a police officer from stopping a pedestrian for specified traffic infractions, such as jaywalking, unless the street crossing is truly dangerous. AB-2147 legalizes safe street crossings and eliminates an arbitrary traffic enforcement practice that disproportionately targeted people of color.

AB-2863 Green Building Standards: Bicycle Parking (2022)

AB-2863 requires the Department of Housing and Community Development, upon the next triennial update of the California Green Building Standards Code that occurs on or after January 1, 2023, to research and develop mandatory building standards for short-term and long-term bicycle parking in multifamily residential buildings, hotels, and motels.

SB-1 Transportation Funding (2017)

SB-1 creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. A total of $5.4 billion will be invested annually over the next decade, which will address a backlog of repairs and upgrades. Additionally, cleaner and more sustainable travel networks will be ensured for the future, including upgrades to local roads, and transit agencies, and an expansion of the state's growing network of pedestrians and bicycle routes.

SB 288 California Environmental Quality Act: exemptions: transportation-related projects (2020)

Exemptions exist for the California Environmental Quality Act (CEQA) and its environmental review requirements for different categories and SB 288 would further exempt from the requirements of CEQA a number of certain projects, such as: projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, and a number of others.

SB-375 Transportation Planning: Travel Demand Models: Sustainable Communities Strategy: Environmental Review (2007-2008) - Sustainable Communities and Climate Protection Act SB-375 Redesigning Communities to Reduce Greenhouse Gases (2008)

SB-375 seeks to reduce vehicle miles traveled (VMT) through land use and planning incentives. Key provisions require the larger regional transportation planning agencies to develop more sophisticated transportation planning models and to use them to create "preferred growth scenarios" in their regional plans that reduce greenhouse gas emissions. The bill also provides incentives for local governments to incorporate these preferred growth scenarios into the transportation elements of their general land use plans.

SB-400 Clean Cars 4 All Program (2019)

SB-400 expands the eligible modes of transportation for which the Clean Cars 4 All (CC4A) program "mobility option" may include bike sharing and electric bikes. CC4A aims to reduce car emissions by increasing the turnover of existing vehicles and replacing them with newer, cleaner, and more efficient vehicles. Reducing emissions from existing vehicles is a component of California's State Implementation Plan for meeting air quality standards and also supports efforts to meet the state's 2030 climate change goals.

SB-672 Traffic-Actuated Signals: Motorcycles and Bicycles (2017)

SB-672 indefinitely extends the requirement to install traffic-actuated signals to detect lawful bicycle or motorcycle traffic on the roadway. By indefinitely extending requirements regarding traffic-actuated signals applicable to local governments, SB-672 imposes a state-mandated local program. Existing law requires the state to reimburse local agencies and school districts for certain costs mandated by the state.

SB-743 CEQA Reform (2013)

SB-743 changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. Before SB-743, transportation impacts were analyzed by quantifying traffic congestion as measured by the level of service (LOS), which resulted in mitigation measures to reduce traffic, such as building new roads or travel lanes, widening existing roads, adding turn lanes, and installing traffic control devices. Now, under SB-743, transportation impacts are assessed by quantifying how much and how far people drive, using a measure called Vehicle Miles Traveled (VMT). By measuring transportation impacts by VMT, mitigation measures can include opportunities to improve non-vehicular travel options, such as installing bicycle and pedestrian facilities, improving public transit access, and more.

SB-922 California Environmental Quality Act Exemption: Transportation-related Projects (2022)

SB-922 extends until 2030 statutory exemptions to the California Environmental Quality Act for sustainable transportation projects, including improvements for walking, biking, public transit efficiency and wayfinding; rail stations; zero-emission transit refueling facilities; and carpooling.

SB-932 General Plans: Circulation Element: Bicycle and Pedestrian Plans and Traffic Calming Plans (2022)

SB-932 requires cities and counties, upon any substantive revision of a general plan circulation element, to develop bicycle plans, pedestrian plans, and traffic calming plans based on the policies and goals in the circulation element. SB-932 also requires cities and counties to begin implementation of a plan within two years of adoption; regularly review implementation progress; and consider revising the circulation element if the goals of the bicycle, pedestrian, or traffic calming plans will not be met within 25 years of circulation element adoption.

SB-1000 Land use: General Plans: Safety and Environmental Justice (2015-2016)

Under SB 1000, cities and counties are required to adopt an Environmental Justice Element or integrate environmental just-related policies, objectives, and goals throughout other elements of their General Plan. The bill also includes a process for communities to become meaningfully involved in the decision-making processes that govern land use planning in their neighborhoods.

California Active Transportation Program

The California Active Transportation Program, created in 2013 by Senate Bill 99 and Assembly bill 101, consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. SB-1 stipulates that $100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the program. An additional $122.5 million in State and Federal funding is allocated to the program each year.

Program funding is distributed as follows: 50 percent to the State for a statewide competitive program; 40 percent to Metropolitan Planning Organizations in urban areas with populations greater than 200,000; and 10 percent to small urban and rural regions with populations of 200,000 or less. Additionally, State-designated Disadvantaged Communities (DACs) are guaranteed a minimum of 25 percent of the entire program's funding. Eligible projects include infrastructure projects (capital improvement projects), non-infrastructure projects (education, encouragement, and enforcement activities, combination projects (infrastructure and non-infrastructure), and community-wide planning projects in DACs.

California Transportation Plan 2050 (2021)

The California Transportation Plan 2050, a long-range plan completed in 2021, provides a common framework for transportation decisions and investments throughout the state, aimed to meet the growing needs of California residents as it relates to travel accessibility, emissions, and economic impact.

Caltrans' Deputy Directive 64-R2 (2014)

Deputy Directive 64-R2 is a policy statement affecting Caltrans mobility planning and projects requiring the agency to:

"...provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans views all transportation improvements as opportunities to improve safety, access. and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

The directive goes on to mention the environmental, health, and economic benefits of more Complete Streets.

CEQA for Bicycle and Pedestrian Plans

Based on Public Resources Code Section 15262 (Feasibility and Planning Studies) guidance, planning documents such as this ATP are exempt from CEQA analysis since they are planning and conceptual recommendations:

"A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or Negative Declaration but does require consideration of environmental factors."

As individual recommendations move forward toward further design and implementation, the City will then need to determine if there are environmental impacts that may warrant an EIR.

Design Information Bulletin 89-02 (Updated in 2022)

The purpose of Design Information Bulletin (DIB) 89-02 is to provide design criteria and guidance on best practices related to separated bikeways to establish uniform guidance that will facilitate consistent user expectations. DIB 89-02 allows designers to exercise sound judgment when applying it while being consistent with the Caltrans Highway Design Manual and the CA MUTCD. DIB 89-02 is written to allow for flexibility in applying design criteria, taking into consideration the context of the project's location, enabling designers to tailor the design and maximize safety and comfort.

Best practices from cities, states, and countries currently operating separated bikeways were used to formulate DIB 89-02. This DIB will be updated as necessary based on lessons learned from engineers and practitioners as they gain more experience with the use of separated bikeways. The Federal Highway Administration (FHWA) publication Separated Bike Lane Planning and Design Guide (FHWA Guide) should be used to design separated bikeways. Where DIB 89-02 is inconsistent with the FHWA Guide, DIB 89-02 should govern.

Executive Order N-19-19 (2019)

California Governor Gavin Newsom signed Executive Order N-19-19 on September 20, 2019, to require the State to continue efforts to reduce GHG emissions and mitigate climate change impacts while building a sustainable economy. The California State Transportation Agency is directed to leverage strategies toward lowering vehicle miles traveled by supporting active modes of transportation such as biking and walking that also benefit public health.

6.2 APPENDIX B - STAKEHOLDER LIST

NO.	NAME	ORGANIZATION
1	Oleg Ivaschuk	Chamber of Commerce (Xenia Racing)
2	Superintendent Terrence Davis	Banning Unified School District
3	Marven Norman	Inland Empire Bicycle Alliance
4	Adam Rush	City of Banning, Community Development Director
5	Ann Marie Loconte	City of Banning, Public Works, Associate Civil Engineer
6	Nathan Smith	City of Banning, Deputy Director of Public Works/City Engineer
7	Marisol Lopez	City of Banning, Economic Development Manager
8	Stephanie Sirls	City of Banning, Transit Manager
9	Ralph Wright	City of Banning, Parks and Rec Director
10	Hina Chanchiani	SCAG
11	Mark Roberts	Caltrans District 8
12	Mauricio Alvarez, MBA	Riverside Transit Agency, Planning Analyst
13	Elizabeth Fritz	Banning Library District
14	Colleen Wallace	City Council Rep, Banning (Mayor Pro Team)
15	Karen Woodward	Morongo Band of Mission Indians, Administrator
16	Anthony Riley	City of Banning, Public Information Officer
17	Doug Schulze	City of Banning, City Manager
18	Robert Ybarra	Precision Material Handling (Chamber of Commerce)
19	Amber Rockwell	City of Banning, Electric Department
20	Chris Tzeng	WRCOG
21	Jesus Navidad	Caltrans District 8
22	Joseph Schrilreff	Safety Coordinator for Banning Unified School District
23	Fernando Morales	City of Banning, Library Manager

6.3 APPENDIX C – SURVEY AND UTILITY INSERT

CITY OF BANNING ACTIVE TRANSPORTATION SURVEY

The City of Banning is developing an Active Transportation Plan (ATP) to help meet the City's goals and vision for providing a transportation system that supports walking, cycling, public transit, and automobiles.

To fill out this survey online, please visit:
https://www.surveymonkey.com/r/9FYR9RN

1. How would you best describe your relationship with the City of Banning? (Check all that apply)
   - __ Resident
   - __ Property owner
   - __ Business owner
   - __ Student
   - __ Visitor
   - __ Employee
   - __ Other _____

2. Which of the following groups includes your age?
   __ 0-18 __ 19-24 __ 25-45 __ 46-64 __ 65+

3. Are there students in the household?
   __ No __ Yes (write the name of the schools below)
   _____

4. How do you get to work or school? (Check all that apply)
   - __ Walk
   - __ Bike
   - __ Bus
   - __ Drive
   - __ Vanpool
   - __ Not applicable
   - __ Other _____

5. How do you get to your local parks and community centers? (Check all that apply)
   - __ Walk
   - __ Bike
   - __ Bus
   - __ Drive
   - __ Vanpool
   - __ Not applicable
   - __ Other _____

6. Where would you like to see better walking and bicycling routes to? (Check all that apply)
   - __ Schools
   - __ Parks
   - __ Community Centers
   - __ Transit/Bus Stops
   - __ Shopping Centers
   - __ Neighboring cities such as Beaumont
   - __ Other _____

7. How often do you walk in your community?
   - __ Daily
   - __ 3-4 days per week
   - __ 1-2 days per week
   - __ A few times a year
   - __ Never

8. How often do you bike in your community?
   - __ Daily
   - __ 3-4 days per week
   - __ 1-2 days per week
   - __ A few times a year
   - __ Never

9. What would make it easier for you to walk more in your community? (Check all that apply)
   - __ Wider sidewalks
   - __ Signalized pedestrian crossings
   - __ Continuous sidewalks
   - __ Marked crosswalks
   - __ Street lighting
   - __ Street trees
   - __ Multi-use paths
   - Other _____

10. What would make it easier for you to bike more in your community? (Check all that apply)
    - __ Protected or painted bike lanes on the street
    - __ Bike paths away from street
    - __ Bike share
    - __ Street lighting
    - __ Street trees
    - __ Bike parking
    - __ Signalized pedestrian crossings
    - Other _____

11. What would make it easier for you to reach transit stops in the City of Banning and neighboring cities? (Check all that apply)
    - __ Protected or painted bike lanes on the street
    - __ Bike paths away from street
    - __ Street lighting
    - __ Street trees
    - __ Sidewalk improvements
    - __ Signalized pedestrin crossings
    - __ Crosswalk improvements
    - __ Bus shelters
    - __ Shuttle service
    - Other _____

12. When you walk, bike, skate, or scooter, do you do it for:
    - __ Necessity (running errands)
    - __ Recreation/health
    - __ Commuting (to work/school)
    - Other _____

13. What other methods of transportation/travel do you use? (Check all that apply)
    - __ Wheelchair
    - __ Pushing stroller
    - __ Skateboarding
    - __ Scooters
    - __ Rollerblading/skating
    - __ Not applicable
    - Other _____

14. What other forms of transportation would encourage you to visit destinations more frequently? (Check the one most important to you)
    - __ Multi-passenger shuttle (i.e. vanpool)
    - __ Neighborhood Electric Vehicle (NEV)
    - __ Bikeshare/electric bikeshare program
    - __ Scootershare program
    - Other _____

15. Which mode of transportation would you use more often for regional connectivity (visiting neighboring cities such as Beaumont) if improvements were made? (Check all that apply)
    - __ Bicycling
    - __ Public transit
    - __ On demand shuttles
    - __ Vanpool/carpool programs
    - Other _____

16. Please explain why you do or don't use active transportation to meet your regional connectivity needs.
    _____
    _____

17. Is there anything else you'd like to add?
    _____
    _____

18. Want to stay informed about the Active Transportation Plan? Please provide your information below.
    Name: _____
    Email: _____

CITY OF BANNING
ACTIVE TRANSPORTATION PLAN

APPENDIX C CONTINUED

ENCUESTA DE TRANSPORTE ACTIVO PARA LA CIUDAD DE BANNING

El Plan de Transporte Activo de Banning guiará el diseño de opciones seguras, agradables y convenientes para caminar y andar en bicicleta a escuelas, parques y otros lugares a los que le gustaría ir. ¡Esperamos que los otros miembros de su hogar tomen la encuesta por separado!

