City of Moreno Valley
PEDESTRIAN ACCESS PLAN
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SCAG
INNOVATING FOR A BETTER TOMORROW

MORENO VALLEY
Pedestrian Access Plan

PREPARED BY

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Expect More. Experience Better.

EXECUTIVE SUMMARY

City of Moreno Valley Pedestrian Access Plan (MVPP)

What is the Pedestrian Access Plan?

The Plan is a guide that lays the foundation to improve pedestrian connectivity in Moreno Valley.

The MVPP identifies:

- The pedestrian network needed to improve pedestrian accessibility to major destinations within the city
- The pedestrian network needed to provide safe and efficient routes for pedestrians and other vulnerable road users
- Strategies and priority projects that can be implemented to improve connectivity in Moreno Valley

Vision & Goals

GOAL 1: Connectivity and Accessibility

GOAL 2: Health, Safety, and Comfort

GOAL 3: Equitable Investments and Outcomes

MVPP Vision

To promote walking, biking, and rolling via safe, efficient infrastructure, that will provide environmental benefits and improve the overall health of the community members.

Challenges

1. **Managing Growth:** Increasing Population without Increasing Vehicle Trips
2. **Targeting Investments:** Staying Ahead of Changing Landscapes
3. **Environmental Considerations:** Climate Change & Air Pollution
4. **Economic Considerations:** Lower Transportation Costs & Livability
5. **Health Considerations:** Improving Healthy Lifestyles

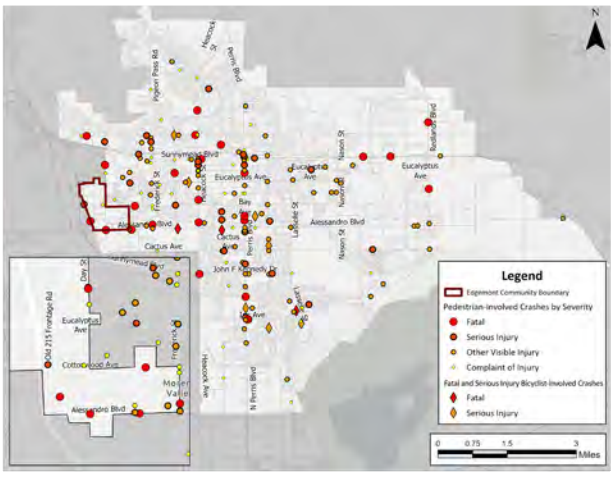
EXISTING PEDESTRIAN INFRASTRUCTURE

Sidewalks: Of approximately 48,216 parcels in Moreno Valley, 4,338 parcels lack sidewalks.

Non-Compliant American with Disabilities (ADA) Curb Ramps and Wayfinding Signage: There are 18 non-ADA compliant curb-ramps along the 114 road segments in the City of Moreno Valley.

SAFETY TRENDS

The Crash and Network Screening Analysis examined the City of Moreno Valley's roadway network to identify and rank locations most or least likely to reduce the frequency of crashes. Using guidance from the Local Roadway Safety Manual (LRSM), the analysis created six sub-categories from the roadway network and ranked roadway segments based on the number of crashes at intersections and mid-block segments.



Community Engagement and Feedback

Community engagement was the foundation of the planning process. With support from the Southern California Association of Governments (SCAG) and the City of Moreno Valley, a multi-faceted community engagement strategy was developed to involve residents of all ages and backgrounds in the Plan. Community engagement included in-person events, neighborhood workshops, surveys, and online comment tools, which enabled residents to share their experience walking, biking, and rolling in the city. In-person events were held in different areas throughout the city to reach historically disadvantaged and underserved communities who lack sidewalks on many street segments, such as the Edgemont community.

The insights shared during the community outreach process align with key findings from the safety analysis and provide clear support for the priority pedestrian network. Common themes and location-specific concerns include:

- Traffic Safety and Speeding
- Sidewalk Infrastructure Deficits
- Environmental Comfort Barriers
- Child and Family Safety Priorities
- Equity and Access Issues

RECOMMENDATIONS

Using findings from the existing conditions, safety analysis, crash network screening analysis, and community engagement, a priority pedestrian network was developed to propose pedestrian infrastructure improvements in areas with the highest need throughout Moreno Valley. The priority pedestrian network normalized seven metrics to compute an index score on a scale of 1 through 8 (1 for the best conditions and 8 for the worst conditions).

The seven metrics included:

1. Streets with high rates of fatal and serious injuries
2. Streets with poor wayfinding infrastructure
3. Streets with high pedestrian volumes
4. Streets that lack sidewalks
5. Streets with non-compliant ADA curb ramps
6. Streets connected to key locations and jobs
7. Streets identified by resident feedback

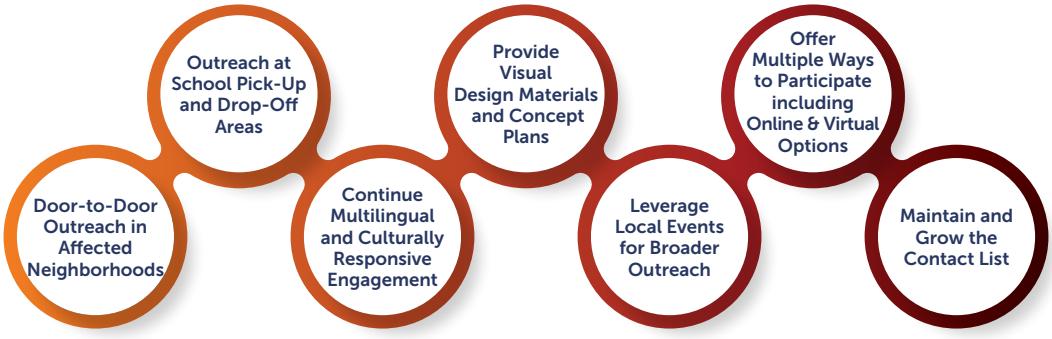
Additional treatments that universally apply to the five street typologies can help improve pedestrian safety in Moreno Valley and include: *Advanced Stop Lines (ASLs), Advance Yield Marks, Leading Pedestrian Interval (LPI), Pedestrian Countdown Heads, Protected Left-turn Phasing, and Overhead Lighting at Crosswalks.*

Cost/Funding

Funding is critical to actualizing the safety recommendations and treatments outlined in this Plan. The Plan includes a comprehensive guide listing potential sources and types of Federal, State, and Local funding the city can pursue. Prioritized projects tend to have a greater benefit relative to other projects. The city will need to consider the overall safety impact as they pursue funding for different projects.

Looking Ahead

Building out the improvements proposed in the Moreno Valley Pedestrian Access Plan will take concerted efforts and years to complete. Based on the input received, the following strategies are recommended to strengthen future engagement efforts, particularly as the City moves into project design, property owner coordination, and implementation phases:



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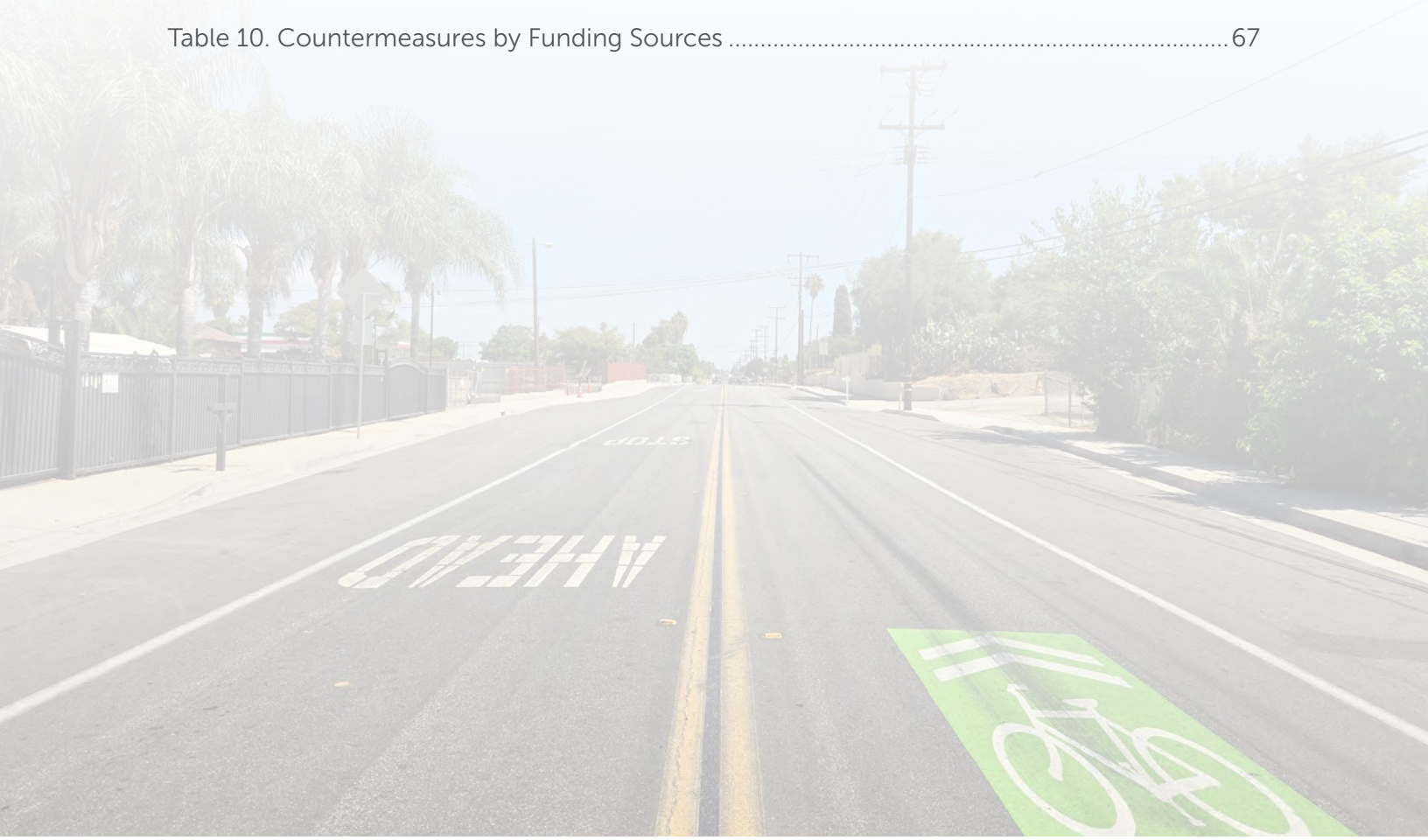


INTRODUCTION

Project Overview

The **City of Moreno Valley Pedestrian Access Plan (MVPP)** is a guiding document that lays the foundation to improve pedestrian connectivity in Moreno Valley. The MVPP identifies the pedestrian network needed to improve pedestrian accessibility to major destinations within the city including employment centers, grocery stores, medical facilities, schools, daycare, parks, recreation areas, regional transit centers, and places within residential neighborhoods. The MVPP also identifies the pedestrian network needed to provide safe and efficient routes for pedestrians and other vulnerable road users, such as people with disabilities, older adults, children, and residents from disadvantaged communities (DACs), as designated by California Environmental Protection Agency for the purpose of Senate Bill 535, to better access services to improve quality of life. Furthermore, the MVPP identifies strategies and priority projects that improve connectivity in the area, including sidewalk, lighting, and roadway improvements for the community of Edgemont, a designated SB 535 DAC that lies on the western portion of the City of Moreno Valley.

The Southern California Association of Governments defines a "pedestrian" as:

- A person on foot: This includes individuals walking, running, or jogging.
- A person using a means of conveyance propelled by human power other than a bicycle: This includes roller skates, skateboards, scooters (non-electric), and similar devices.
- A person with a disability using a self-propelled wheelchair, motorized tricycle, or motorized quadricycle: This acknowledges the diverse ways people with mobility impairments navigate public spaces.