To fill out this survey online, please visit:
https://www.surveymonkey.com/r/CSJBRNM

1 ¿Cómo describiría su relación con Banning? (Seleccione todas las opciones que apliquen)

__ Residente
__ Propietario
__ Propietario de negocio
__ Empleado
__ Estudiante
__ Visitante
__ Otro

2 ¿Cuál de los siguientes grupos incluye su edad?

__ 0-18 __ 19-24 __ 25-45 __ 46-64 __ 65+

3 ¿Hay estudiantes en el hogar?

__ No __ Sí (¿a qué escuela o universidad asisten?) _____

4 ¿Cómo llega al trabajo o a la escuela? (Seleccione todas las opciones que apliquen)

__ Caminando
__ Bicicleta
__ Transporte público
__ Menjando
__ Not aplica
__ Otro (especifique)_____

5 ¿Visita los parques o las instalaciones de la ciudad? Si es así,

__ Caminando
__ Bicicleta
__ Transporte público
__ Menjando
__ Not aplica
__ Otro (especifique)

6 ¿Dónde le gustaría ver mejores rutas para peatones y ciclistas? (Seleccione todas las opciones que apliquen)

__ Escuelas
__ Parques
__ Centro comunitarios
__ Paradas de tránsito
__ Centro comerciales
__ Ciudades vecinas como Beaumont
__ Otro _____

7 ¿Con qué frecuencia camina en Banning?

__ Diaro
__ 3-4 días por semana
__ 1-2 días por semana
__ Poco veces al año
__ Nunca

8 ¿Con qué frecuencia anda en bicicleta en Banning?

__ Diaro
__ 3-4 días por semana
__ 1-2 días por semana
__ Poco veces al año
__ Nunca

9 ¿Qué le facilitaría caminar más en Banning? (Seleccione todas las opciones que apliquen)

__ Banquetas más anchas
__ Banquetas continuas
__ Pasos de peatones señalizados
__ Alumbrado público
__ Alumbrado
__ Árboles
__ Cruces marcados
__ Otro _____

10 ¿Qué le facilitaría andar más en bicicleta en Banning? (Seleccione todas las opciones que apliquen)

__ Carriles de bicicletas protegidos o pintados en la calle
__ Carriles de bicicletas lejos de la calle
__ Bicicletas compartidas
__ Alumbrado
__ Árboles
__ Estacionamiento para bicicletas
__ Pasos de peatones señalizados
__ Otro_____

11 ¿Qué le facilitaría acceso a las paradas de tránsito en Banning? (Seleccione todas las opciones que apliquen)

__ Carriles de bicicletas protegidos o pintados en la calle
__ Carriles de bicicletas lejos de la calle
__ Alumbrado
__ Árboles
__ Mejorar las banquetas
__Pasos de peatones señalizados
__ Crosswalk improvements
__ Marquesinas en las paradas de autobús
__ Servicio de transporte

12 Cuando camina, anda en bicicleta o patina, lo hace por:

__ Necesidad
__ Recreación o diversión y salud
__ Desplazarse (al trabajo o a la escuela)
__ Otro _____

13 ¿Qué otros métodos de transporte utiliza? (Seleccione todas las opciones que apliquen)

__ Silla de ruedas
__ Cochecito de empuje
__ Patinar
__ Scooters
__ Patinaje sobre ruedas/ patinaje
__ No aplica
__ Other _____

14 ¿Qué otras formas de transporte te animarían a visitar destinos con más frecuencia? (Marque la más importante para usted)

__ Servicio de transporte para varios pasajeros (vanpool)
__ Vehiculo electrico de la comunidad (NEV)
__ Bicicleta compartida/ electrica
__ Programa scootershare
__ Otro _____

15 ¿Qué modo de transporte usaría con más frecuencia para la conectividad regional (visitando ciudades vecinas como Beaumont) si se hicieran mejoras? (Marque todo lo que corresponda)

__ Bicicleta
__ Transporte público
__ Shuttles en demanda
__ Programas de vanpool/ carpool
__ Otro_____

16 Explique por qué utiliza o no el transporte activo para satisfacer sus necesidades de conectividad regional.

_____
_____

17 ¿Tiene algún otro comentario?

_____
_____

18 ¿Quiere mantenerse informado sobre el Plan de Transporte Activo? Por favor, proporcione su información a

Nombre: _____
Email: _____

CITY OF BANNING
ACTIVE TRANSPORTATION PLAN



City of Banning
ACTIVE TRANSPORTATION PLAN

The City of Banning is developing its first Active Transportation Plan. The plan will identify strategies and improvements that will guide future investment to make walking, biking, and rolling across the City safer and more comfortable. The project team is currently in the fact-finding period. This includes an analysis of the existing pedestrian and bicycle networks in addition to hearing from you about your needs as they relate to the transportation network. This information will be used to start developing draft recommendations and identify locations where improvements should be made.



The project team needs your help! Please scan the QR code or visit the City of Banning website address below to take a short survey to provide feedback on walking, biking, and rolling in Banning. The survey is set to close March 31, 2023. Your feedback is vital in the development of Banning's first Active Transportation Plan. The survey should take no longer than 10 minutes to complete. Help us make Banning a better place for walking, biking, and rolling.



Visit the City of Banning website or scan the QR code to take the survey:
Visite el sitio web de la ciudad de Banning o escanee el código QR para realizar la encuesta:
www.banningca.gov

Ciudad de Banning
PLAN DE TRANSPORTE ACTIVO

La Ciudad de Banning está desarrollando su primer Plan de Transporte Activo. El plan identificará estrategias y mejoras que guiarán las inversiones futuras para hacer que caminar, andar en bicicleta y rodar por la ciudad sea más seguro y cómodo. El equipo del proyecto se encuentra actualmente en el período de análisis. Esto incluye un análisis de las redes existentes para peatones y ciclistas, además de conocer sus necesidades en relación con la red de transporte. Esta información se utilizará para comenzar a desarrollar recomendaciones preliminares y para comenzar a identificar ubicaciones donde se deben realizar mejoras. El equipo del proyecto llevará a cabo una serie de actividades en persona en la primavera de 2023 para presentar estas ideas y obtener comentarios adicionales de la comunidad de Banning.



¡El equipo del proyecto necesita tu ayuda! Escanee el código QR o visite el sitio web de la ciudad de Banning a continuación para realizar una breve encuesta y proporcionar comentarios sobre caminar, andar en bicicleta y rodar en Banning. La encuesta está programada para cerrar el 31 de marzo de 2023. Sus comentarios son vitales en el desarrollo del primer Plan de Transporte Activo de Banning. Completar la encuesta no debería tomar más de 10 minutos. Ayúdenos a hacer de Banning un lugar mejor para caminar, andar en bicicleta y andar en bicicleta.

For more information on the Banning Active Transportation Plan, visit the project website at:
http://t.ly/l4yE

Para obtener más información sobre el Plan de transporte activo de la cuidad de Banning, visite el sitio web del proyecto en:
http://t.ly/l4yE

6.4 APPENDIX D - CITYWIDE PROJECT LIST WITH ASSIGNED SCORES

RANK	STREET NAME	TO	FROM	SCHOOL ZONE (MAX. 100)	PROPENSITY (MAX. 100)	B/P CRASHES (MAX. 100)	EQUITY (MAX. 100)
1	E Williams Street	Sunset Avenue	N Hathaway Street	57	100	32	94
2	Nicolet Street	McGovern Avenue	N Hathaway Street	86	91	20	83
3	N 16th Street	Highland Springs Avenue	W Ramsey Street	29	78	78	82
4	W Wilson Street	Highland Springs Avenue	N Blanchard Street	100	63	32	72
5	E Ramsey Street (mid)	Sunset Avenue	8th Street	29	97	51	88
6	E Ramsey Street (east)	Sunset Avenue	8th Street	29	81	52	100
7	Sunrise Avenue	W Wilson Street	Nicolet Street	29	59	95	74
8	N 8th Street	W Indian School Lane	W Ramsey Street	29	69	88	69
9	S 8th Street	W Ramsey Street	Westward Avenue	14	75	60	84
10	Omar Street	W Wilson Street	W Ramsey Street	0	66	100	70
11	W Ramsey Street	Highland Springs Avenue	Sunset Avenue	14	69	75	70
12	Sunset Avenue	North of W Wilson Street	W Westward Avenue	29	66	54	71
13	N 22nd Street	Sunset Avenue	W Ramsey Street	29	94	0	88
14	San Gorgonio Avenue	Bluff Street	Old Idyllwild Road	43	78	9	77
15	E Westward Avenue	Sunset Avenue	San Gorgonio Avenue	43	63	14	87
16	N Almond Way	E George Street	Nicolet Street	29	75	0	100
17	E George Street	N Almond Way	N Blanchard Street	29	66	0	100
18	Hargrave Street	E Repplier Road	E Porter Street	29	59	14	90
19	W Lincoln Street	Sunset Avenue	San Gorgonio Avenue	43	63	0	80
20	N Evans Street	E George Street	E Williams Street	14	66	0	100
21	N Blanchard Street	E Indian School Lane	E George Street	29	53	0	100
22	Sunrise Avenue	W Ramsey Street	W Westward Avenue	29	66	0	84
23	N Hathaway Street	Morongo Road	E Ramsey Street	14	66	0	97
24	Charles Street	San Gorgonio Avenue	east of wastewater ponds	14	59	0	87
25	E Indian School Lane	San Gorgonio Avenue	N Blanchard Street	0	41	25	100
26	Highland Home Road	14th Street	W Ramsey Street	14	56	0	70
27	W Jacinto View Road	Omar Street	McGovern Avenue	0	69	0	70
28	Sun Lake Boulevard	Highland Springs Avenue	S Highland Home Road	0	63	0	74
29	W Westward Avenue	S Highland Home Road	Sunset Avenue	14	41	0	84
30	McGovern Avenue	W Wilson Street	W Jacinto View Road	0	66	0	70
31	Meadowline Way	Highland Springs Avenue	Highland Home Road	0	53	0	70
32	Highland Springs Avenue	Brookside Avenue	South of Sun Lake houses	0	47	18	54
33	W Indian School Lane	N 8th Street	N San Gorgonio Avenue	0	50	0	42

APPENDIX D CONTINUED

TOTAL SCORE (MAX 400)	SCHOOLS WITHIN 1/4 MILE OF CORRIDOR*	BIKE/PED COLLISIONS SCORE *** PER MILE	PROPENSITY, ORIGINS CENSUS TRACTS, DESTINATIONS POINTS, PROXIMITY POLYGONS STACKED**	CALENVIROSCREEN 4.0 TRACTS TOUCHING CORRIDOR****	PRIMARY OR SECONDARY
283	4	2.1	32	85	Secondary
280	6	1.3	29	75	Secondary
267	2	5.1	25	74	Secondary
267	7	2.1	20	65	Primary
265	2	3.3	31	79	Primary
262	2	3.4	26	90	Primary
257	2	6.2	19	67	Secondary
255	2	5.7	22	62	Primary
233	1	3.9	24	76	Primary
236	0	6.5	21	63	Secondary
228	1	4.9	22	63	Primary
220	2	3.5	21	64	Primary
211	2	0	30	79	Secondary
207	3	0.6	25	69	Primary
207	3	0.9	20	78	Primary
204	2	0	24	90	Secondary
195	2	0	21	90	Secondary
192	2	0.9	19	81	Primary
186	3	0	20	72	Primary
180	1	0	21	90	Secondary
182	2	0	17	90	Secondary
179	2	0	21	76	Secondary
177	1	0	21	87	Primary
160	1	0	19	78	Secondary
166	0	1.6	13	90	Secondary
140	1	0	18	63	Primary
139	0	0	22	63	Secondary
137	0	0	20	67	Primary
139	1	0	13	76	Primary
136	0	0	21	63	Secondary
123	0	0	17	63	Secondary
119	0	1.2	15	49	Primary
92	0	0	16	38	Secondary


RAMSEY
K.K MARKET
A'S NOTHING OVER $9.99
L.A'S NOTHING OVER $9.99
FASHION UNDER $10.99
STOP
2021

Banning Active Transportation Plan Open House

Come visit our workshop to learn about the **first Citywide Active Transportation Plan (ATP).**

Provide your feedback to help us create an enjoyable and comfortable walking and biking experience for all traveling throughout Banning.



Where:

Banning Civic Center | 99 E Ramsey St, Banning, CA

When:

Tuesday, November 7, 2023
3:30 PM – 5:00 PM



Plan Goals:

Safety: Improve infrastructure to increase bicycle and pedestrian safety

Connectivity: Identify and address gaps within the City's transportation network by creating well-connected bicycle and pedestrian facilities

Mobility Access: Create better bicyclist and pedestrian access to transit, jobs, schools, parks, and other essential services



For more project information, please visit the ATP project website at:
http://t.ly/l4yE

City of Banning
Active Transportation Plan
Planning Commission Meeting

May 1, 2024

Agenda

Active Transportation Plan (ATP) Background

Public Outreach

Data Analysis

Safe Routes to School (SRTS)

Priority Project Locations

Active Transportation Plan (ATP) Background

Project Background

- Funding administered by SCAG
- Project began August 2022

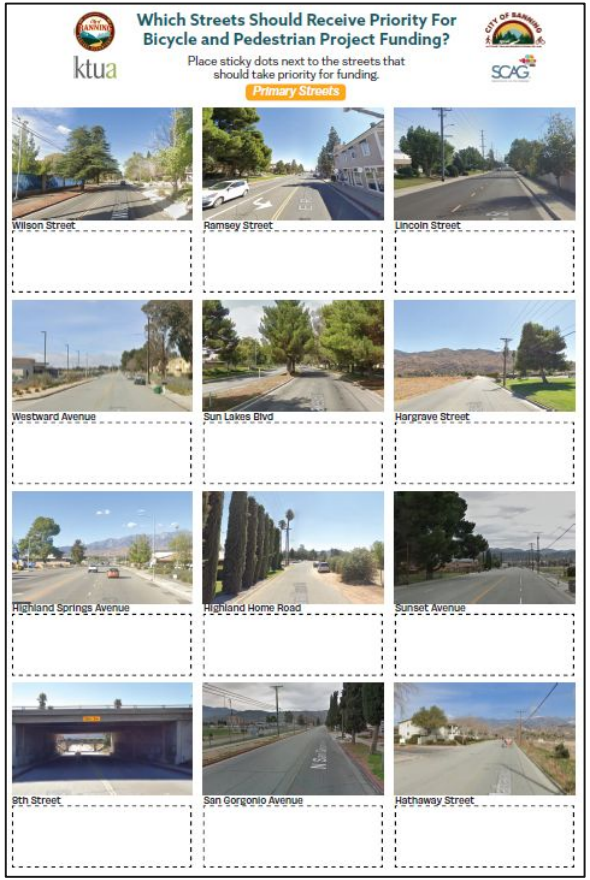
Project Team:

Public Outreach

Public Outreach - Stakeholder Advisory Group (SAG)

- Nine (9) SAG meetings
- Feedback on outreach strategies and recommendations, as shown below





Stakeholder Community Workshops and Community Events

- Three (3) Stakeholder Community Workshops and three (3) Community Events
- For example, for the Banning Disaster Expo, the Goal was to promote the project and collect public input
    - Input boards: pedestrian infrastructure and funding for primary/secondary streets







Banning Market Night Event

- Goal was to promote the project and collect public input
    - Input boards: pedestrian/bicycle infrastructure and input on the SCAG Kit of Parts







Sun Lakes Senior Center Workshop

- Stakeholder Workshop
  - Sun Lakes ATP Presentation
  - ATP Open House - Banning Civic Center

- Boards Displayed
  - Pedestrian/Bicycle improvements input boards
  - Banning existing conditions maps
  - Showcase of ATP priority projects
  - Survey results





Images from Stakeholder Workshop #2

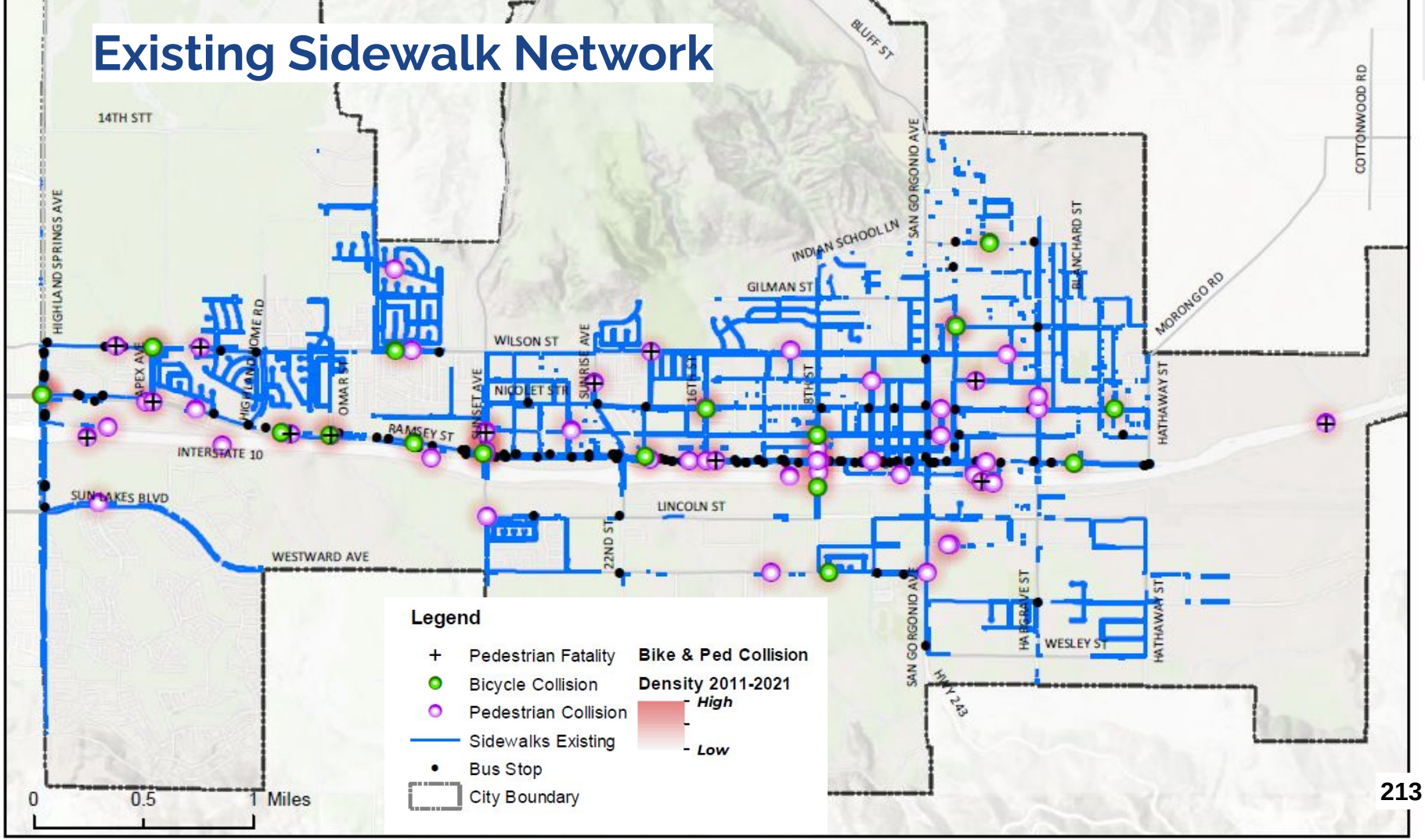
Project extension

- **Feedback** from Workshop #2 was to **prioritize a bicycle corridor in the NE area of Banning** near Hoffer Elementary School

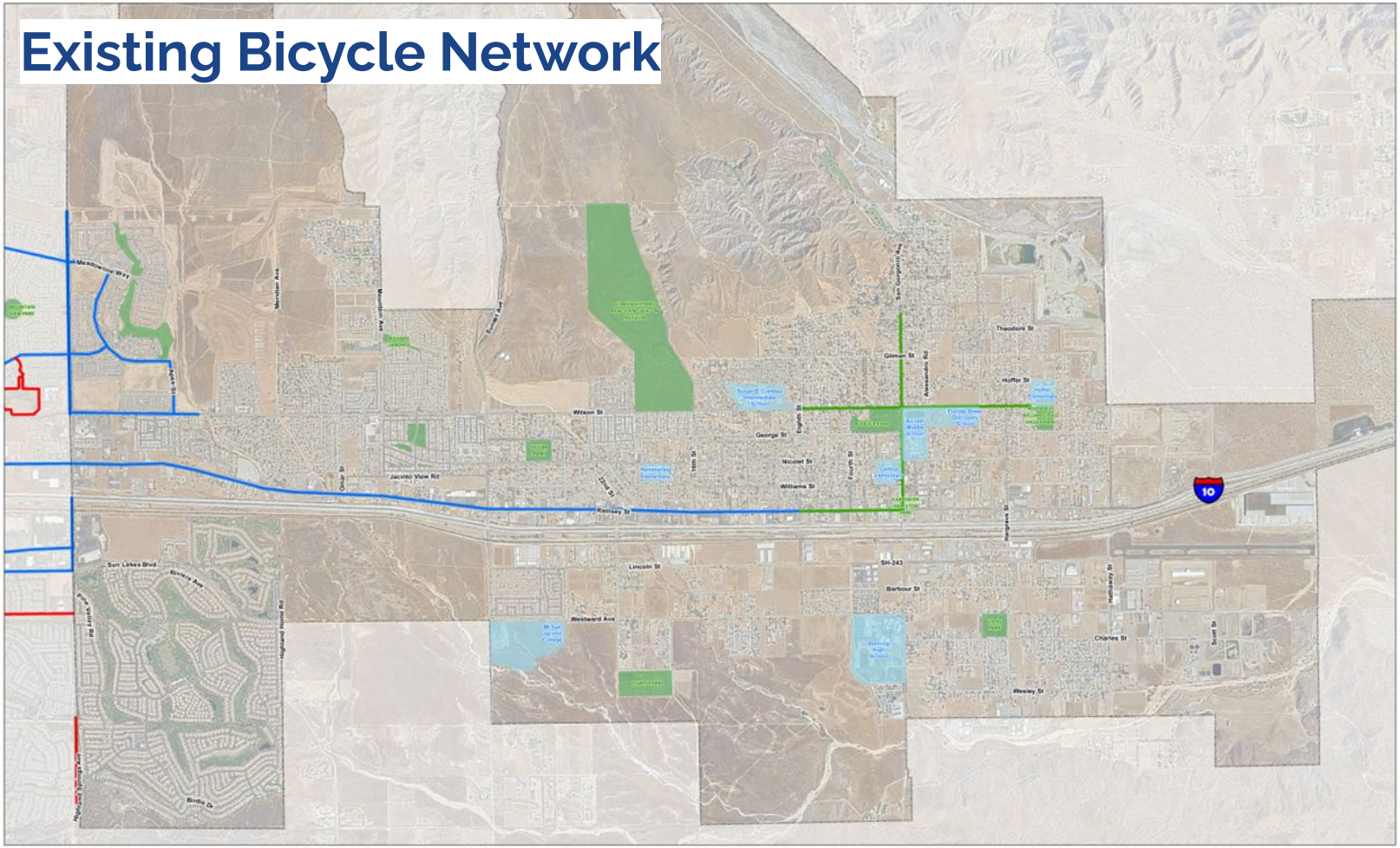
- Response was to **extend existing project with a Class III bike facility to connect to Hoffer Elementary School,** Roosevelt Williams Park, and nearby residents to San Gorgonio

Data Analysis

Existing Sidewalk Network



Existing Bicycle Network



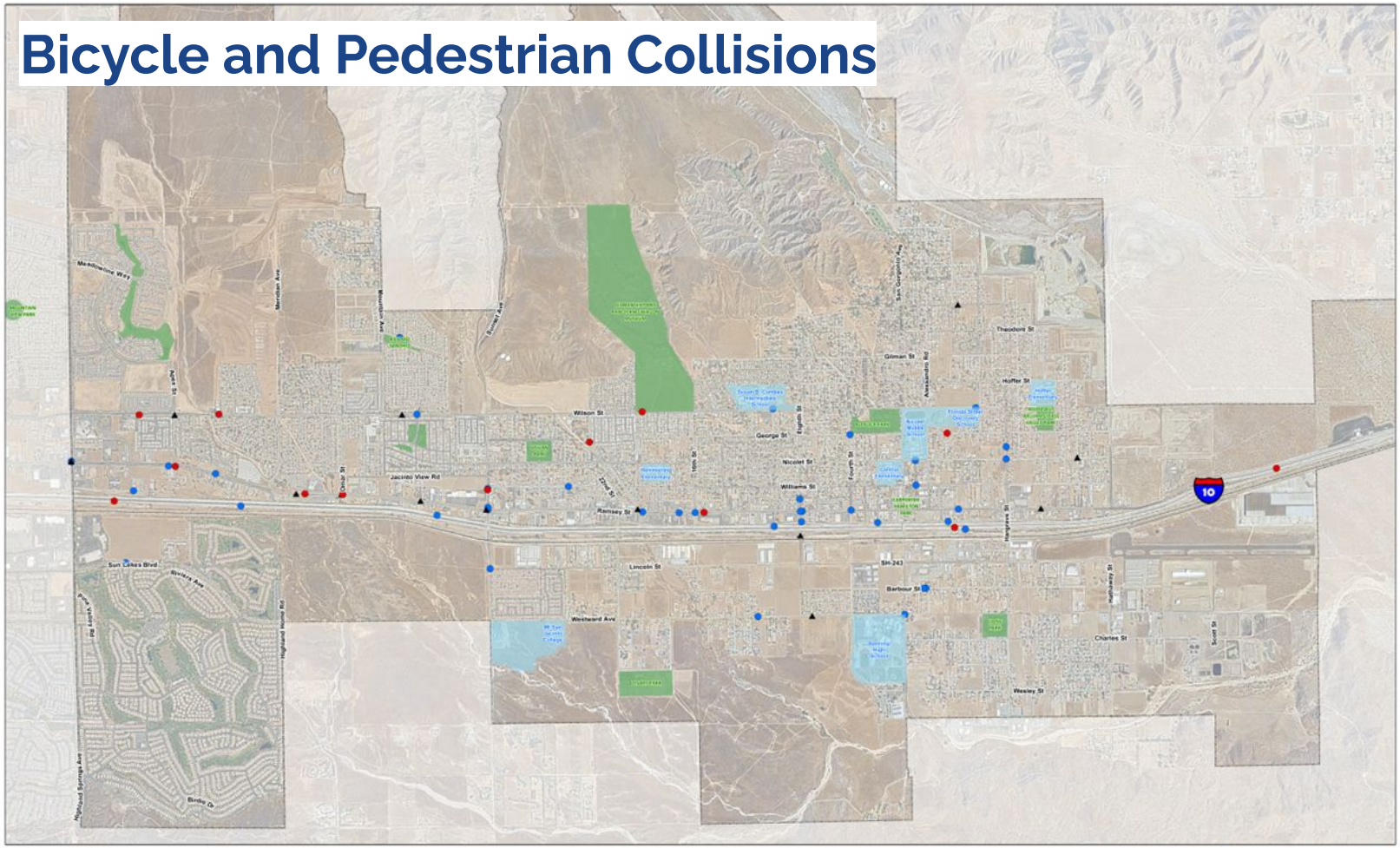
City of Banning
Existing Bicycle Facilities