The MVPP concludes with a list of priority projects that are ready for implementation. The recommended pedestrian priority network can be directly incorporated into the City's Capital Improvement Program (CIP) and implemented using discretionary funds, developer requirements, or incorporated into grant funding. Furthermore, the MVPP helps advance statewide public health, equity, and environmental protection goals by improving safety, reducing greenhouse gas (GHG) emissions, and helping improve access and connectivity for the most disenfranchised city residents.

Vision and Goals

The MVPP sets a **vision to promote walking, biking, and rolling via safe, efficient infrastructure, that will provide environmental benefits and improve the overall health of the community members.** The vision also sets the framework for the MVPP's goals and performance measures to improve pedestrian safety and travel.

Goal 1: Connectivity and Accessibility

- Provide accessibility to major destinations within the city which includes employment centers, grocery stores, medical facilities, schools, daycare, parks, recreation areas, etc.
- Improve connectivity throughout the city.
- Provide unobstructed sidewalks along all city streets.
- Maximize connectivity between major destinations and points of interest within the City's pedestrian network.

Goal 2: Health, Safety, and Comfort

- Reduce pedestrian crashes, fatalities, and serious injuries.
- Improve safety at crosswalks and intersections for pedestrians.
- Provide adequate lighting along the City's pedestrian network.
- Create comfortable and aesthetically pleasing pedestrian facilities.
- Support city and State goals towards reducing vehicle miles traveled (VMT), emissions of pollutants, and congestion.

Goal 3: Equitable Investments and Outcomes

- Provide all community members with pedestrian access routes to aid in upward mobility for these community members.
- Provide historically disadvantaged and underserved communities with safe and alternative modes of transportation.
- Reduce transportation cost burdens by improving access to multimodal facilities
- Use inclusive engagement practices to determine community needs and provide opportunities for all people to engage in decision-making processes.

Addressing Challenges

The City of Moreno Valley is facing challenges like other cities across California. This document's vision and goals bolster the City's commitment to address these challenges and support an improved quality of life, environment, and economy for its residents by:

1. **Managing Growth: Increasing Population without Increasing Vehicle Trips**

   ↳ The City of Moreno Valley's population is growing at a steady pace, creating additional stress on the city's transportation system, which is due to the communities' high per-capita reliance on vehicles. By reconfiguring streets to incorporate spaces for pedestrians, the city's roadway network will be more efficient and the number of people walking will increase.

2. **Targeting Investments: Staying Ahead of Changing Landscapes**

   ↳ Moreno Valley recently greenlit the Moreno Valley Town Center, a future development that will feature a vibrant downtown scene with options to work, shop, stay, and play. Improved access to this future development can be ensured by reconfiguring the transportation system to cater to pedestrian activity.

3. **Environmental Considerations: Climate Change and Air Pollution**

   ↳ Moreno Valley, especially Edgemont, faces significant air pollution challenges due to its high concentration of industrial facilities, transportation network, and agricultural activities. By incentivizing and encouraging walking, the City can benefit by reducing greenhouse gas (GHG) emissions, improving air quality, promoting physical activity, and alleviating traffic congestion.

4. **Economic Considerations: Lower Transportation Costs and Livability**

   ↳ Edgemont has higher proportions of households without a vehicle compared to Moreno Valley and the county. By creating a connected and cohesive pedestrian network, transit riders can better access mobility without reliance on private vehicles, communities are more pedestrian-friendly and allow for improved health and livability.

5. **Health Considerations: Improving Healthy Lifestyles**

   ↳ Creating a strong pedestrian network can play a crucial role in combating sedentary lifestyles and improving overall health and well-being in Moreno Valley. By investing in well-maintained sidewalks, safe pedestrian crossings, and a connected network, the City of Moreno Valley can promote healthier lifestyles and improve connectivity among residents.

Organization of the Plan

The MVPP is organized as follows:

Introduction

- Project Overview
- Vision and Goals
- Addressing Challenges
- Organization of the Plan

Existing Conditions

- Community Background
- Pedestrian Infrastructure
- Travel Trends
- Safety Trends
- Crash Network Screening Analysis

Community Engagement

- Community Engagement and Outreach Events
- Engagement Findings

Recommendations

- Priority Pedestrian Network
- Proposed Intersection and Crossing Treatment
- Street Typology Treatments

Implementation

- Cost Estimates
- Funding Sources for Cost Estimates
- Funding Sources by Countermeasure

Looking Ahead

Appendices

EXISTING CONDITIONS

Community Background

Located approximately 64 miles inland (east) from downtown Los Angeles, California, Moreno Valley is the second-largest city in in Riverside County. Incorporated in 1984 after the communities of Edgemont, Sunnymead, and Moreno unified, the City of Moreno Valley spans roughly 4,140 square miles. While most developments are located on the city's valley floor, Moreno Valley is bounded by prominent mountains and hills which include both protected and open space, with some scattered residential developments. In 2023, the city had approximately 212,420 residents, with a steady growth reflected by a median household income of about $91,000.

Today, Moreno Valley is known for its strategic location near major transportation routes and as one of the fastest-growing cities in the Inland Empire. The city's proximity to strategic transportation routes including the I-215, State Route 60, and Ports of Los Angeles and Long Beach, allow it to serve as a logistics, warehousing, and e-commerce hub with efficient access to major population centers throughout Southern California. In 2022, approximately 40 percent of workers had a transportation and warehousing related job compared to 8 percent in 2011 (LEHD, On the Map). Furthermore, the city's relatively affordable land prices allow for continued logistics and population growth. In 2011, Moreno Valley's population was approximately 193,365; in 2023, its population was approximately 212,420; and as of 2024, the population is estimated at 214,196, with growth projected to continue over the next five years, potentially reaching over 223,000 residents by 2030.

Figure 1. Moreno Valley Regional Location

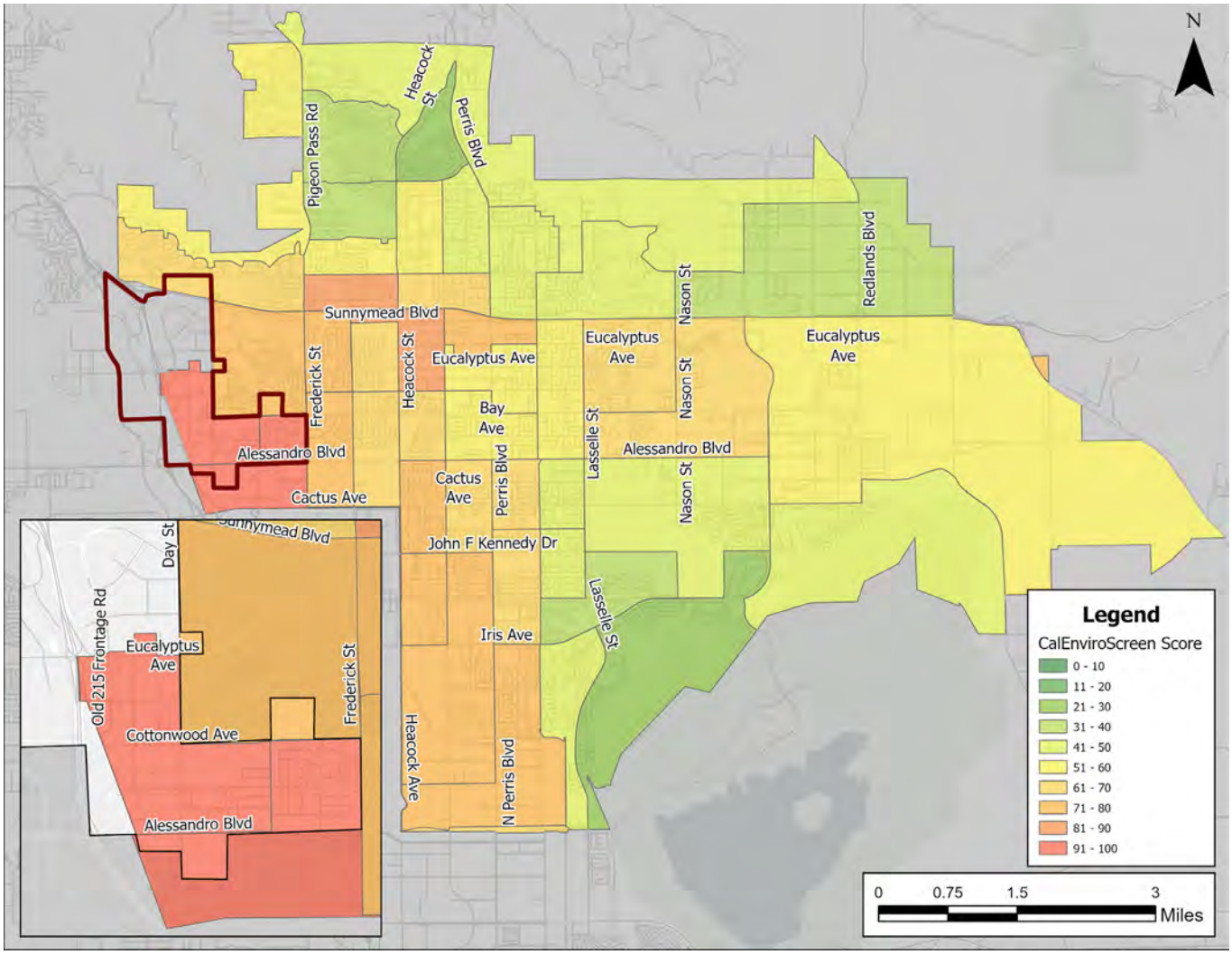
Source: Kimley-Horn and Associates, City of Moreno Valley, County of Riverside

Historically Underserved Communities

CalEnviroScreen 4.0 defines disadvantaged communities (DACs) as areas disproportionately burdened by pollution and socioeconomic stressors. DACs are designated by the California Environmental Protection Agency for the purpose of Senate Bill 535. Using a comprehensive environmental health screening tool that groups 21 indicators by pollution burden and population characteristics, CalEnviroScreen 4.0 identifies Census tracts disproportionately exposed to stressors. Census tracts scoring above the 75th percentile for pollution and stressors are considered DACs.

Of the 47 census tracts in Moreno Valley, 19 percent are DACs. **Figure 2** shows that most DACs are on the west side of Moreno Valley, along Interstate 215 and concentrated in the Edgemont community. Unlike other areas in Moreno Valley, Edgemont residents have historically experienced greater socioeconomic hardships, lower median incomes, higher unemployment rates, and lower educational attainment compared to the broader city. Further, Edgemont's location near major freeways and industrial developments has contributed to concentrated ambient pollution, intensified by the ongoing growth of the logistics and warehousing industries. Edgemont has also struggled with inadequate pedestrian infrastructure and connectivity and transit connectivity which perpetuate a cycle of environmental injustice and institutional neglect.

Figure 2. CalEnviroScreen 4.0 Communities in Moreno Valley



Source: Kimley-Horn and Associates, City of Moreno Valley, Office of Environmental Health Hazard Assessment (OEHHA)

Community Profile

The City of Moreno Valley is relatively younger and more diverse than the state and Riverside County. **Table 1** shows that approximately 26 percent of residents are under the age of 18 compared to 23 percent in the state and 25 percent in Riverside County. Significantly more residents identify as Black in Moreno Valley (12.7 percent) and Edgemont (13.7 percent) than the state or county, where only 5.2 percent and 5.9 percent identify as Black, respectively. Furthermore, Moreno Valley residents drive more, walk and roll less, have higher rates of homeownership, lower rates of poverty, and lower rates of zero-vehicle households compared to the state and county. These data suggest the need for targeted pedestrian infrastructure to facilitate walking and biking in the area to promote alternate modes of transportation.