Legend
- Schools
- Parks
- City Boundary
- Railroads
- Class I Bike Facility, Multi-use Path
- Class II Bike Facility, Bike Lane
- Class III Bike Facility, Bike Route or "Sharrow"
- Class IV Bike Facility, Separated Bike Route

CITY OF BANNING ACTIVE TRANSPORTATION PLAN

SCAG

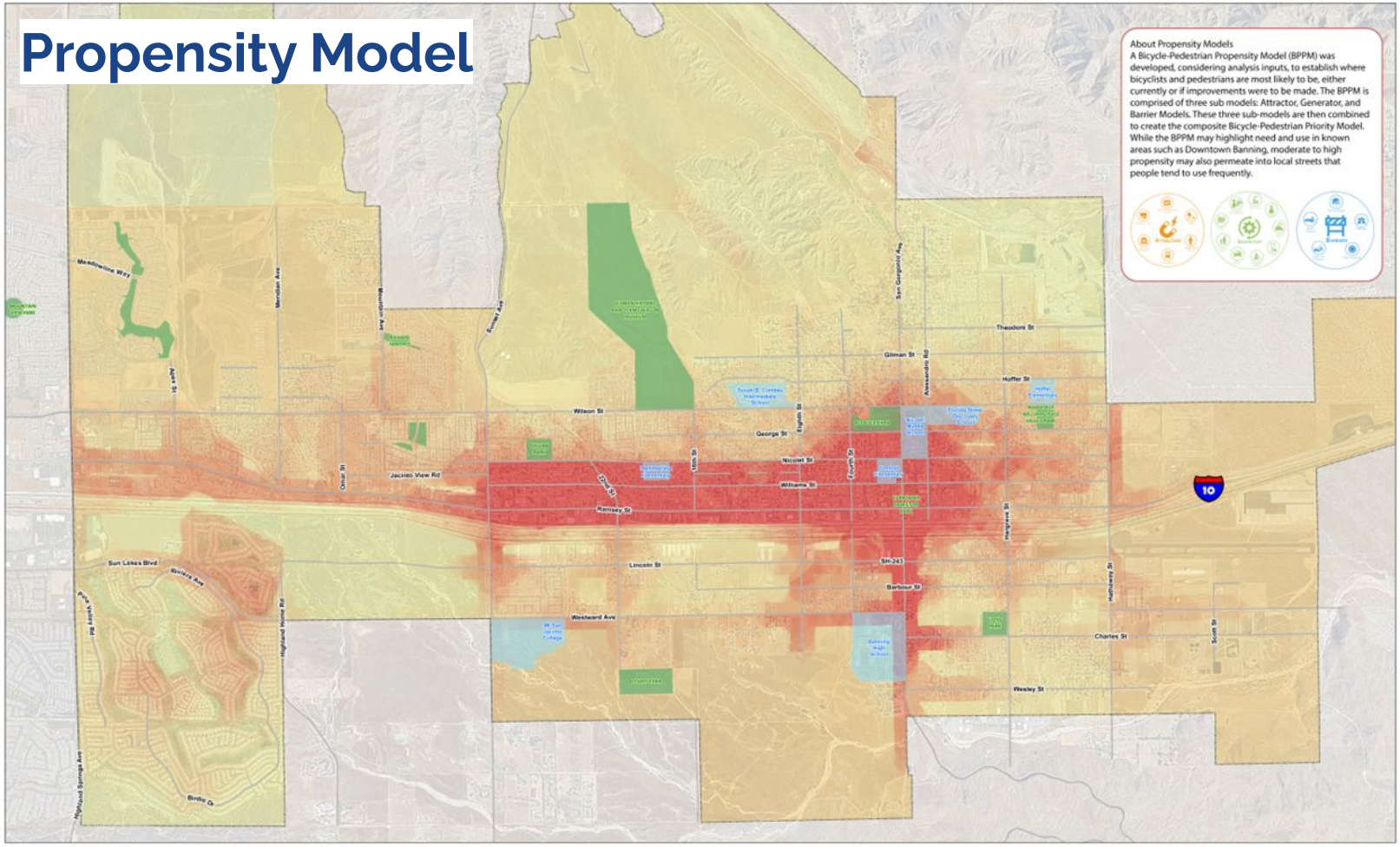
Bicycle and Pedestrian Collisions



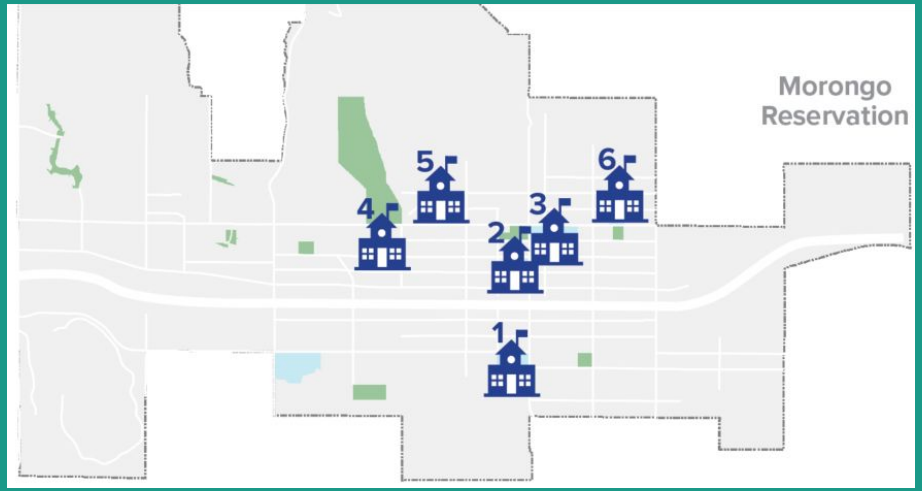
City of Banning
Bicycle and Pedestrian Collisions
2016-2021, SWITRS

Legend
- Schools
- Parks
- City Boundary
- Railroads
- Bicycle Injury
- Pedestrian Injury
- Pedestrian Fatality