Table 1. Demographics in California, Riverside County, Moreno Valley, and Edgemont Community

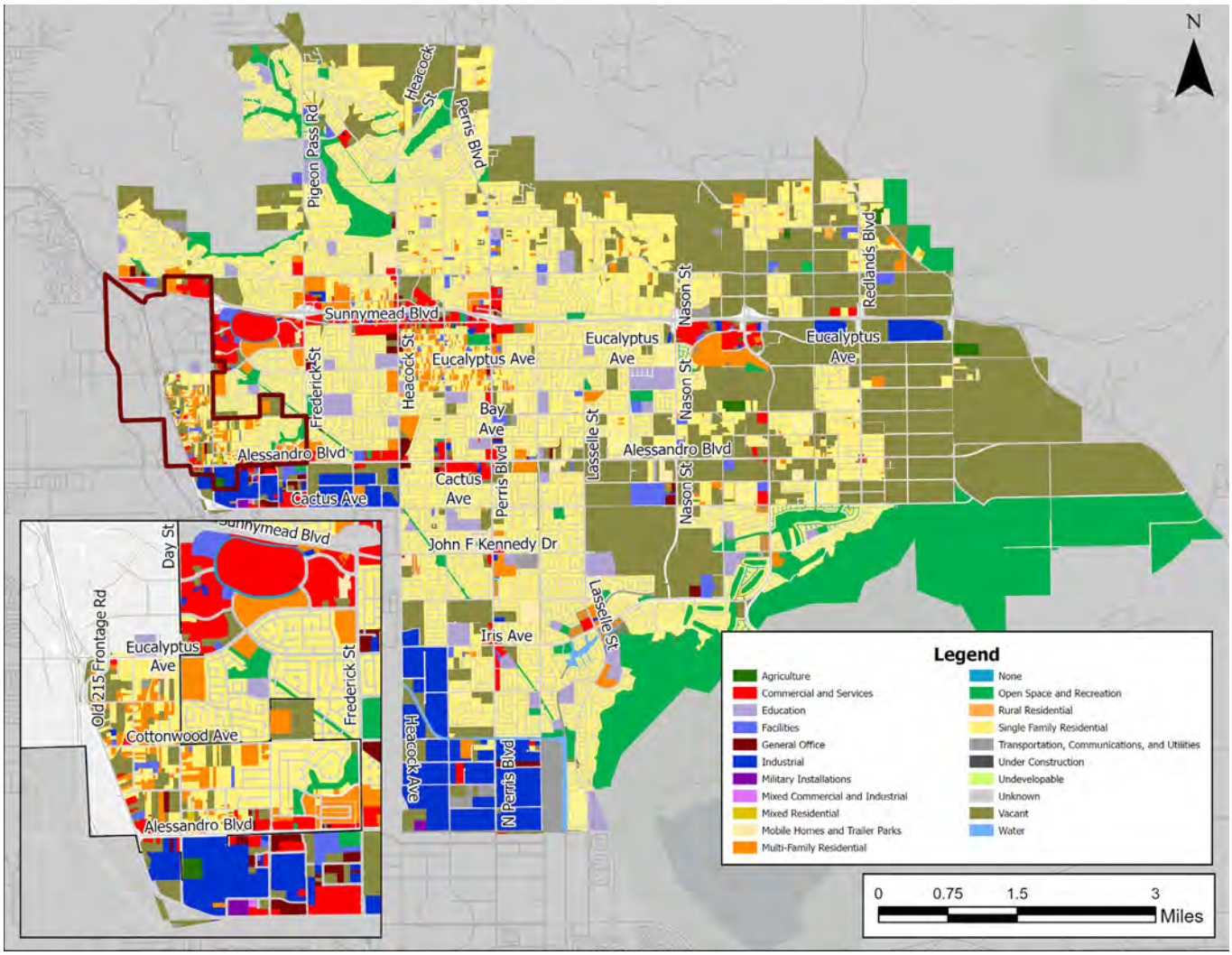
Metric	California	Riverside County	Moreno Valley	Edgemont Community
Total Population	38,965,192	2,492,442	212,416	6,103
Population Under 18 Years Old	23%	25%	26%	17.7%
Population Over 65 Years Old	16.2%	16.0%	9.1%	3.9%
Population Identifying as Black, Indigenous, or People of Color (BIPOC)	67.1%	70.2%	87%	80.7%
American Indian/Alaskan Native	0.26%	0.26%	0.11%	0.32%
Asian	15.5%	6.9%	4.8%	4.8%
Black	5.2%	5.9%	12.7%	13.7%
Hispanic/Latino	40.5%	51.9%	64.7%	66.4%
Native Hawaiian/Other Pacific Islander	0.34%	0.31%	1.2%	0.67%
Other	0.67%	1.1%	0.45%	0.35%
Two or More Races	4.4%	3.5%	2.6%	2.5%
White	33.3%	30.2%	13.5%	10.8%
Unemployed Population	5.5%	5.0	4.5%	2.0%
Population that Drives Alone to Work	67.1%	72.2%	78.1%	48.8%
Population that Walks to Work	2.5%	1.4%	0.67%	0.23%
Population that Bikes to Work	0.81%	0.42%	0.11%	0.42%
Population with Disability	9.0%	9.0%	10.0%	0.50%
Population in Poverty	12.0%	12.2%	10.7%	9.1%
Owner-Occupied Households	55.9%	56.0%	62.3%	18.5%
Renter-Occupied Households	44.1%	43.7%	37.7%	39.8%
Single-Parent Households	57.0%	58.0%	66.0%	18.5%
Renter-Occupied Households with No Vehicles	4.7%	2.1%	2.1%	4.3%
Owner-Occupied Households with No Vehicles	1.6%	1.9%	2.2%	4.8%

Source: Kimley-Horn and Associates, American Community Survey (2023)

Land Use and Destinations

Moreno Valley spans approximately 42,917 acres, with the city limits encompassing 32,997 acres (51.6 square miles). **Figure 3** shows that most of the existing development within city limits is concentrated in the western part of the city. Nevertheless, within the city limits, more than **37 percent** of land is designated for residential use, **32 percent** of land is open space or vacant, about **15 percent** is designated for parks and recreation, **6.3 percent** for public facilities, **5.7 percent** for industrial uses, and **3.5 percent** for commercial uses. Further, most industrial land uses are congregated south of Edgemont, further exacerbating ambient pollution.

Figure 3. Moreno Valley Land Use Designations



Source: Kimley-Horn and Associates, Southern California Association of Governments

Pedestrian Infrastructure

Sidewalks

Of approximately 48,216 parcels in Moreno Valley, 4,338 parcels lack sidewalks. **Figure 7** best illustrates this, showing that parcels missing sidewalks are generally grouped into three primary areas throughout the city:

1. **North-East end of the city near Sunnymead Boulevard and Redlands Boulevard.** This area has less residential density, large swaths of open and recreational land, and is generally more rural in nature. Much of the missing pedestrian infrastructure can be attributed to its rural characteristics.

2. **East of the city near Alessandro Boulevard and Nasson Street.** This area has large parcels of undeveloped land. Though there is some residential development on the outskirts of this segment, most land in the core of this segment sits empty, contributing to the missing pedestrian infrastructure.

3. **The Edgemont Community.** Edgemont features different housing stock, grocery stores, office buildings, schools, employment centers, and more. **Figure 8** shows unlike the other two segments, Edgemont's missing pedestrian infrastructure is primarily located adjacent to existing residential developments. Specifically, 288 parcels in Edgemont are missing sidewalks along Dracae Avenue, Cottonwood Avenue, Bay Avenue, Edgemont Street, Day Street.

Figure 4. Missing Sidewalk along Sunnymead Boulevard near Redlands Boulevard

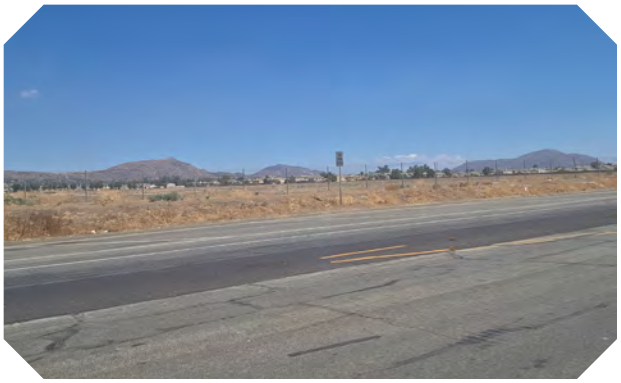
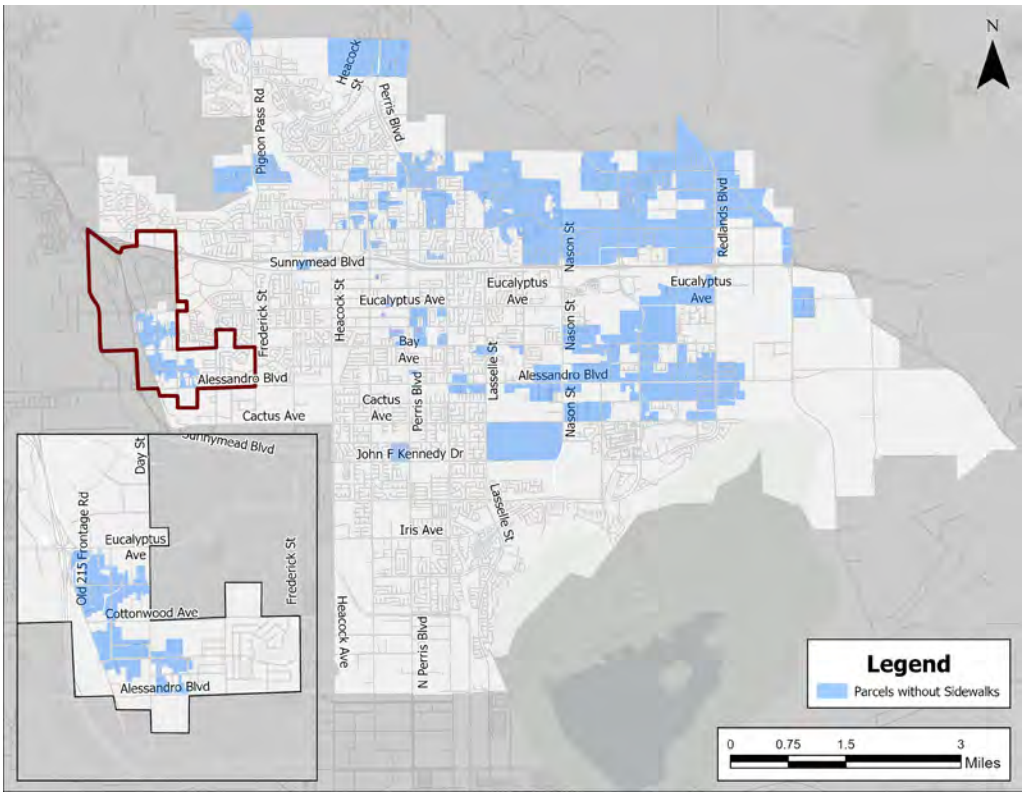