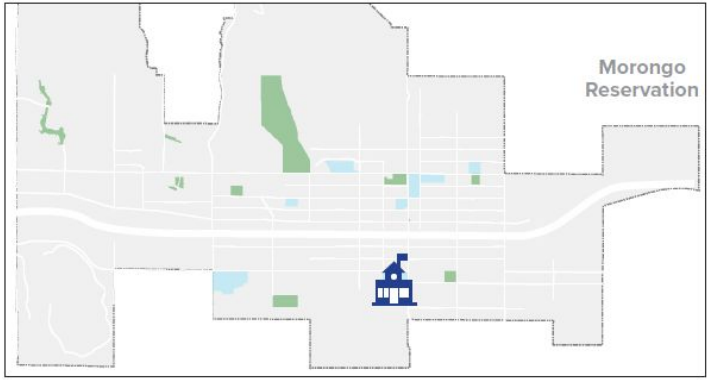
Propensity Model

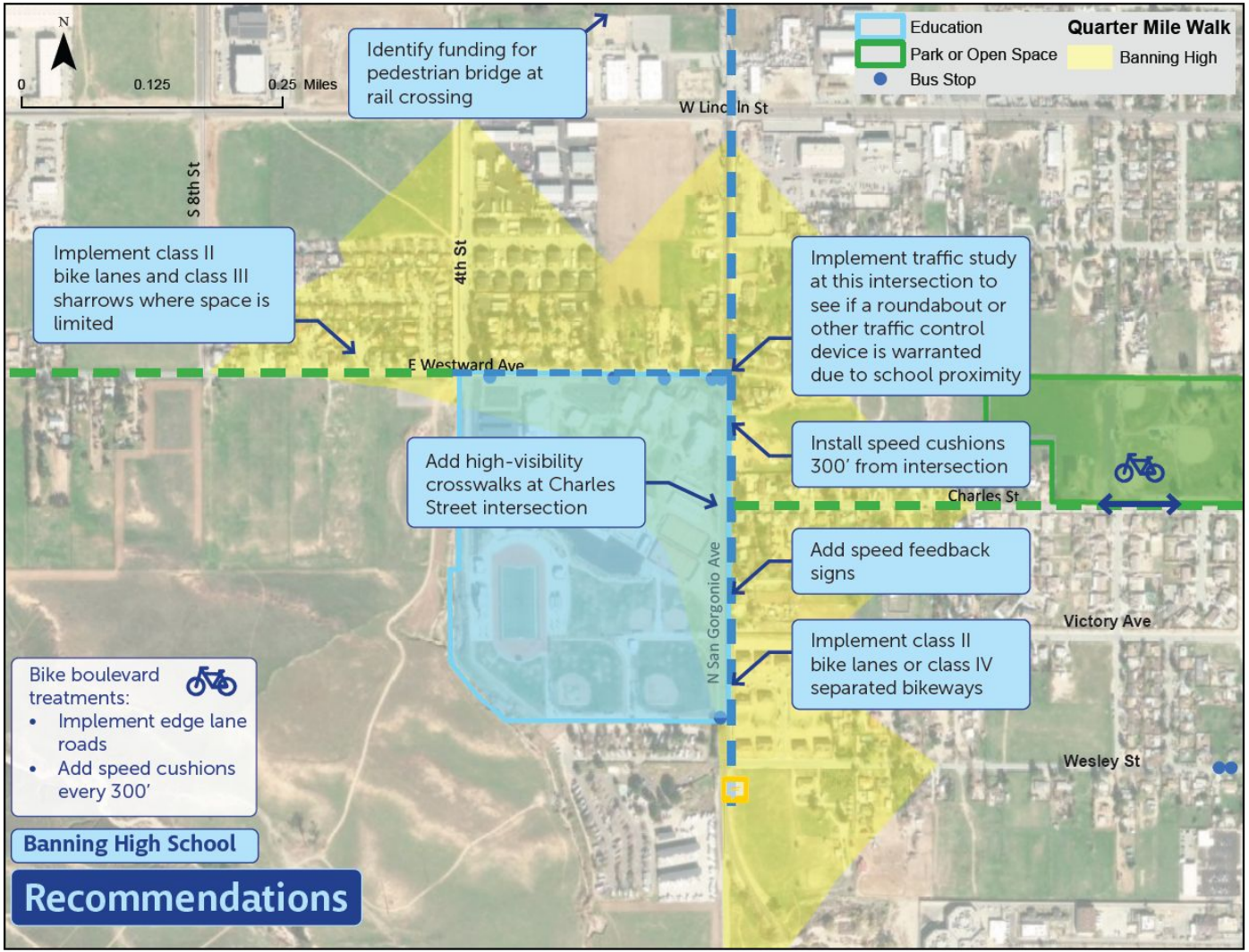


Safe Routes to School



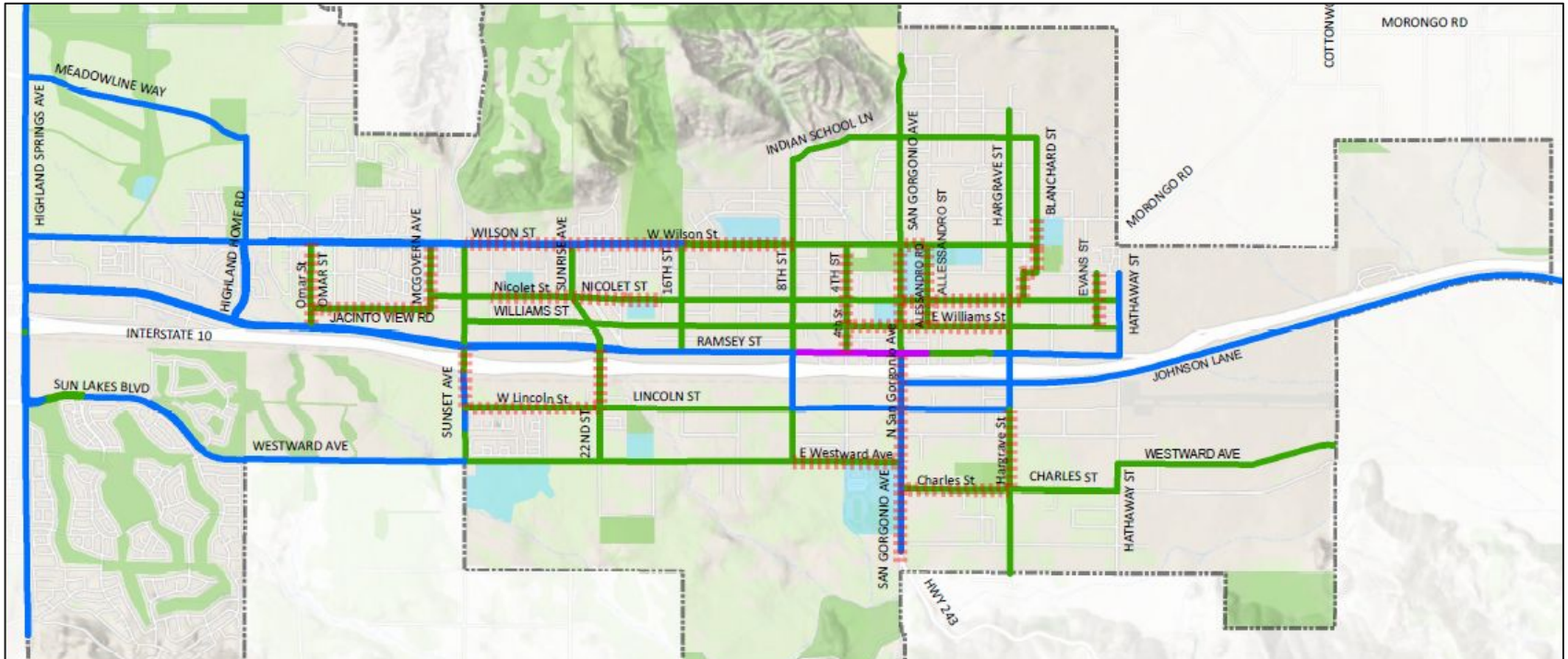
Banning High School



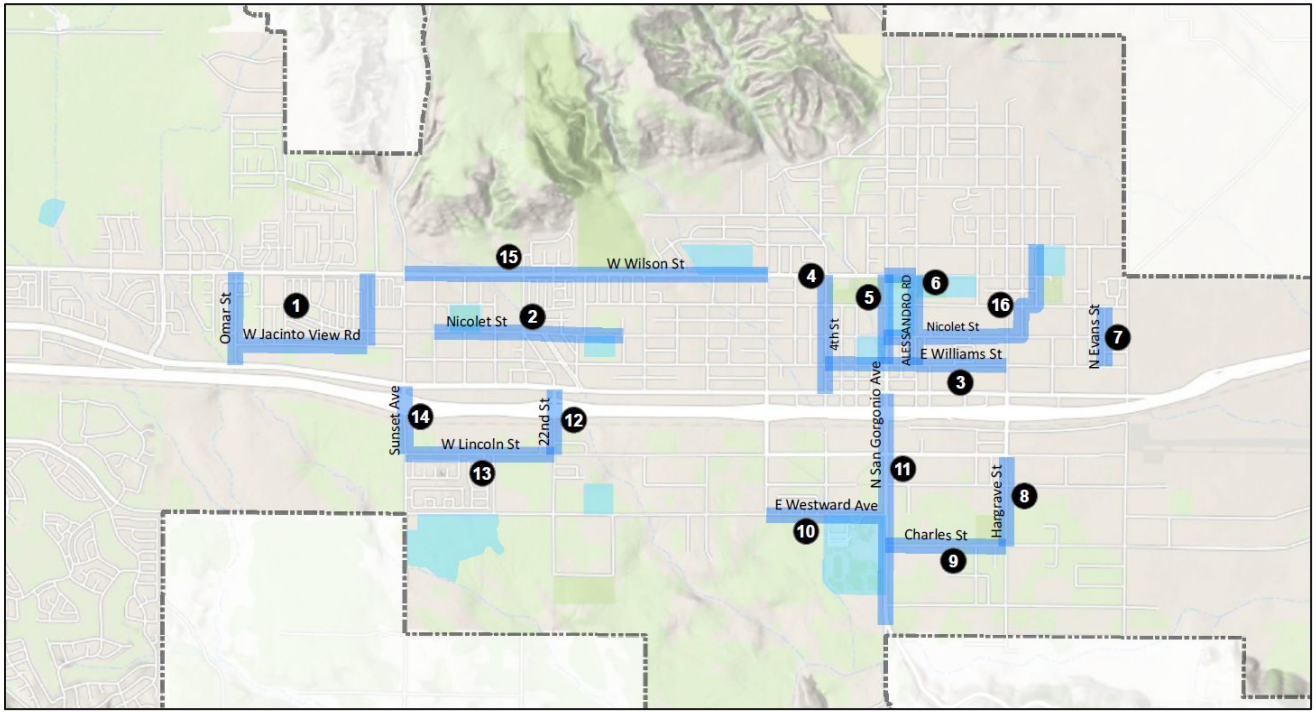

N
0
0.125
0.25 Miles
Identify funding for pedestrian bridge at rail crossing
Education
Park or Open Space
Bus Stop
Quarter Mile Walk
Banning High
W Lincoln St
S 8th St
4th St
Implement class II bike lanes and class III sharrows where space is limited
E Westward Ave
Implement traffic study at this intersection to see if a roundabout or other traffic control device is warranted due to school proximity
Install speed cushions 300' from intersection
Add high-visibility crosswalks at Charles Street intersection
Charles St
Add speed feedback signs
N San Gorgonio Ave
Victory Ave
Implement class II bike lanes or class IV separated bikeways
Bike boulevard treatments:
• Implement edge lane roads
• Add speed cushions every 300'
Wesley St
Banning High School
Recommendations

Priority Project Locations

Citywide Bike Network



ATP Priority Projects



Neighborways

Treatments: Traffic Calming



Fire Truck-Friendly Speed Cushions

A gap in the speed cushions allows emergency vehicles to pass through without slowing down.

Edge Lane Road Markings





Fire Truck-Friendly Speed Table

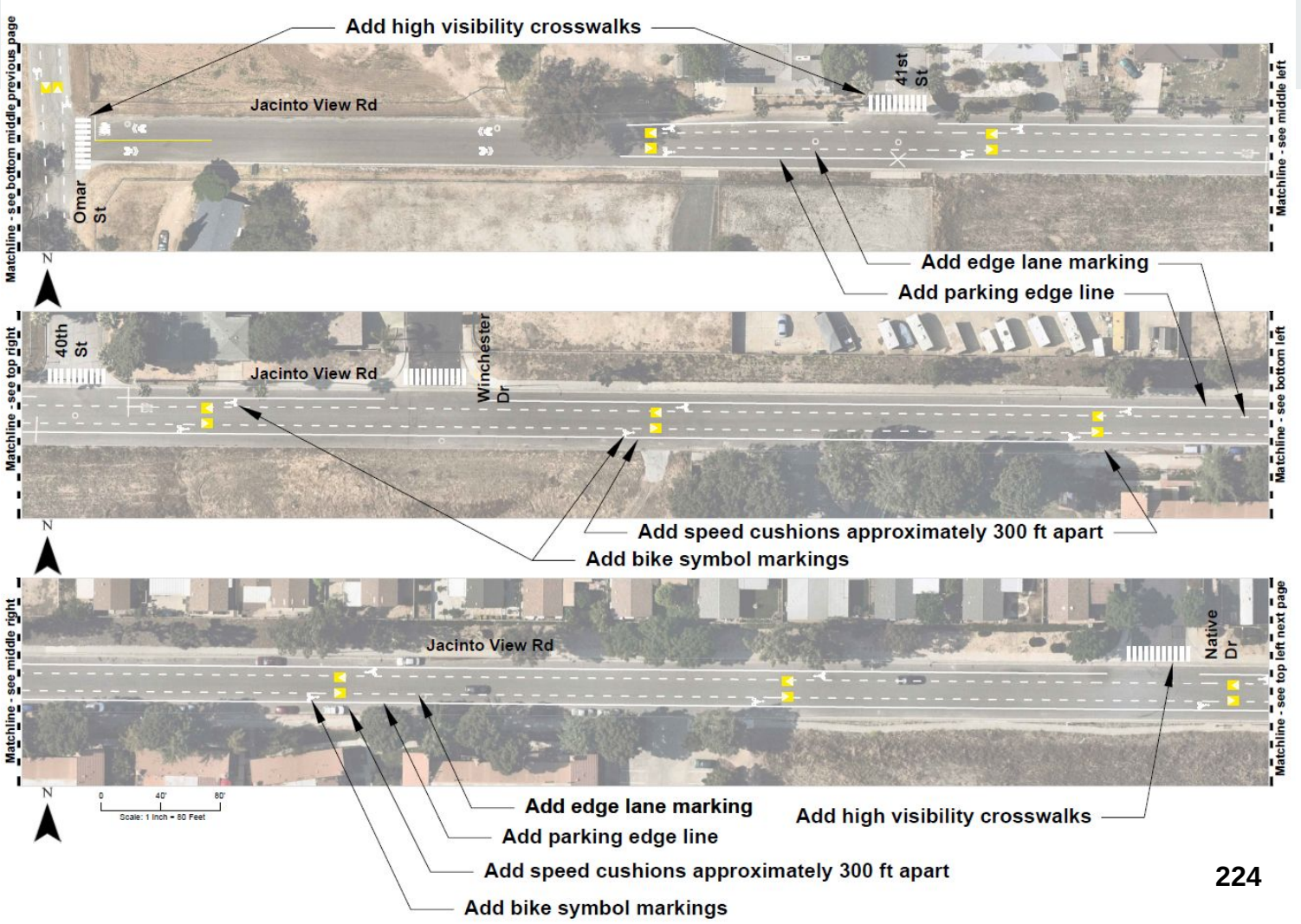
A gently sloped ramp allows emergency vehicles to pass without slowing down

Jacinto View Road

(neighborway)

Between Omar St. & Native Drive







Concept of the two-way cycle track around Nicolet Middle School

Possible Cycle Track Barrier Treatments in Banning

The City of Banning wants your feedback! Place sticky dots on the treatments you like or write your thoughts in the boxes to help guide recommendations in Banning's Active Transportation Plan.



Jersey Barriers



Precast Barrier Curb



Rigid Bollards



Bike Rail

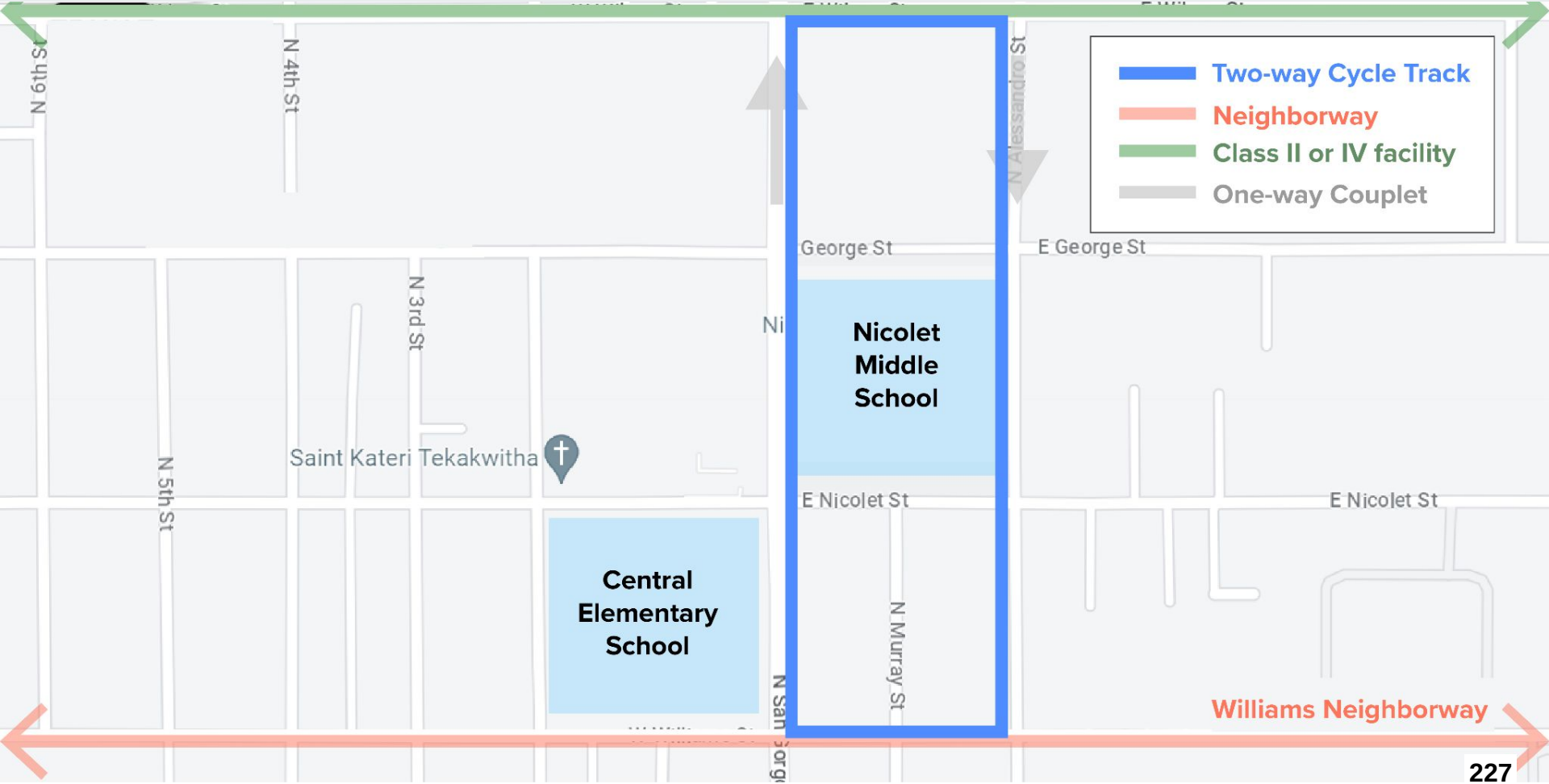


Ribbon Rail



Steel Green Planter



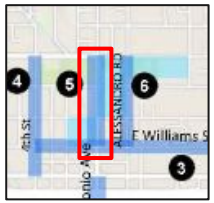

Two-way Cycle Track
Neighborway
Class II or IV facility
One-way Couplet
N 6th St
N 4th St
N 3rd St
N 5th St
N Alessandro St
George St
E George St
Nicolet Middle School
E Nicolet St
E Nicolet St
N Murray St
Saint Kateri Tekakwitha
Central Elementary School
Williams Neighborway

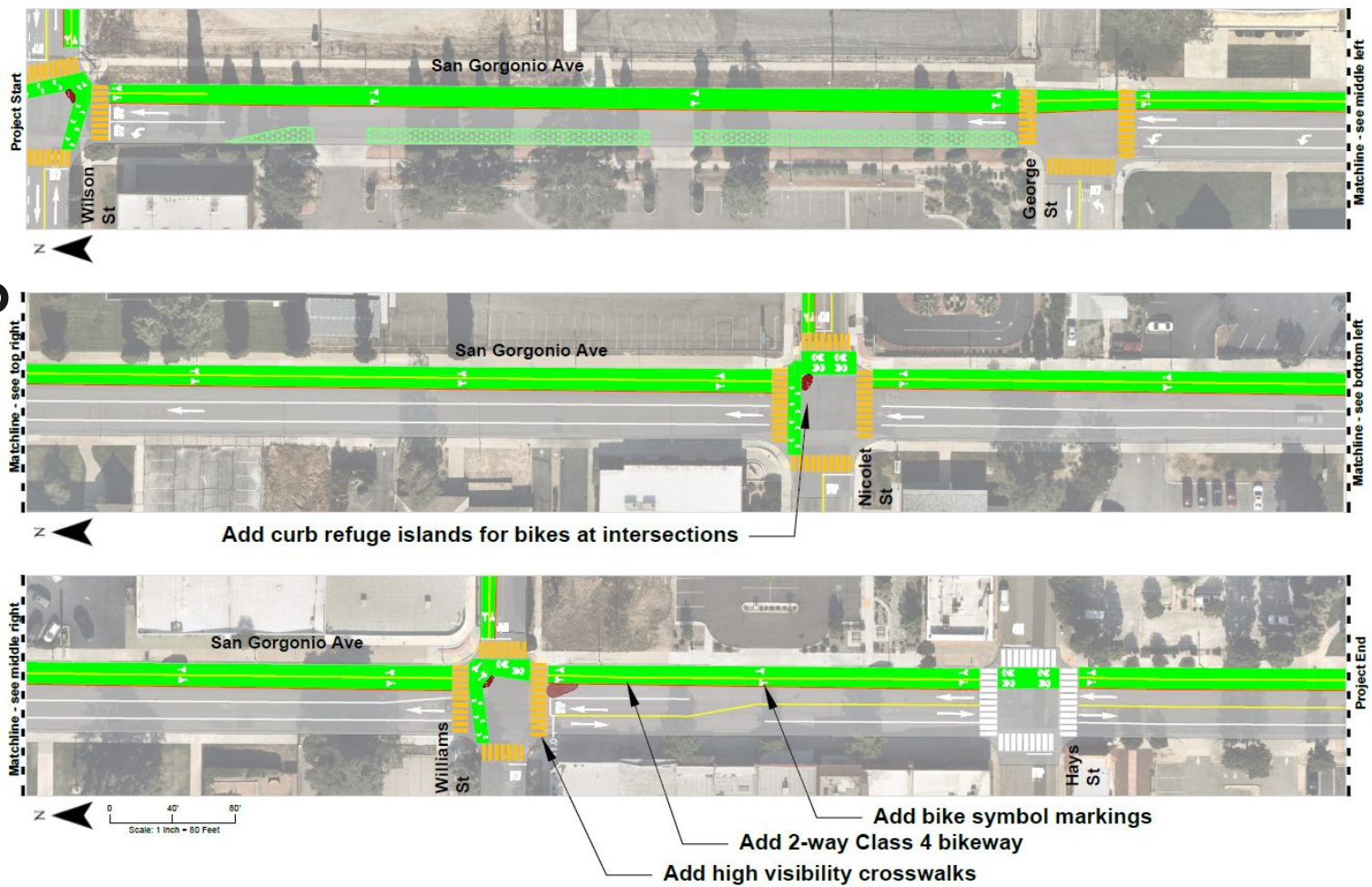
San Gorgonio Avenue

(one-way couplet)

NORTHBOUND

Between Wilson St. & Wesley St.





←N

Thank you!



KTUA

Tom Bertulis - tom@ktua.com

Morgen Ruby - morgen@ktua.com

Circulate

Octavio Garcia - ogarcia@circulatesd.org

City of Banning
Active Transportation Plan
City Council Workshop

June 11, 2024

Agenda

- Active Transportation Plan (ATP) **Background**
- Public **Outreach**
- **Data** Analysis
- Safe Routes to School (**SRTS**)
- Priority **Project Locations**

Project Background

- Funding administered by SCAG
- Project began August 2022

Project Team:

Public Outreach

- Nine (9) Stakeholder Advisory Group meetings
- Three (3) Stakeholder Community Workshops
  - For example, Sun Lakes HOA Workshop
  - Displayed (4) boards on the survey and recommendations
- Three (3) Community Events
  - Collected public input
  - Displayed the SCAG Kit of Parts