Figure 5. Missing Sidewalk near Alessandro Boulevard and Darwin Drive

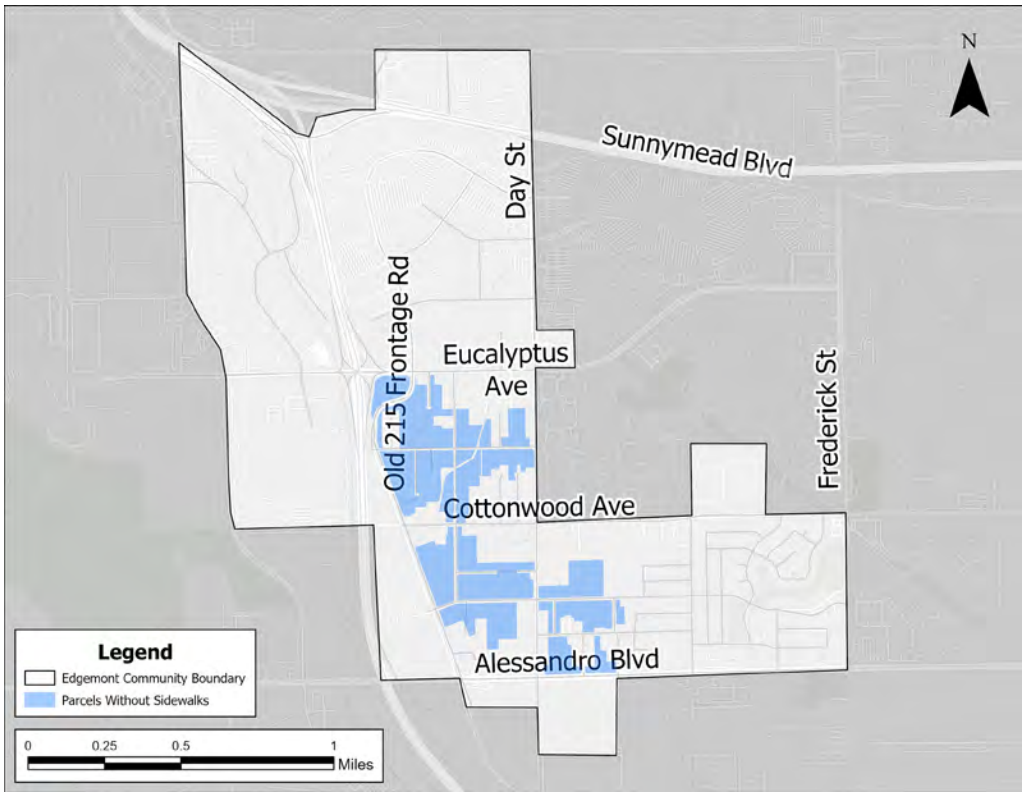
Figure 6. Missing Sidewalk on Edgemont Street near Cottonwood Avenue

Figure 7. Moreno Valley Parcels Without Sidewalks



Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley

Figure 8. Edgemont Community Parcels without Sidewalks

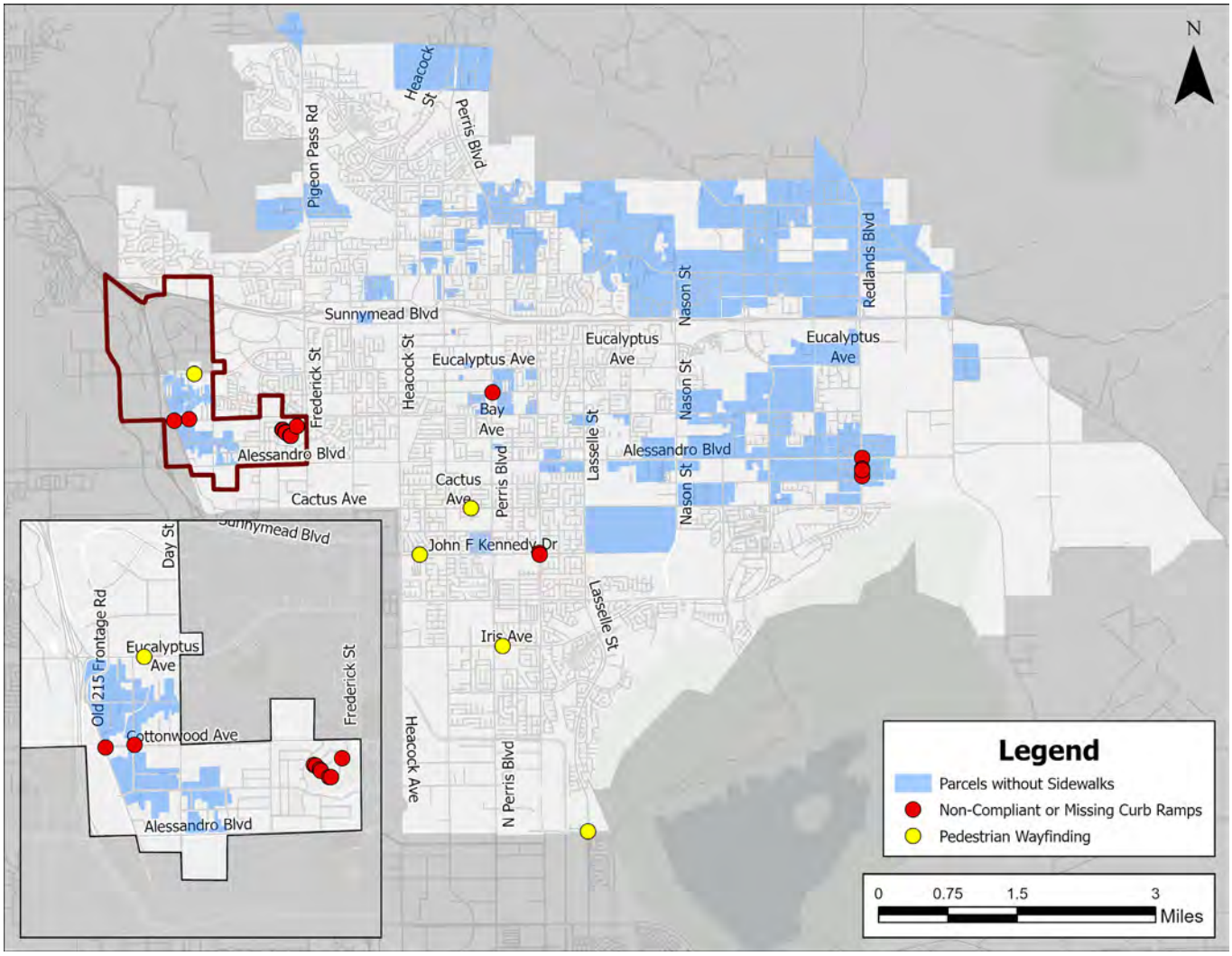


Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley

Non-Compliant American with Disabilities (ADA) Curb Ramps and Wayfinding Signage

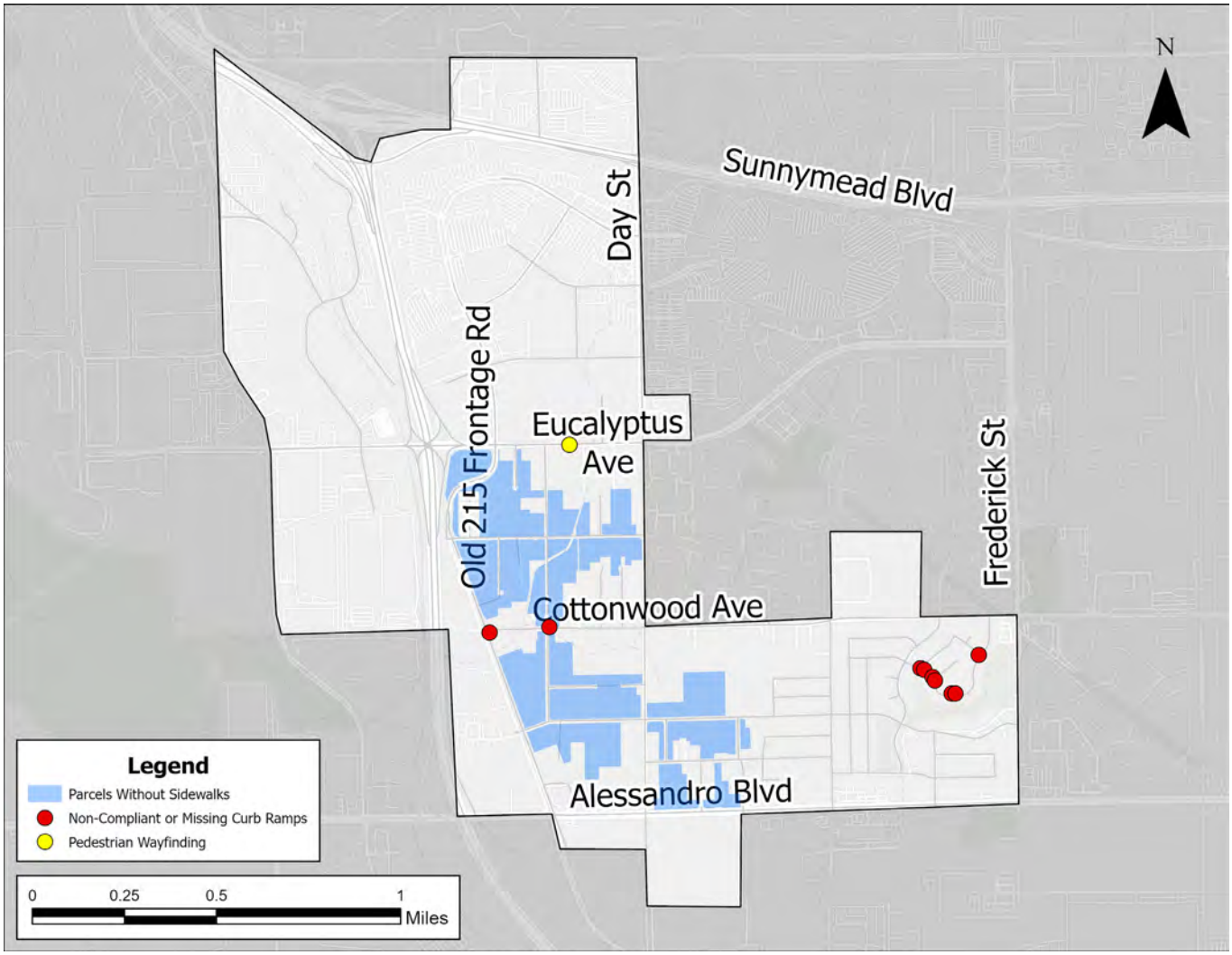
There are 18 non-ADA compliant curb-ramps along the 114 road segments in the City of Moreno Valley. **Figure 9** shows non-ADA compliant curb ramps outside of Edgemont are primarily along parcels without sidewalks, near undeveloped lands. In Edgemont, however, **Figure 10** shows that non-ADA compliant or missing curb ramps are along Cottonwood Avenue and Edgemont Street, and near Frederick Street by the Baywood Villa Apartments. These areas are primarily residential, with the former located near a local convenience market. Furthermore, both figures show the lack of pedestrian wayfinding signage, demonstrating the need for improved pedestrian infrastructure, connectivity, and accessibility for residents in Edgemont and Moreno Valley.

Figure 9. Non-Compliant ADA Ramps and Pedestrian Wayfinding along Main Arterials in Moreno Valley



Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley

Figure 10. Non-Compliant ADA Ramps and Pedestrian Wayfinding along Main Arterials in Edgemont

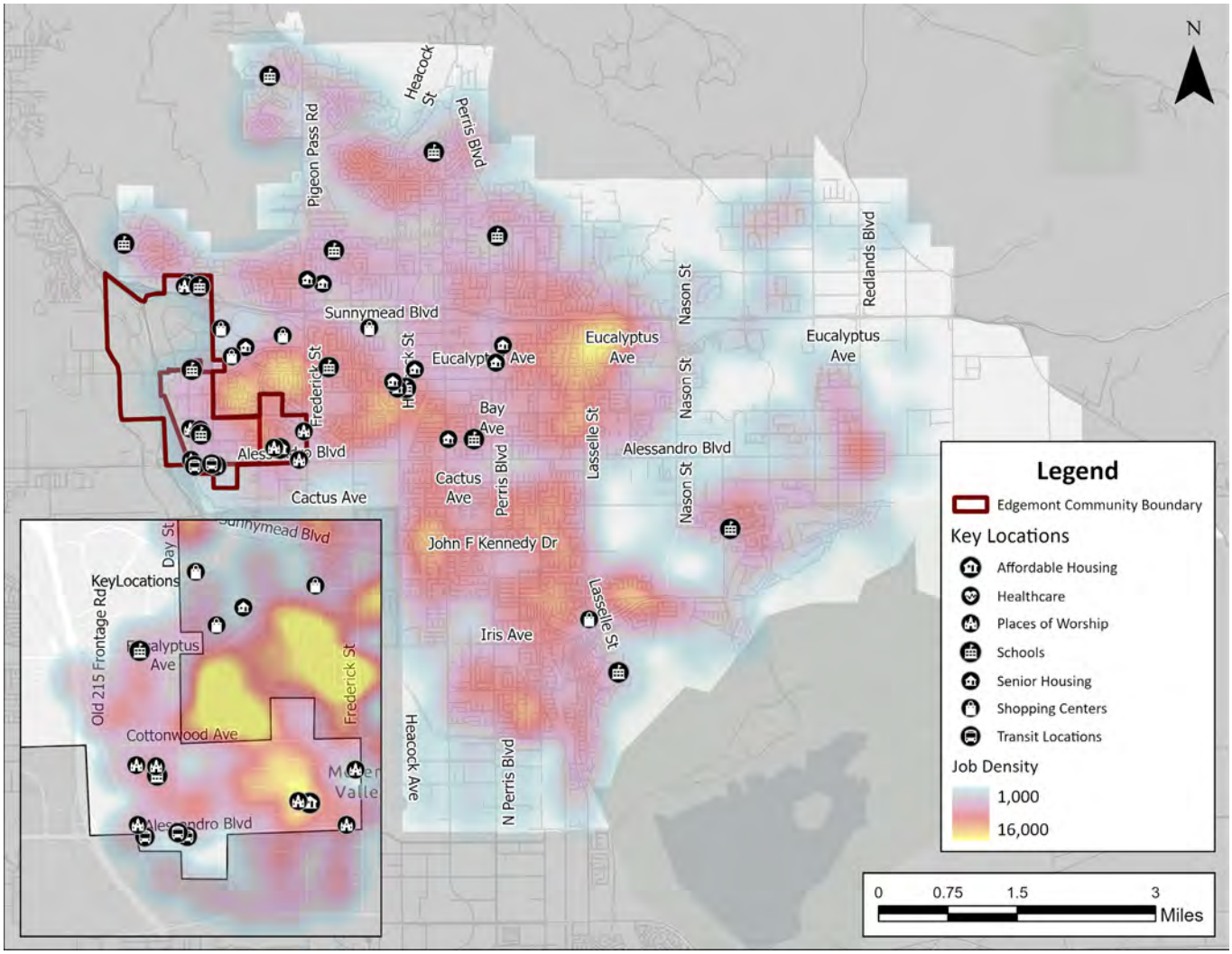


Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley

Key Locations

Most key locations in Moreno Valley are located north of Alessandro Boulevard. **Figure 11** shows that locations with the most job density include areas to the right of Edgemont, areas near John F Kennedy Drive, and other warehousing areas to the east of the city. However, key locations such as shopping centers, schools, healthcare, senior housing, and more are in the northern parts of the city and in Edgemont, where as noted, there is limited pedestrian connectivity and infrastructure. The following section discusses pedestrian safety trends in the city.

Figure 11. Key Locations in Moreno Valley



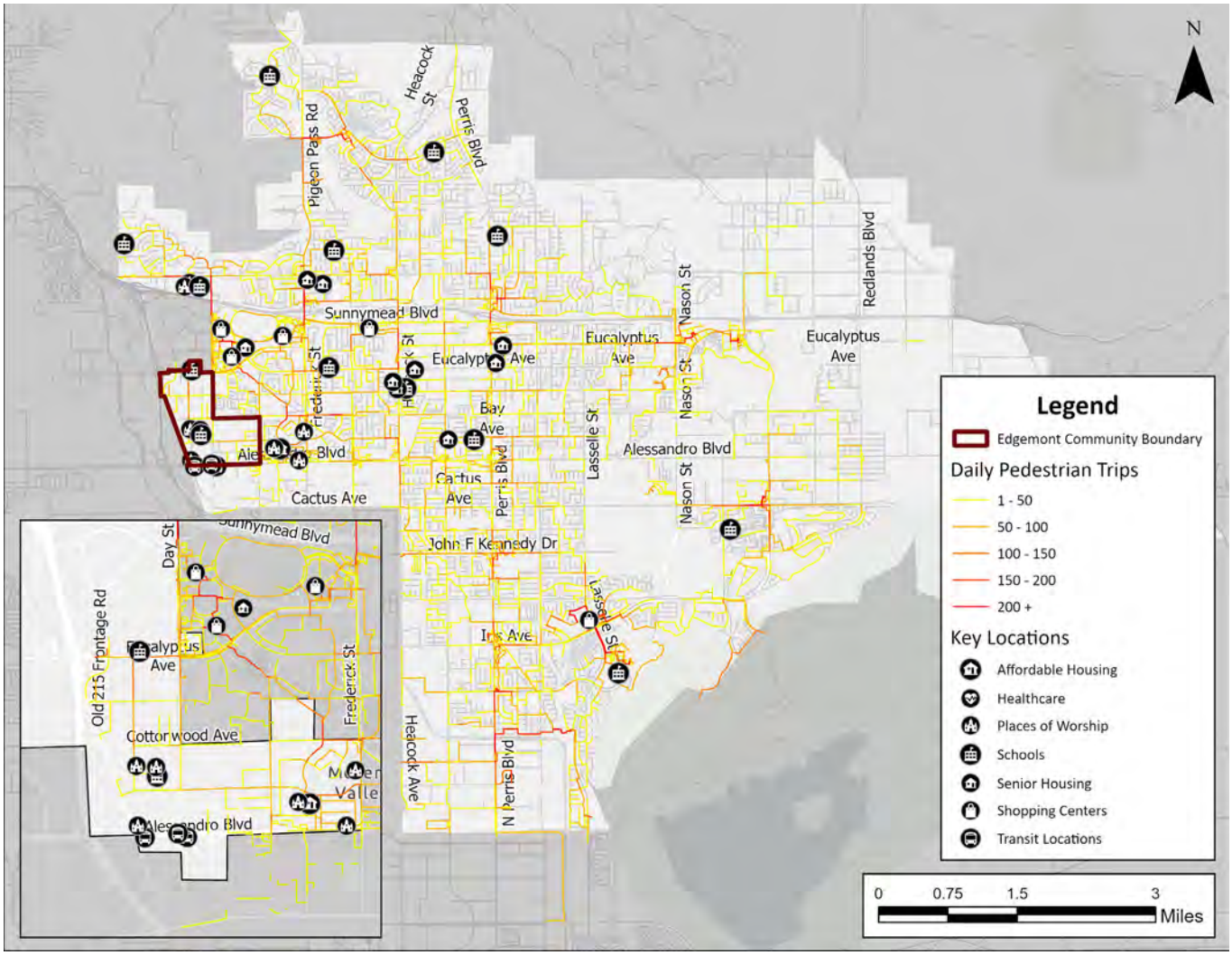
Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley, Longitudinal Employer-Household Dynamics

Travel Trends

Pedestrian Trips

Most daily pedestrian trips occur near shopping centers and in the west side of Moreno Valley. **Figure 12** shows that the streets with the highest daily pedestrian trips include Perris Boulevard, Alessandro Boulevard, Eucalyptus Avenue, Dracaea Avenue, Heacock Street, Cottonwood Avenue, Frederick Street near Edgemont, Lasselle Street in the south-east end of the city near the shopping center, and along Day Street near the shopping centers in Edgemont. Some of the streets with the least pedestrian activity include Oliver Street, Indian Avenue, and segments of Perris Boulevard to the north of the city, and streets south of Edgemont where there is high concentration of logistics and warehousing jobs.

Figure 12. Moreno Valley Daily Pedestrian Trips

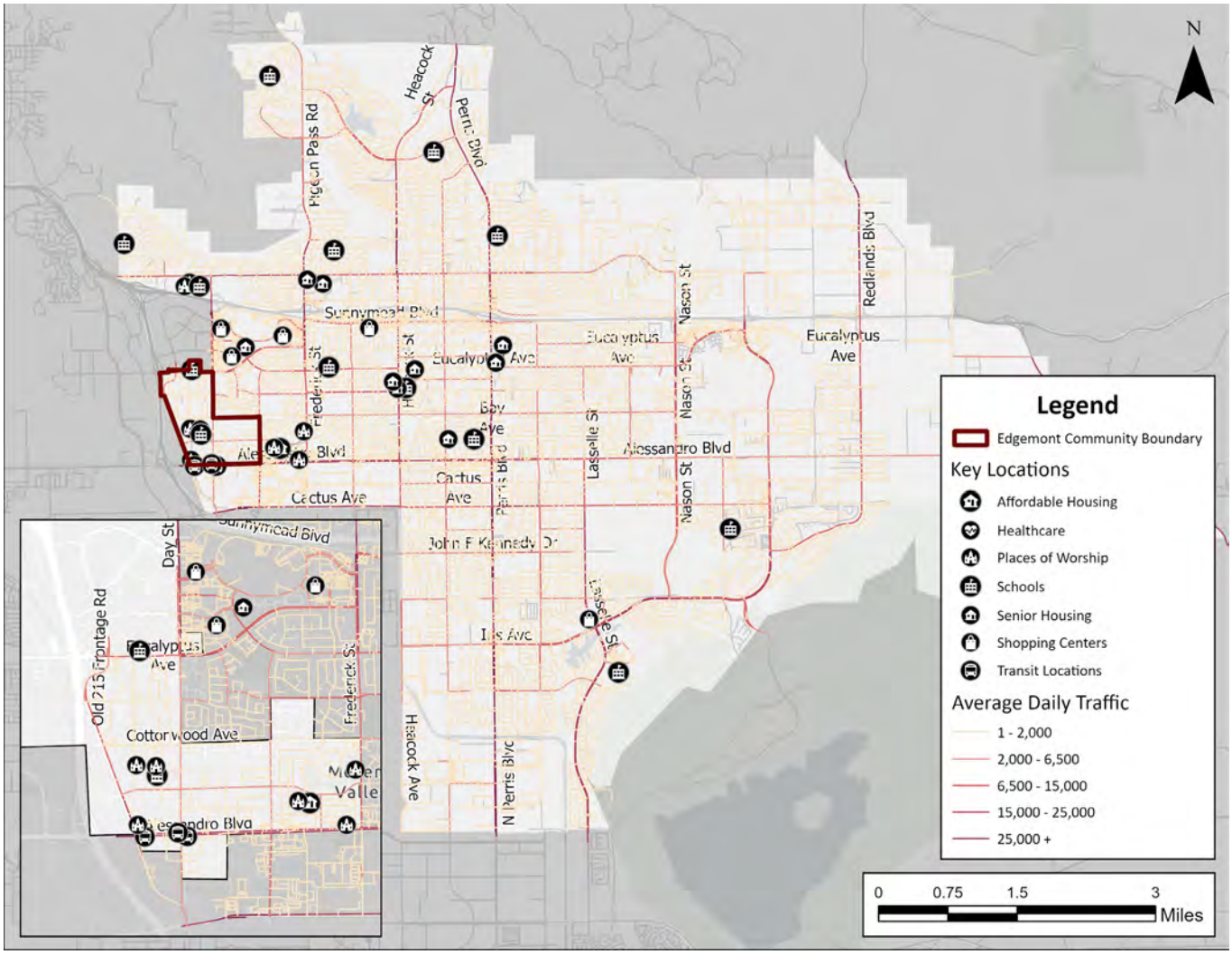


Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley, Longitudinal Employer-Households Dynamics, Replica

Average Daily Traffic

Perris Boulevard has the most average daily traffic in the entire city. In Edgemont, Alessandro Boulevard and Eucalyptus Avenue have the highest average daily traffic. **Figure 13** helps illustrate that most of the streets with the highest average daily traffic are north-south roads, suggesting that these roads may serve as alternate routes to the I-215 freeway.