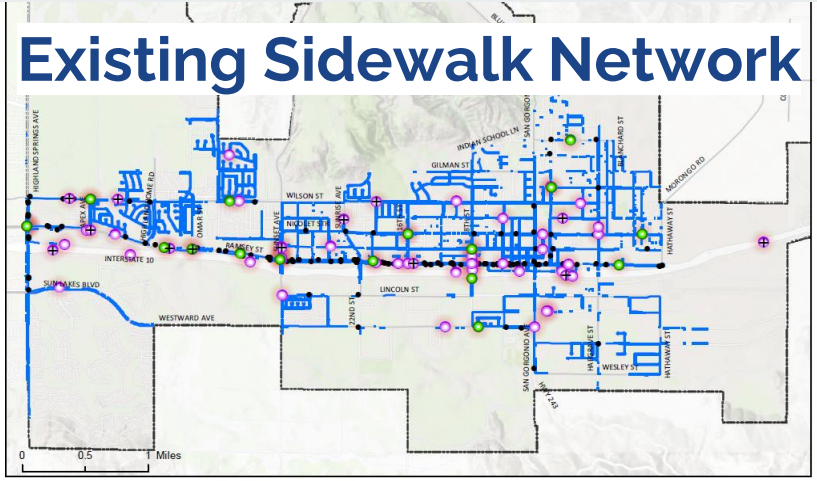




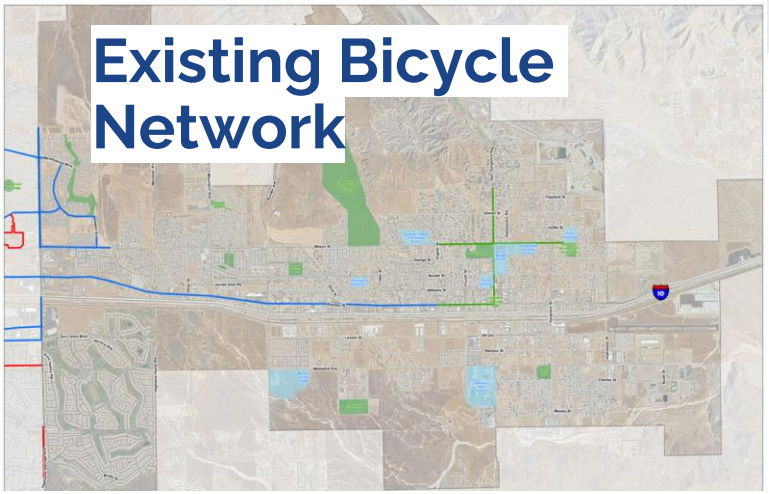


Data Analysis

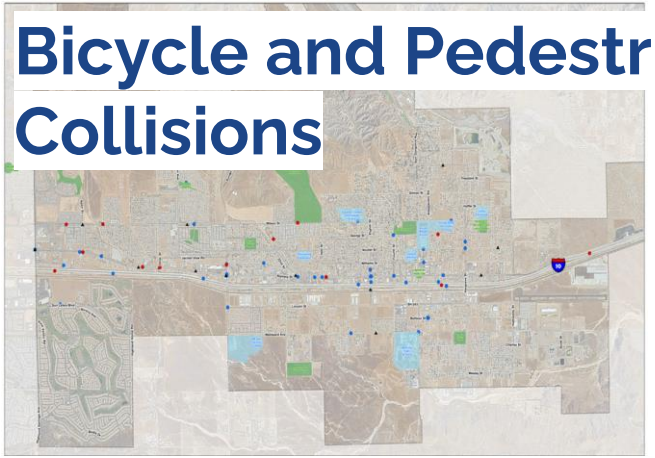
Existing Sidewalk Network



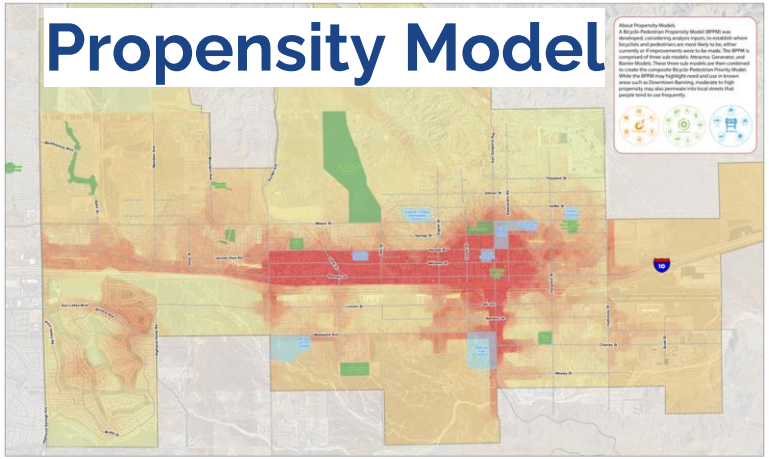
Existing Bicycle Network



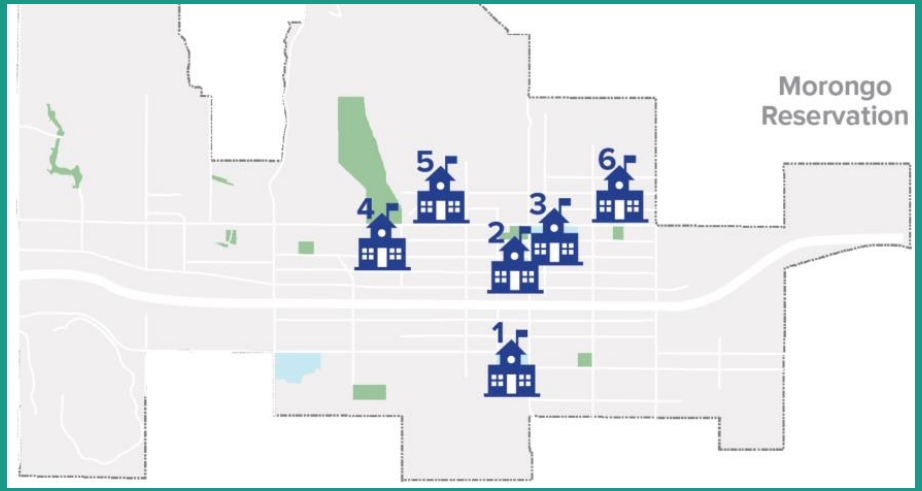
Bicycle and Pedestrian Collisions



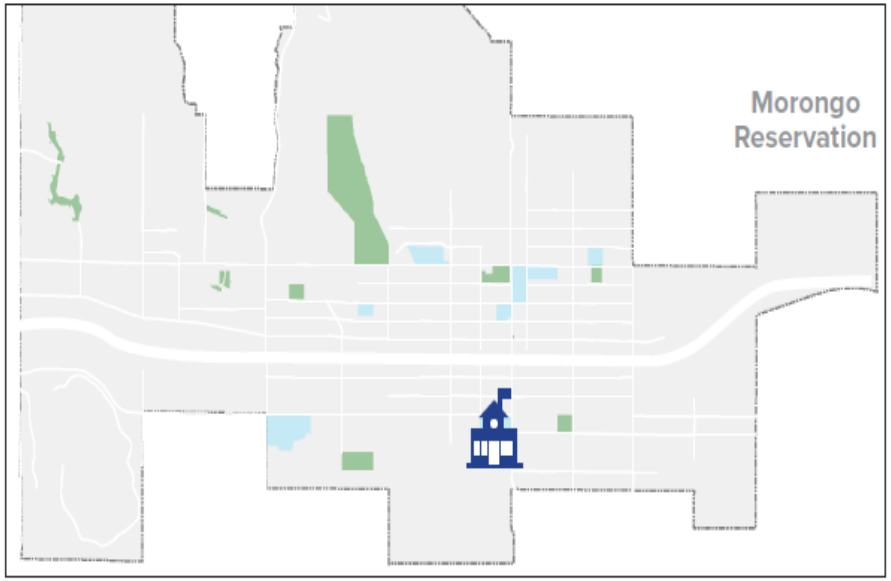
Propensity Model

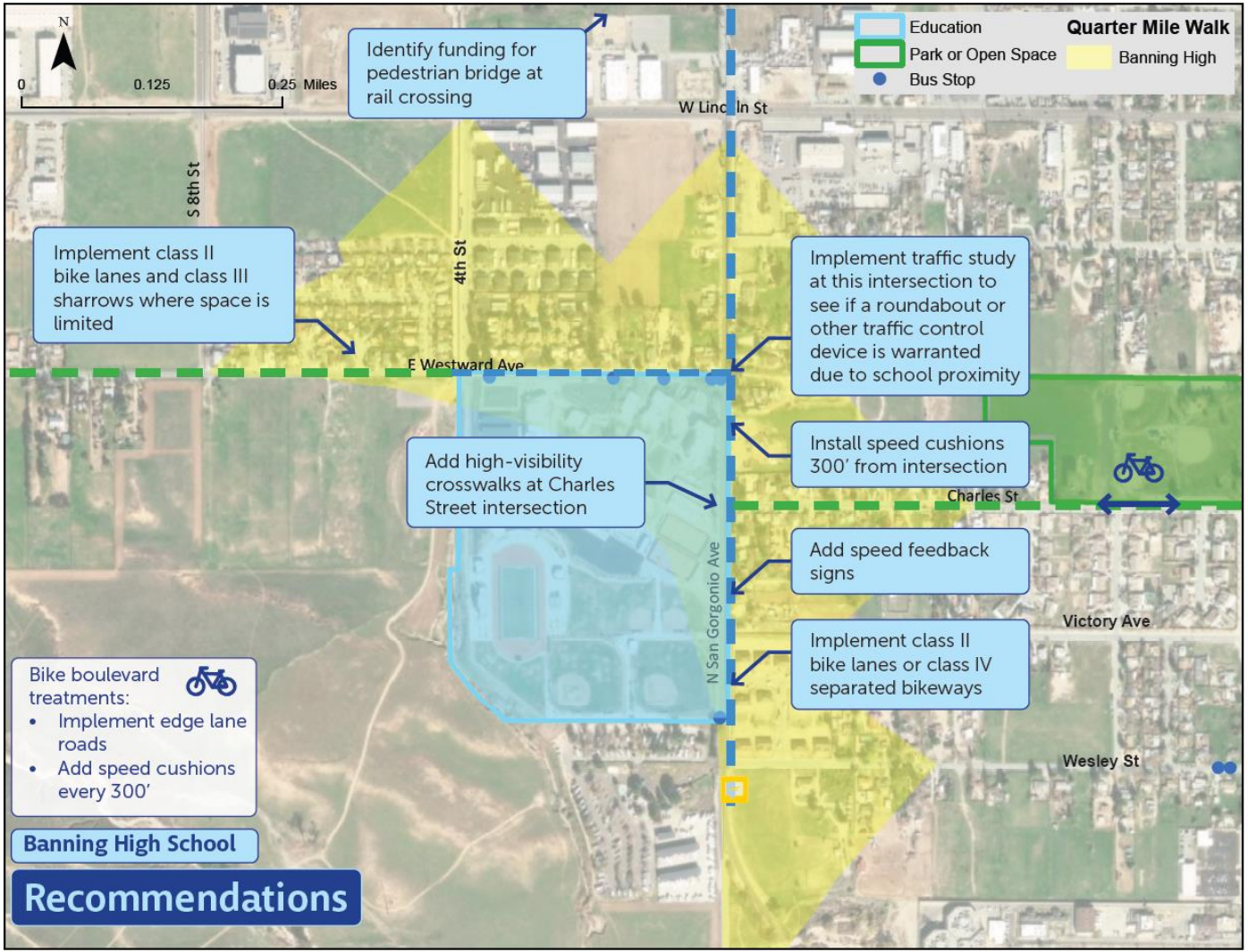


Safe Routes to School



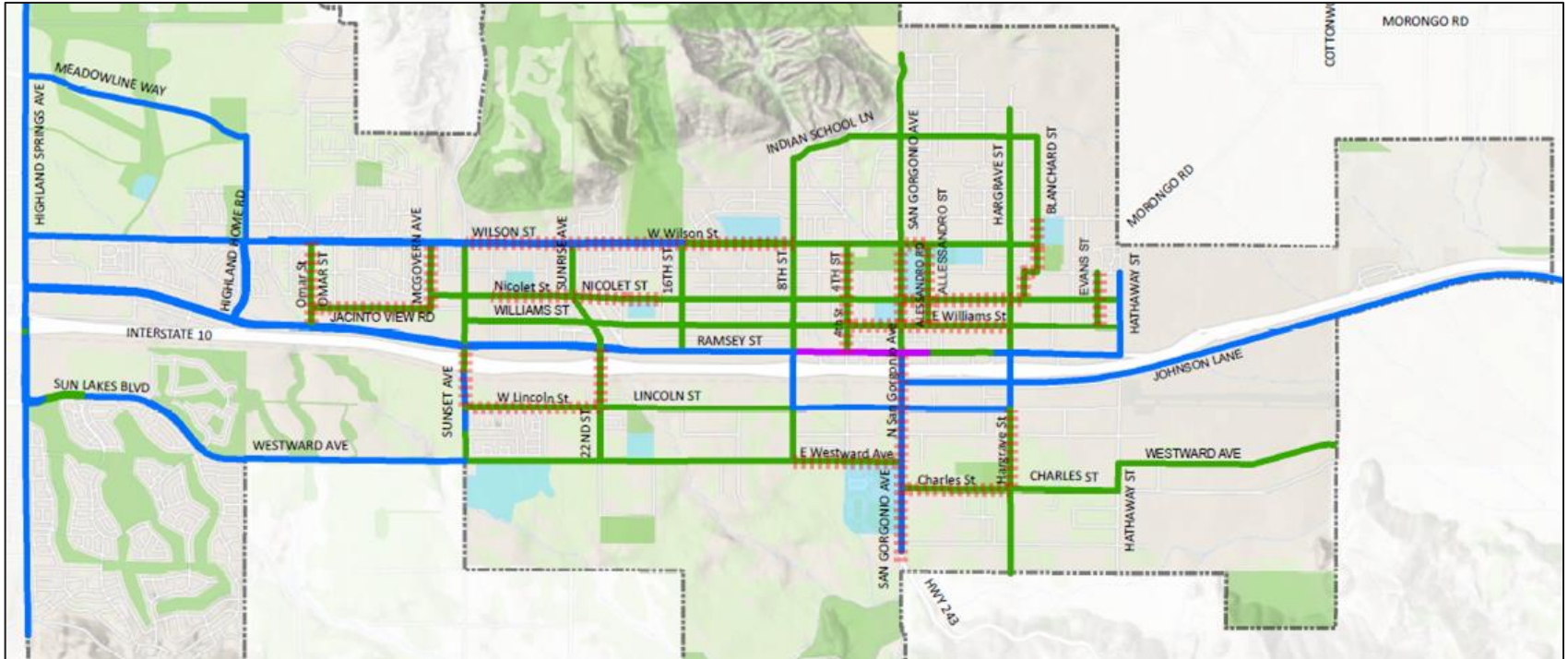
Banning High School



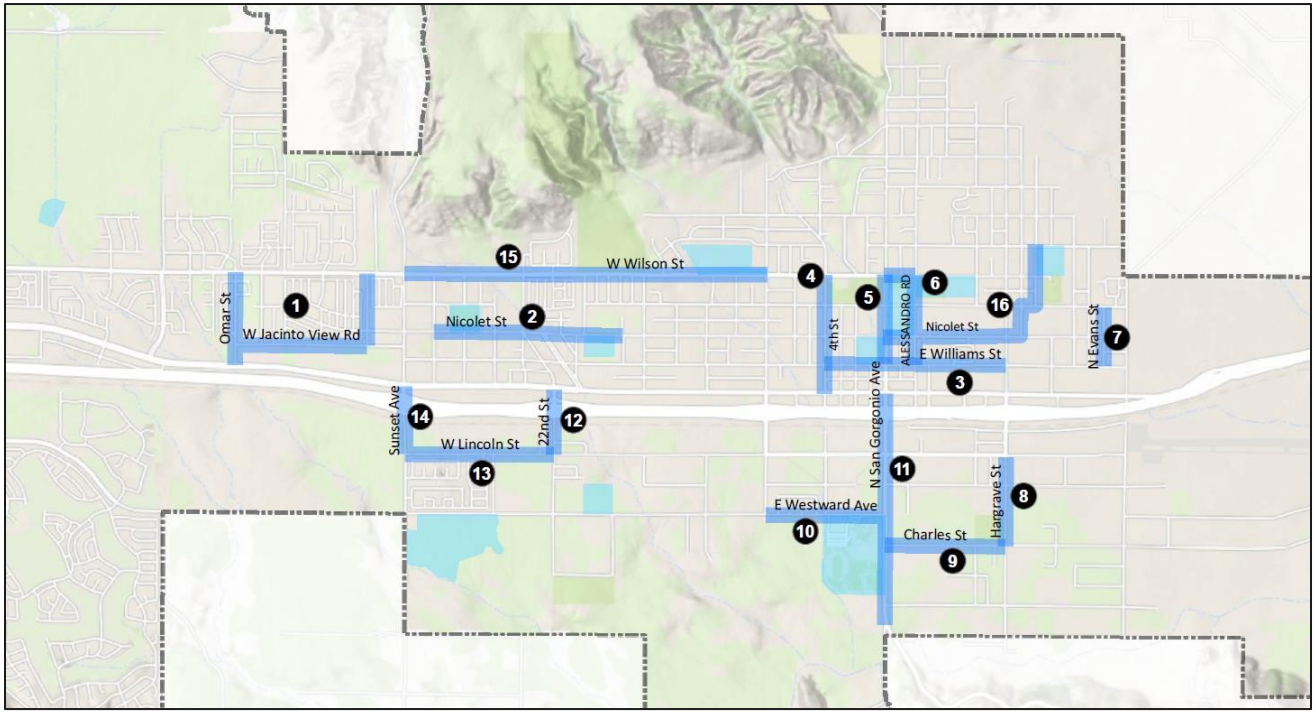

N
0
0.125
0.25 Miles
Identify funding for pedestrian bridge at rail crossing
W Lincoln St
Education
Park or Open Space
Bus Stop
Quarter Mile Walk
Banning High
S 8th St
4th St
Implement class II bike lanes and class III sharrows where space is limited
E Westward Ave
Implement traffic study at this intersection to see if a roundabout or other traffic control device is warranted due to school proximity
Install speed cushions 300' from intersection
Add high-visibility crosswalks at Charles Street intersection
Charles St
Add speed feedback signs
N San Gorgonio Ave
Victory Ave
Implement class II bike lanes or class IV separated bikeways
Bike boulevard treatments:
• Implement edge lane roads
• Add speed cushions every 300'
Wesley St
Banning High School
Recommendations

Priority Project Locations

Citywide Bike Network



ATP Priority Projects



Neighborways

Treatments: Traffic



Fire Truck-Friendly Speed Cushions

A gap in the speed cushions allows emergency vehicles to pass through without slowing down.

Edge Lane Road Markings





Fire Truck-Friendly Speed Table

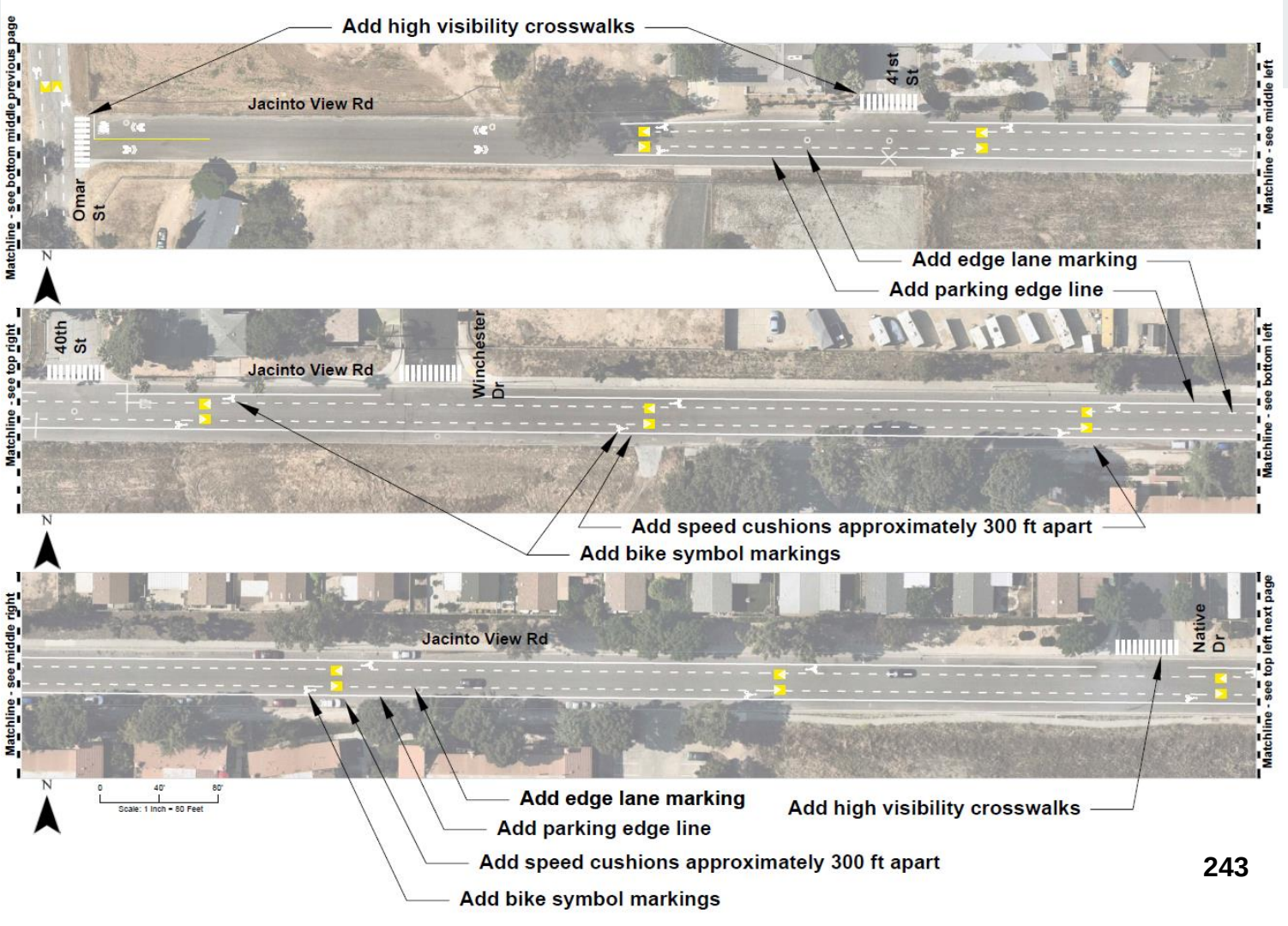
A gently sloped ramp allows emergency vehicles to pass without slowing down