Figure 13. Average Daily Traffic in Moreno Valley



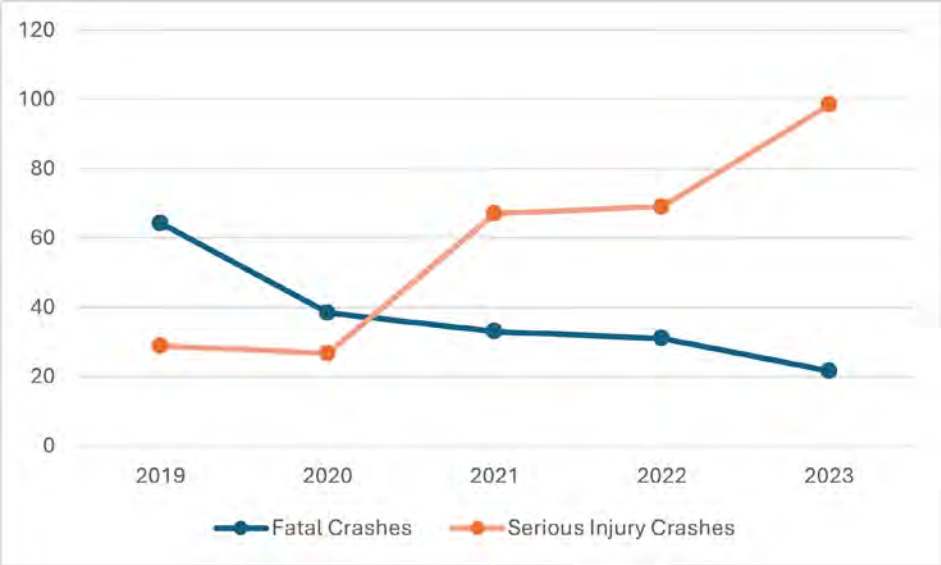
Source: Kimley-Horn and Associates, County of Riverside, City of Moreno Valley, Longitudinal Employer-Households Dynamics, Replica

SAFETY TRENDS

Total Crashes

Between 2019 and 2023, the University of California, Berkeley Transportation Injury Mapping System (TIMS) reported a total of 3,717 crashes in Moreno Valley. Though **Figure 14** shows that fatal crashes slightly decreased and serious injury crashes increased during this period, pedestrians and bicyclists are overrepresented in fatal crashes in Moreno Valley.

Figure 14. Fatal and Serious Injury Crashes in Moreno Valley by Year (2019 – 2023)

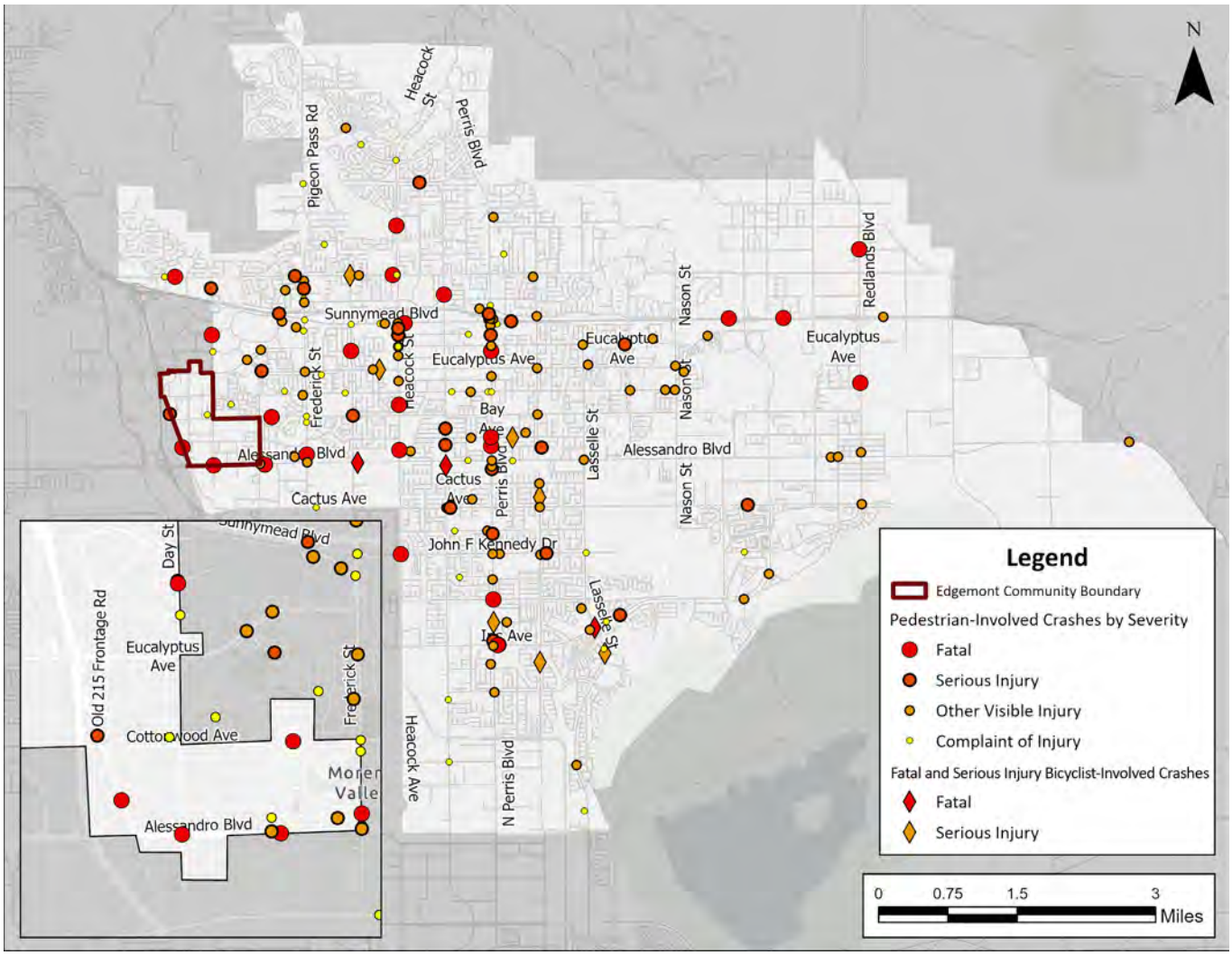


Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

Pedestrian-and Bicyclist-Involved Crashes

Despite accounting for only **7 percent** of crashes in Moreno Valley, pedestrian-and bicyclist-involved crashes accounted for nearly **40 percent** of all crash fatalities between 2019 and 2023 (TIMS). **Figure 15** illustrates that many pedestrian-and bicyclist-involved crashes occurred along Perris Boulevard which runs north-south through the middle of the city. Furthermore, the figure shows that most fatal crashes are concentrated on the west side of Moreno Valley, near more residential and commercial developments. In fact, most crashes in Edgemont resulted in fatal crashes. Of the 181 pedestrian-involved crashes, **16 percent** resulted in fatalities and **15 percent** resulted in serious injuries. Approximately **60 percent** of fatal pedestrian-involved crashes occurred while a pedestrian was crossing a street outside of a crosswalk, **34 percent** while a pedestrian was in the road, including the shoulder, and **7 percent** while a pedestrian was crossing a crosswalk. Of the 88 crashes involving bicyclists, **3 percent** resulted in fatalities and **9 percent** in serious injuries and occurred near an intersection.

Figure 15. Pedestrian-and Bicyclist-Involved Crashes in Moreno Valley (2019 -2023)

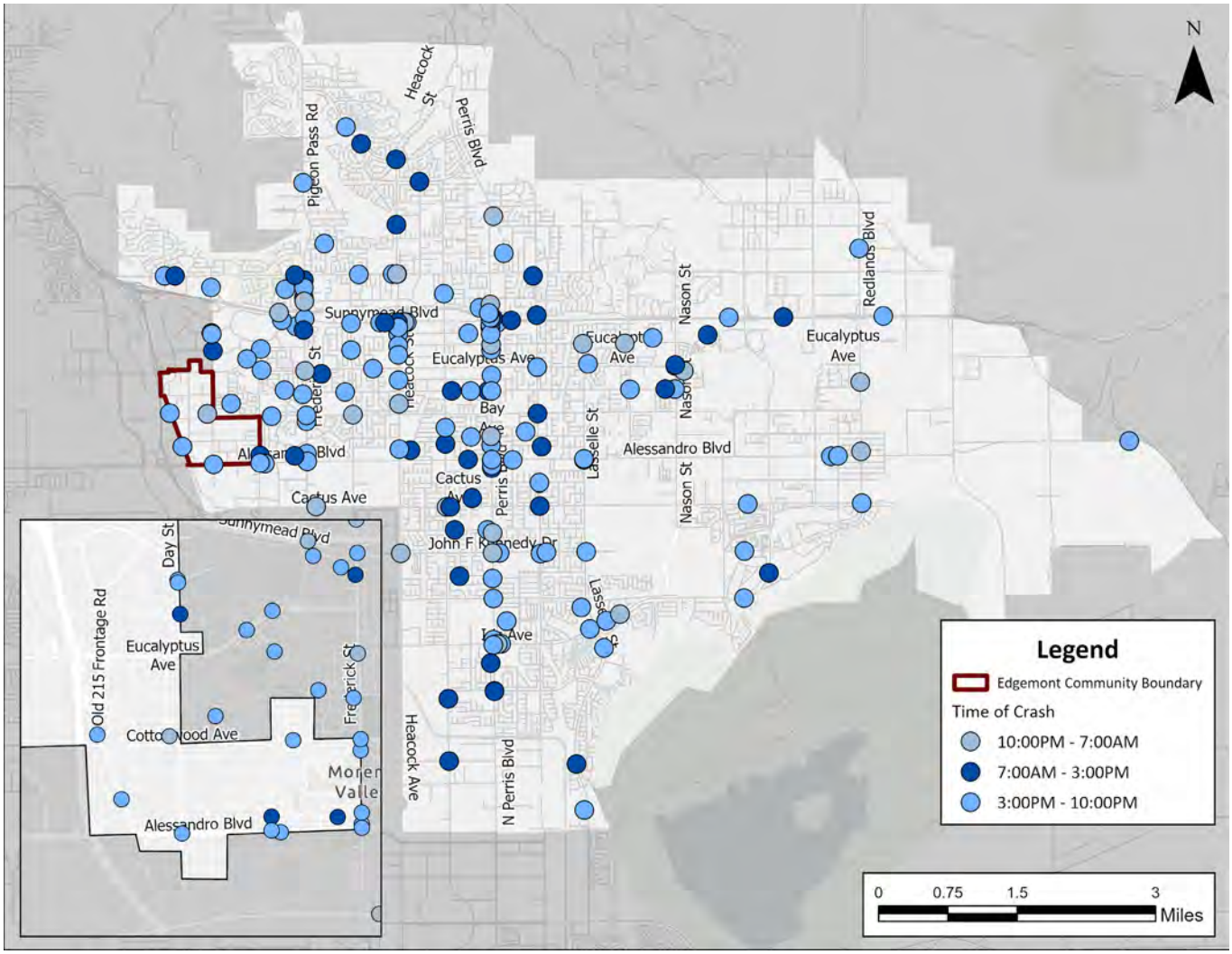


Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

Time of Crashes

More than half of pedestrian-and bicyclist-involved crashes in Moreno Valley occurred during the daytime. Of the 3,717 crashes that occurred between 2019 and 2023, **60 percent** occurred during the daytime, **40 percent** occurred in the dark, and **4 percent** occurred during dusk or dawn hours of the day. **Figure 16** shows that most crashes that occurred between 7:00AM and 3:00PM occurred along Perris Boulevard through the middle of the city. Of crashes that occurred in the dark, **85 percent** had street lighting within proximity of the crash location, **15 percent** did not have street lighting present, and **1 percent** had non-functional streetlights.

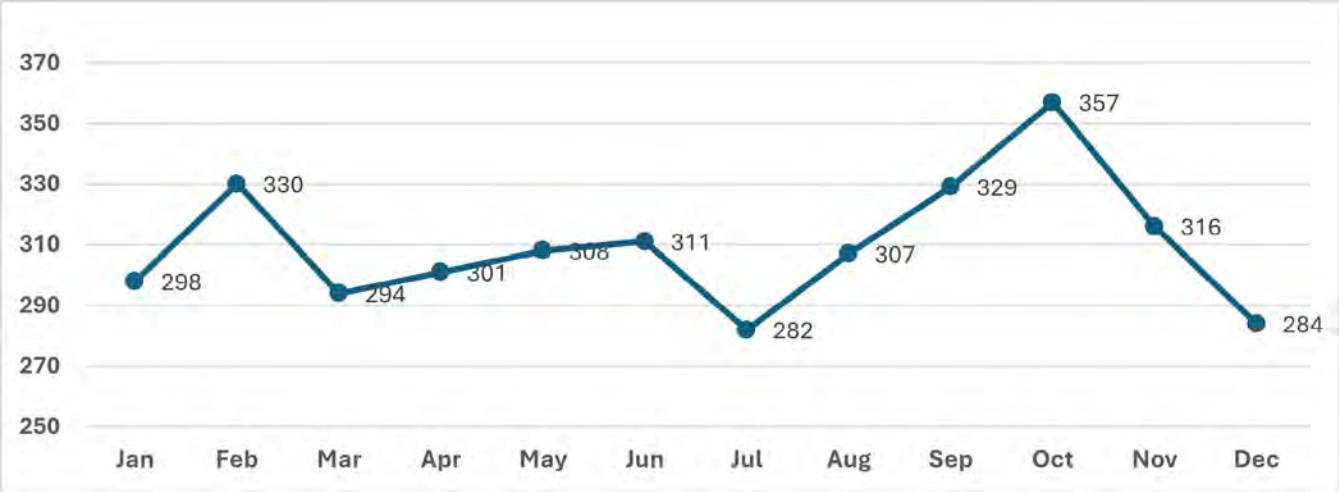
Figure 16. Time of Pedestrian-and Bicyclist-Involved Crashes in Moreno Valley



Source: Kimley-Horn and Associates, TIMS (2019-2024), City of Moreno Valley

Similarly, crashes increased steadily throughout the year before decreasing in November and December. **Figure 17** shows that July had the least crashes (282) in the year and crashes steadily increased and peaked in October before decreasing in November and December. This data suggests the need for better infrastructure improvements to improve safety considerations for pedestrians in Moreno Valley.

Figure 17. Total Crashes in Moreno Valley by Month in 2023



Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

Demographics of Crash Victims

Older residents and people of color were over overrepresented in crashes in Moreno Valley. **Table 2** shows that residents over the age of 65 accounted for **14.2 percent** of fatal and serious injury victims but only represented **3.9 percent** of Moreno Valley's population. Similarly, residents that identify as Black accounted for **22.3 percent** of fatal and serious injury victims but only represent **13.7 percent** of the city's population. Individuals that identify as Other account for **3.9 percent** of fatal and serious injury victims yet only represent **0.35 percent** of the city's population. This data confirms that older residents and people of color are disproportionately exposed to high-risk crash areas like Edgemont, reaffirming the need for interventions in these locations to improve pedestrian safety.

Table 2. Comparison of Citywide Demographics and Crash Victims Involved, City of Moreno Valley (2019 -2023)

Metric (%)	Fatal and Serious Injury	Total Population
Women	24.7%	51%
Men	75.3%	49%
Population Under 18	17.7%	17.7%
Population Over 65	**14.2%**	**3.9%**
Populations Identifying with the following Race[1]		
American Indian/Alaskan Native	N/A	0.32%
Asian	2.0%	4.8%
Black	22.1%	13.7%
Hispanic/Latino	50.4%	66.4%
Native Hawaiian/Other Pacific Islander	N/A	0.67%
Other	4.1%	0.35%
Two or More Races	N/A	2.5%
White	16.9%	10.8%

1 Collision data, which is most frequently derived from the Statewide Integrated Traffic Records System (SWITRS), may obscure the true statistics on who experiences fatalities and serious injuries because race/ethnicity is recorded by the officer at the scene and they may not be able to distinguish a party's race/ethnicity.

Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

Cause of Crashes

Unsafe speeds caused most crashes in Moreno Valley. **Table 3** shows that unsafe speeds caused nearly **30.4 percent** of crashes. Improper turning caused **15.6 percent** of crashes, and automobile right-of-way violations caused **14.3 percent** of crashes. The remaining challenge areas are outlined below.

Table 3. Cause of Crashes (2019-2023)

Primary Crash Factor	Percent of Crashes (n=3,717)
Unsafe Speed	30.4%
Improper Turning	15.6%
Automobile Right-of-way	14.3%
Traffic Signals and Signs	**13.9%**
Driving or Bicycling Under the Influence of Alcohol or Drugs	11.6%
Pedestrian Violation	2.7%
Unsafe Lane Change	2.6%
Unsafe Starting or Backing	1.8%
Wrong Side of Road	1.3%
Unknown	1.2%
Other than Driver (or Pedestrian)	1.1%
Pedestrian Right-of-way	1.1%
Following too Closely	0.81%
Improper Passing	0.62%
Other Hazardous Violation	0.46%
Other Improper Driving	0.35%
Impeding Traffic	0.03%
Hazardous Parking	0.03%
Other Equipment	0.03%

Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

Statewide Comparison

Although pedestrian and bicyclists are less of a challenge area in Moreno Valley and Edgemont, impaired drivers and motorcycle crashes contribute to higher fatal and serious injury crashes in the city. **Table 4** shows that Edgemont has **12 percent** more impaired driver crashes than the state and **8 percent** more than the county. Edgemont also has **4 percent** more motorcycle crashes than the state, and **3 percent** more than the county and city, respectively.

Table 4. Comparison of Statewide and Riverside County Fatal and Serious Injury Crashes (2019 - 2023)

Challenge Areas	Percent of Fatal and Serious Injury Crashes (2019 - 2023)				Edgemont Comparison (Percent Point Difference)		
	Statewide	Riverside County	Moreno Valley	Edgemont Community	Statewide	Riverside County	Moreno Valley
Pedestrians	19%	14%	18%	**9%**	-10%	-5%	-10%
Bicyclists	7%	4%	4%	**0%**	-7%	-4%	-4%
Aggressive Driving	34%	32%	32%	**31%**	-3%	-1%	-1%
Aging Drivers	13%	12%	6%	**7%**	-6%	-6%	1%
Commercial Vehicles	7%	9%	7%	**0%**	-7%	-9%	-7%
Distracted Driving	4%	3%	3%	**0%**	-4%	-3%	-3%
Impaired Driving	19%	23%	31%	**31%**	12%	8%	0%
Intersections	25%	22%	28%	**18%**	-8%	-4%	-10%
Lane Departures	41%	43%	35%	**42%**	1%	0%	8%
Motorcyclists	20%	21%	22%	**24%**	4%	3%	3%
Occupant Protection	14%	16%	13%	**11%**	-3%	-5%	-2%
Work Zones	2%	4%	2%	**0%**	-2%	-4%	-2%
Young Drivers	12%	13%	14%	**7%**	-5%	-7%	-7%

Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley

CRASH NETWORK SCREENING ANALYSIS

The Crash and Network Screening Analysis examined the City of Moreno Valley's roadway network to identify and rank locations most or least likely to reduce the frequency of crashes. Using guidance from the Local Roadway Safety Manual (LRSM), the analysis created six sub-categories from the roadway network and ranked roadway segments based on the number of crashes at intersections and mid-block segments. The six sub-categories included:

1. **Signalized Intersections**
2. **Unsignalized Intersections**
3. **Principal Arterial Segments**
4. **Minor Arterials Segments**
5. **Collector Segments**
6. **Local Segments**

These sub-categories helped determine if crashes along the segments exceed the **33 percent** probability (industry standard) of crash thresholds. If crashes exceed a **50 percent** probability threshold, they indicate crash types are over-represented compared to their counterparts but are not necessarily highly significant in these locations. On the other hand, if crash types exceed a **75 percent** probability threshold, they indicate they are highly significant regarding the number of crashes occurring in these locations and should be further investigated.

Most overrepresented pedestrian-involved crashes occurred at signalized intersections on principal arterials. For instance, **Figure 18** shows Perris Boulevard and Sunnymead Boulevard (both principal arterials) had the highest pedestrian-involved crashes per intersection, with serious injury crashes overrepresented at this intersection relative to the rest of the city. Most signalized intersections throughout the city had between one and two pedestrian crashes per intersection and were overrepresented compared to other intersections in the city.

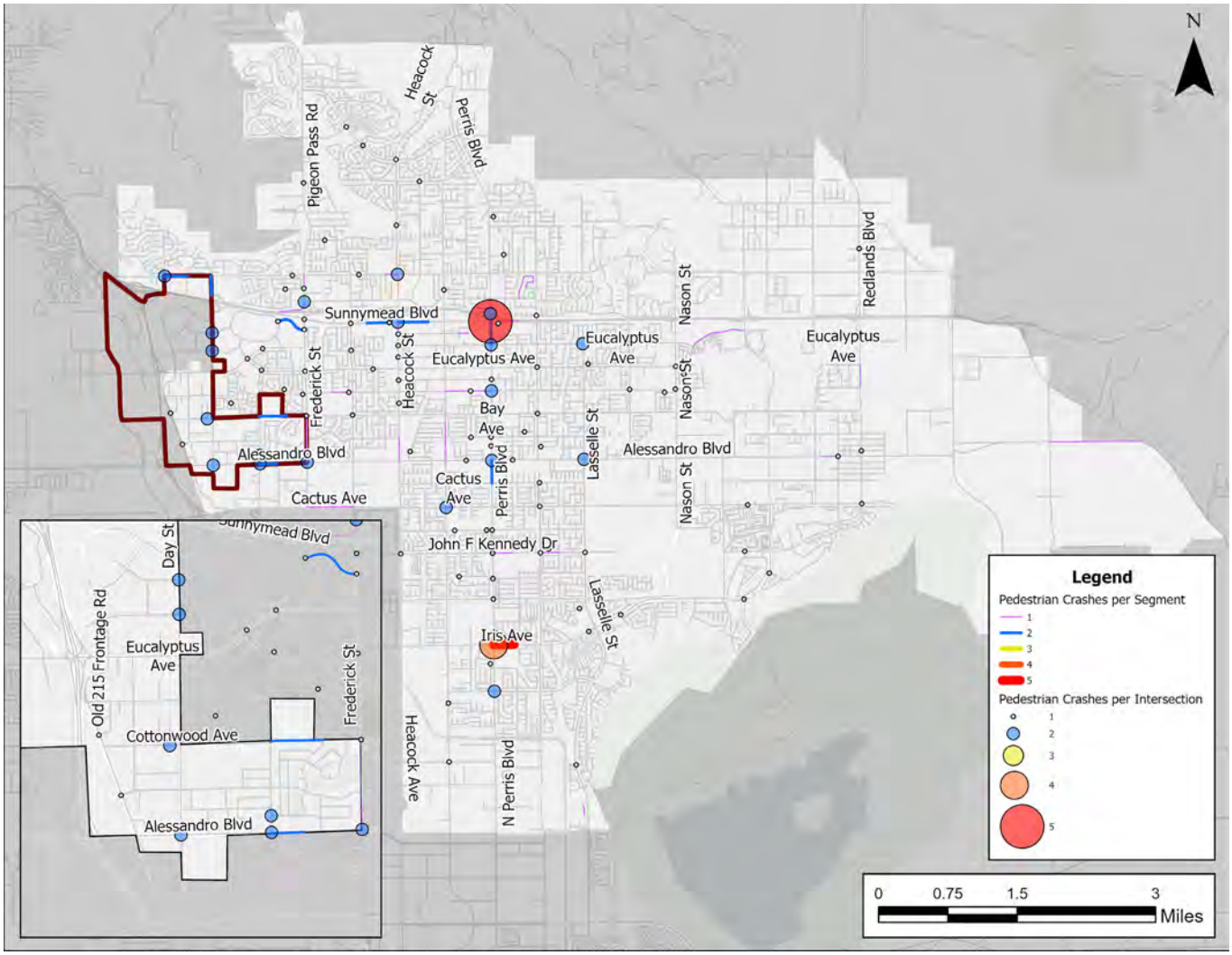
Edgemont had a higher propensity of crashes at unsignalized intersections. **Table 5** shows that Elsworth Street and Adrienne Avenue in Edgemont are the unsignalized intersection with the most pedestrian-involved crashes, with serious injury crashes overrepresented at this intersection compared to the city. Similarly, the intersection at Cottonwood Avenue and Hildegarde Street is the unsignalized intersection with third most overrepresented pedestrian crashes – this intersection is also in Edgemont. Making improvements along these segments can help reduce the risk of pedestrian crashes for some of Moreno Valley's most vulnerable communities.