Jacinto View Road

(neighborway)

Between Omar St. & Native Drive

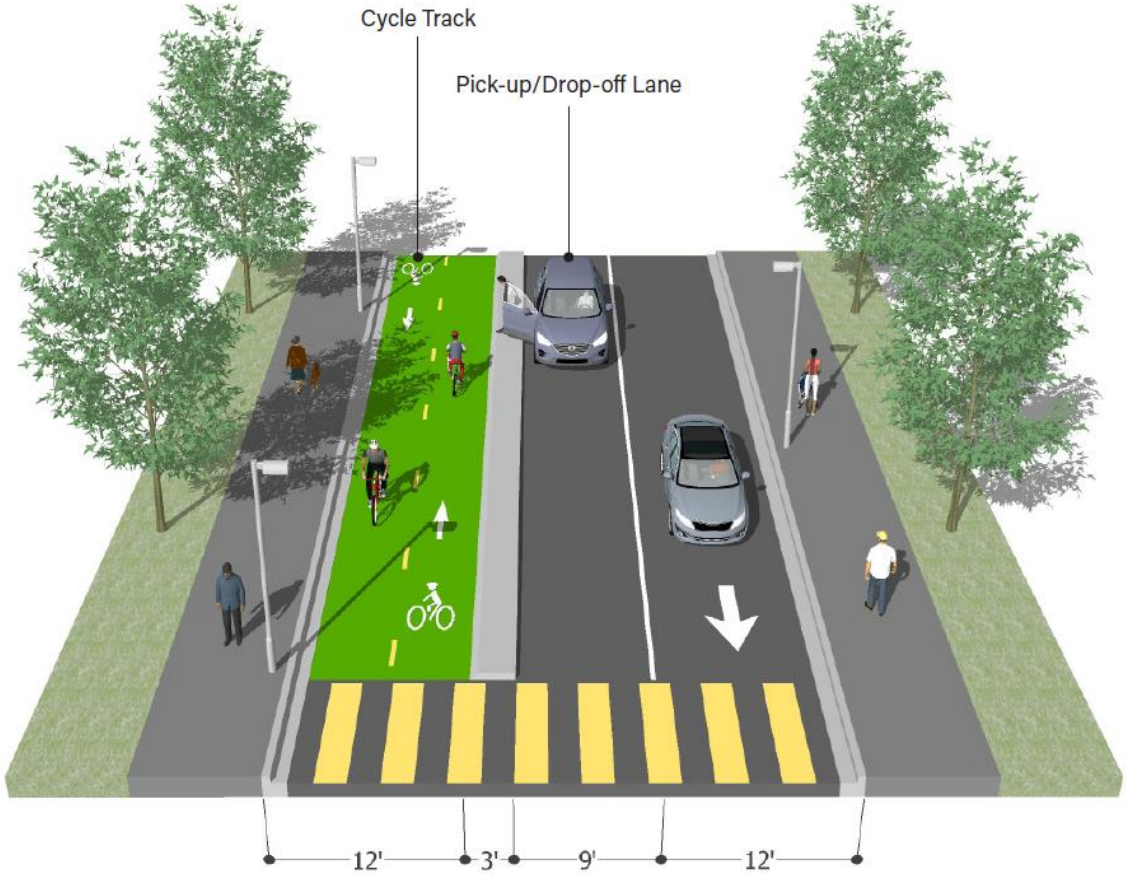






Concept of the two-way cycle track around Nicolet Middle School

San Gorgonio One Way Street - South towards Williams Street



N

Possible Cycle Track Barrier Treatments in Banning

The City of Banning wants your feedback! Place sticky dots on the treatments you like or write your thoughts in the boxes to help guide recommendations in Banning's Active Transportation Plan.



Jersey Barriers



Precast Barrier Curb



Rigid Bollards



Bike Rail

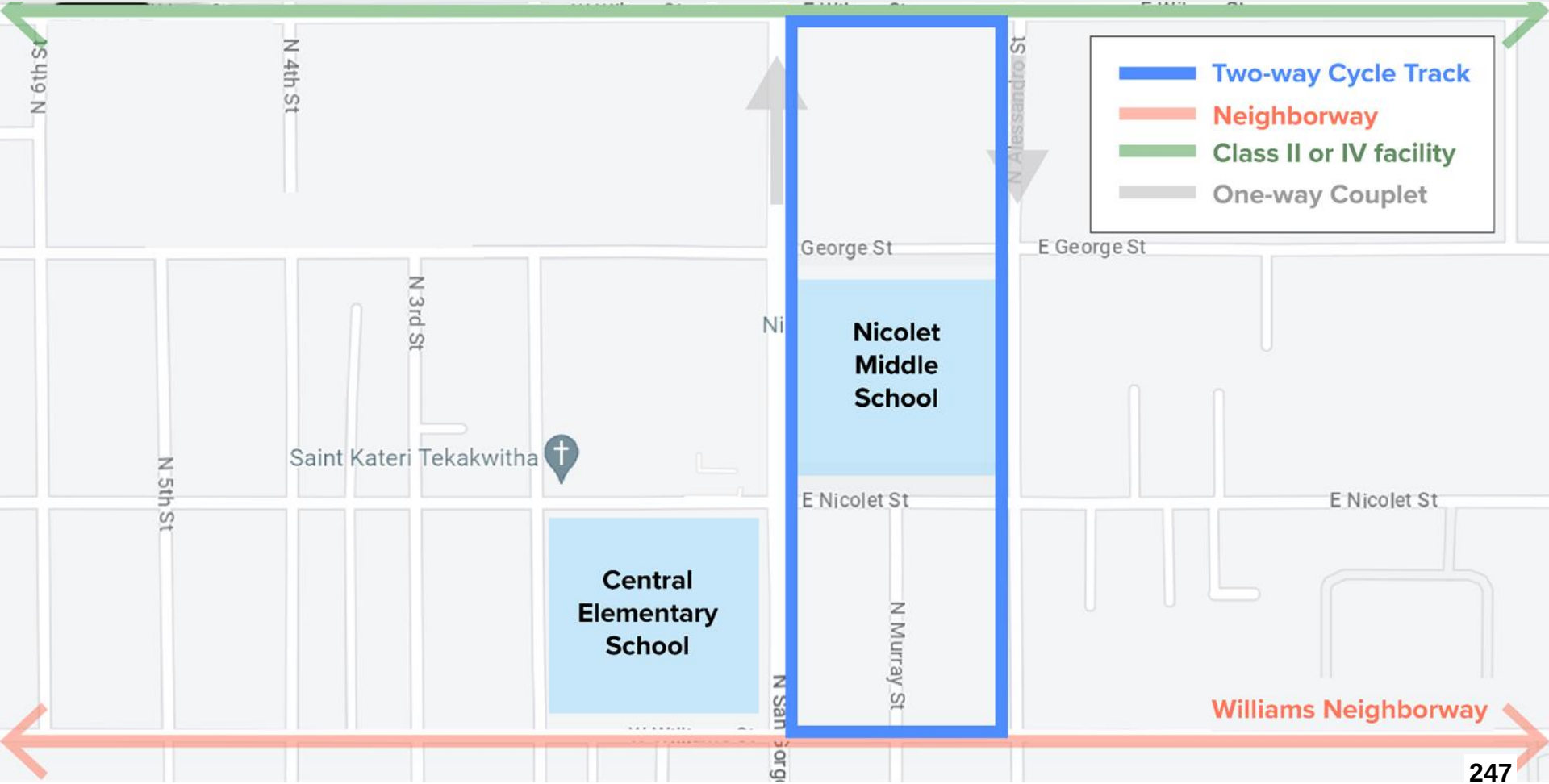


Ribbon Rail



Steel Green Planter

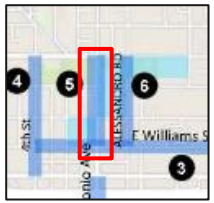



Two-way Cycle Track
Neighborway
Class II or IV facility
One-way Couplet
N 6th St
N 4th St
N 3rd St
N 5th St
N Alessandro St
George St
E George St
Nicolet Middle School
E Nicolet St
E Nicolet St
Saint Kateri Tekakwitha
Central Elementary School
N Murray St
Williams Neighborway

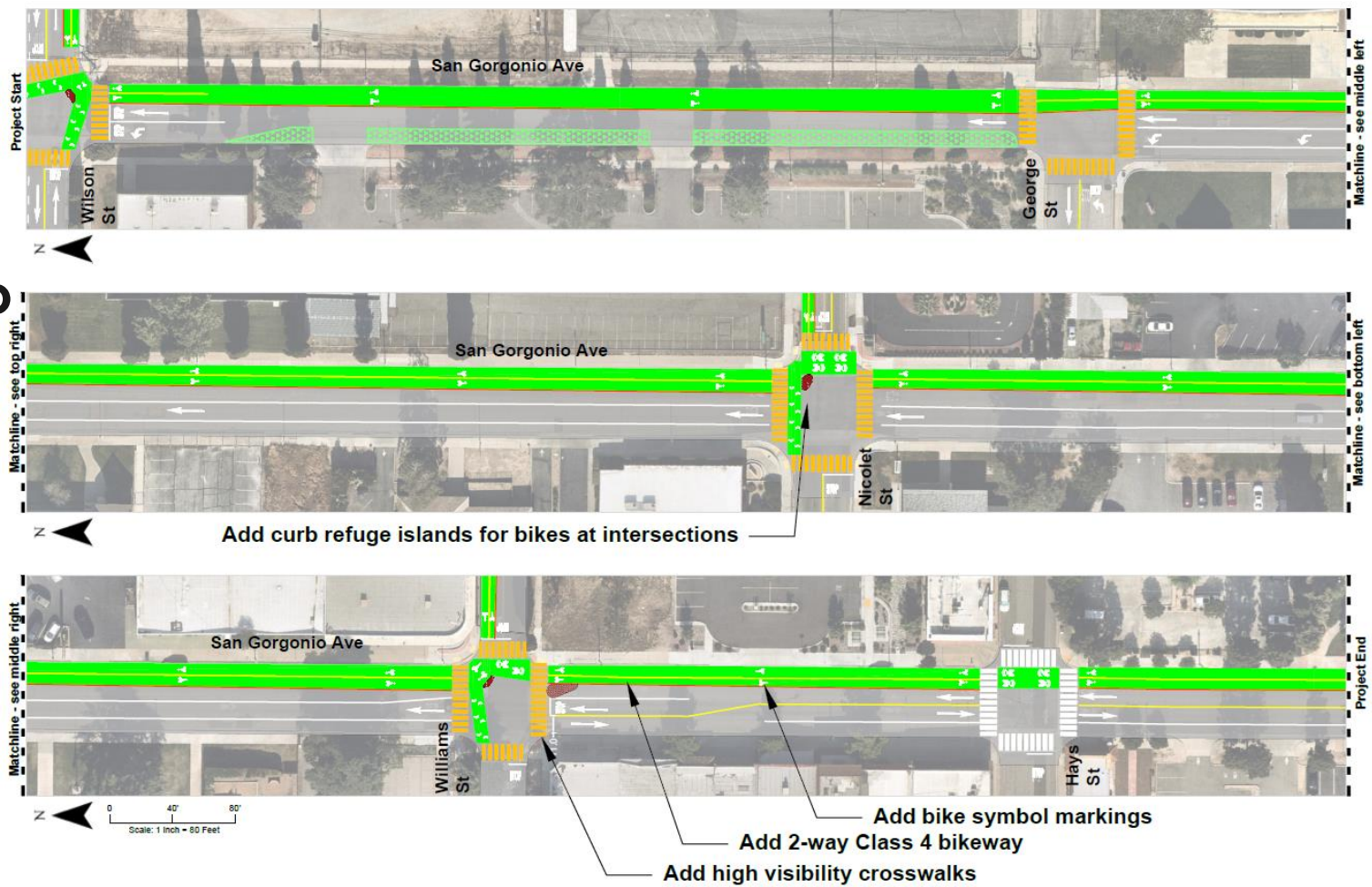
San Gorgonio Avenue

(one-way couplet)
NORTHBOUND

Between Wilson St. & Hayes St.



←N



Thank you!

CITY OF BANNING
ACTIVE TRANSPORTATION PLAN

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