Table 5. Top 10 Signalized and Unsignalized Intersections in Pedestrian Crash Network Screening Analysis

Ranking	Signalized Intersection	Unsignalized Intersections
1	Perris Boulevard & Sunnymeade Boulevard	Elsworth Street & Adrienne Avenue
2	Perris Boulevard & Iris Avenue	Lasselle Street & Fir Avenue
3	Perris Boulevard & Alessandro Boulevard	Hildegarde Street & Cottonwood Avenue
4	Day Street & Alessandro Boulevard	Kitching Street & Eucalyptus Avenue
5	Heacock Street & Ironwood Avenue	Heacock Street & Webster Avenue
6	Heacock Street & Sunnymead Boulevard	Perris Boulevard & Gloria Street
7	Alessandro Boulevard & Frederick Street	Pelican Ln & Iris Avenue
8	Elsworth Street & Alessandro Boulevard	Kitching Street & Brodiaea Avenue
9	Day Street & Gateway Drive	Wilmot Street & Alessandro Boulevard
10	Perris Boulevard & Sr60 On/Off Ramp	Perris Boulevard & Atwood Avenue

Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley, Caltrans

Figure 18. Moreno Valley Crash Network Screening Analysis



Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley, Caltrans

COMMUNITY ENGAGEMENT

Community Engagement Summary

Community engagement was the foundation of this planning process. With support from the Southern California Association of Governments (SCAG) and the City of Moreno Valley, the consultant team developed a multi-faceted community engagement strategy to involve residents of all ages and backgrounds in the project. **Table 6** shows that community engagement included in-person events, neighborhood workshops, surveys, and online comment tools, which enabled residents to share their experience walking, biking, and rolling in the city. All community engagement materials were made available in English and Spanish and included social media promotion. In-person events were held in different areas throughout the city to reach historically disadvantaged and underserved communities who lack sidewalks on many street segments, such as the Edgemont community. The consultant team also collaborated with disability rights advocates and ADA staff from the city to address the needs of residents who roll throughout Moreno Valley. Coupled with quantitative data collection and analysis, findings from the community engagement events guided the selection of projects and policies to improve walking in the city and empowered residents to shape Moreno Valley's vision for a safer, more connected pedestrian network.

Table 6. Summary of Community Engagement Activities

Engagement Activity	Date(s)	Summary
Snow Day Winter Event	December 7, 2024	Introduced the Moreno Valley Pedestrian Access Plan. Spoke to over 67 residents and gathered general feedback about community walking needs.
Edgemont Community Workshops	April 14, 2025 April 16, 2025 April 21, 2025 April 23, 2025 May 5, 2025	Targeted outreach and workshops in Edgemont in areas that lack sidewalks. Sent direct mailers to 879 households. Collected over 50 comment cards on sidewalk needs from owners and residents during five workshops.
Online Community Survey	June 21, 2025 to August 5, 2025	Deployed an online survey on the project website for broader community input on walking behaviors, barriers, and priority improvements. Received 75 responses.
Juneteenth Celebration Community Event	June 19, 2025	Participated in city-wide event to discuss the project plan. Spoke with over 74 residents. Received targeted feedback on pedestrian and sidewalk needs.
Box Springs Mutual Water Company Tabling	July 14, 2025	Targeted outreach to Edgemont residents to promote the online survey. Spoke to 14 residents and distributed Spanish flyers.
Edgemont Women's Club Board Meeting	Sept 14, 2025	Presented overview of draft Plan to 8 Edgemont community leaders and received comments. Mentioned plan available online for review and additional comments.
El Grito Community Celebration	Sept 15, 2025	Participated in city-wide event booth to announce draft plan availability for review. Received comments from over 51 residents, six being Spanish speakers.
Moreno Valley Chamber of Commerce Business In Action Meeting	Sept 17, 2025	Presented overview of draft plan to 15 Moreno Valley business leaders. Received comments on draft plan and need for more sidewalks near businesses.

Snow Day Winter Event (Citywide Outreach)

The Snow Day Winter Event was a holiday event hosted by the City of Moreno Valley on Saturday, December 7, 2024. The event featured snow play, food vendors, carnival games, crafts, jumpers, and culminated with the city's annual Holiday Tree Lighting Ceremony to celebrate the city's 40th anniversary. During the event, the team staffed a booth to introduce the plan to families and attendees, and included:

- **Map Activity:** Participants placed stickers on a city map to show where they walk and key destinations they visit.
- **Barriers Activity:** Participants wrote down the main challenges they face when walking and added them to a shared board using sticky notes.
- **Sign-Up for Updates:** Visitors could sign up to receive project updates and share the best ways to reach them (e.g., social media, school events).
- **Spanish-Language Engagement:** A bilingual staff interpreted for and assisted Spanish-speaking attendees.
- **Take-Home Postcards:** Postcards with a QR code to the project website were distributed to promote future engagement.

Figure 19. Project Team Tabling at the Snow Day Winter Event

Figure 20. Snow Day Event Board Comments

Approximately 67 people engaged with the project booth, including families, seniors, and youth.
Most people who visited the booth gave feedback about where they walk and discussed the barriers they encounter when walking in their community. Some of the main responses and themes included:

Infrastructure Issues

- There are many missing stop signs and stop lines in the community
- There are missing sidewalks in several areas throughout Moreno Valley
- Sidewalk conditions are poor, causing wheelchair and accessibility issues
- Sidewalk connectivity and distances between key areas are too far

Safety Concerns

- Lack of street lighting makes it difficult to walk, bike, or roll at night
- There are a lot of reckless drivers in the area
- Cars frequently speed by elementary schools

Climate and Environment Factors

- It is too hot or too cold to walk, bike, or roll in the area
- There is a need for additional landscape and shade in the area

Animal-Related

- Stray/loose dogs make dog walking a concern
- Stray/loose dogs make walking or rolling in the area feel unsafe

Other Concerns

- Crashes at Graham Street & Cottonwood Avenue make residents feel unsafe
- Residents feel they lack ample safe areas to walk in (e.g., large parks)
- ADA curb ramps are in poor condition and cause accessibility issues

Edgemont Community Workshops (Neighborhood-Focused Outreach)

The team held five workshops between April 14 and May 5, 2025 to engage residents and property owners in the Edgemont neighborhood and discuss issues with the pedestrian network.

Each workshop was tied to a specific cluster of residential parcels. The team sent direct mailers to a total of 879 households. The workshops included:

Figure 21. Project Team Presenting at an Edgemont Community Workshop

- **Presentation:** The team presented a short slide presentation that provided an overview of the plan, benefits of sidewalk improvements, and design considerations.
- **Street Typology Boards:** Large-format boards showed real-world examples of potential sidewalk improvements based on street width.
- **Edgemont Parcel Map:** A map highlighted parcels with and without sidewalks and helped prompt location-specific discussions.
- **Participant Packets:** Each attendee received a packet with a project fact sheet, FAQs, and a comment card.
- **Comment Cards:** Participants shared their views on sidewalk improvements, including support, concerns, and suggested changes.
- **Spanish-Language Support:** Bilingual team members were available at all sessions.

A total of 25 people attended the workshops, and the team received 30 comment cards—some from community members who could not attend in person but still provided input. Some of the main responses and themes from the workshops included:

- **Broad Support for Sidewalks**
  - ↳ Many residents supported sidewalk improvements, especially on their own streets. Some workshop participants came to multiple workshops to demonstrate their support and recruited their neighbors to attend workshops as well.
- **Traffic and Speeding Concerns**
  - ↳ Residents described safety issues, including speeding and property damage (e.g., broken mailboxes), and saw sidewalks as a potential safety improvement.
- **Desire for Additional Safety Elements**
  - ↳ Workshop attendees also expressed desire for improved street lighting as complementary safety improvements in the neighborhood.
- **Implementation Concerns**
  - ↳ Some residents raised questions about how sidewalks might affect parking, driveways, drainage, and existing fences.
- **Equity Concerns**
  - ↳ Several participants expressed frustration that Edgemont lacks sidewalks while other neighborhoods have them.
- **Child Safety**
  - ↳ Residents commonly noted children walking along the road due to the lack of sidewalks, citing this as a major safety risk and concern.
- **Limited Opposition**
  - ↳ A few attendees opposed sidewalk improvements but did not offer specific reasons.
- **Suggestions for Future Outreach**
  - ↳ Residents recommended door-to-door canvassing, outreach at school pick-up/drop-off areas, providing an online comment form, and tabling at community events to help bolster engagement in the project.

Online Community Survey

The team deployed an online survey that remained open from June 21, 2025 to August 5, 2025. The survey was available in English and Spanish and included seven multiple choice and ranking questions about walking behavior and priorities. The goals of the online survey included:

- ✓ Community input on project prioritization criteria.
- ✓ Increase online visibility of project webpage, project social media accounts.
- ✓ Gain more followers for project social media accounts.
- ✓ Increase number of email addresses to publicize future events.

Figure 22. City of Moreno Valley Instagram Post for Pedestrian Access Plan Online Community Survey

In total, 75 survey responses were received during the 49-day survey window. In general, the responses aligned with community feedback received at community events and workshops. Common survey responses and themes included:

Pedestrian Infrastructure Improvements

- ↳ Survey participants identified sidewalks as the highest need—many areas lack basic sidewalks or have damaged/cracked ones that need repair.
- ↳ Reponses highlighted lighting on dark streets as a major safety concern.
- ↳ Survey participants identified a need for crosswalks and crossing signals.
- ↳ Community members requested protected bike lanes to separate cyclists from sidewalks and provide safer alternatives to driving.

Traffic Safety and Speed Control

- ↳ Speeding vehicles emerged as a top safety concern for survey participants.
- ↳ Participants expressed a desire for speed bumps, speed cameras, and other traffic calming measures in residential neighborhoods and near schools.
- ↳ Survey participants requested better traffic enforcement, with calls for more police presence to monitor stop signs, speed limits, and dangerous driving behaviors.

Environmental Comfort

- ↳ Survey participants emphasized the need for shade and trees.
- ↳ Street cleanliness and maintenance were also factors identified in survey responses.

Juneteenth Community Event

The City of Moreno Valley's Juneteenth Celebration was organized by the City of Moreno Valley Parks and Community Services department on June 21, 2025. The celebration event included live music, children's activities, food booths, retail vendors, and local artists. The project team had a booth for community members to engage in English or Spanish and provide feedback about where they walk and any barriers to walking that they experience. The booth included the following activities:

Figure 23. Team tabling at the Juneteenth Event

Figure 24. Juneteenth Board Comments

- **Map Activity:** poster board with map of the city. Participants used stickers to indicate destinations they walk to and the intersection nearest their home that they walk from.
- **Barriers Activity:** poster board with a question about the main barriers they face when walking, or what keeps them from walking more, and the main reason why they walk. Participants wrote their responses on a sticky note and added it to the board.
- **Sign up for Project Updates:** option for participants to provide their email address to receive project updates. Included a question about the best ways to engage with them, e.g. at school pick up or drop off, at their bus stop, at other Morena Valley events, social media, email updates, etc.
- **Project Survey:** survey flyers with QR code to visit the survey link and project website for updates.

Approximately 75 people visited the booth and provided feedback, took the online survey, or learned about the plan. Most visitors included families with children. Some of the main responses and themes heard from residents included:

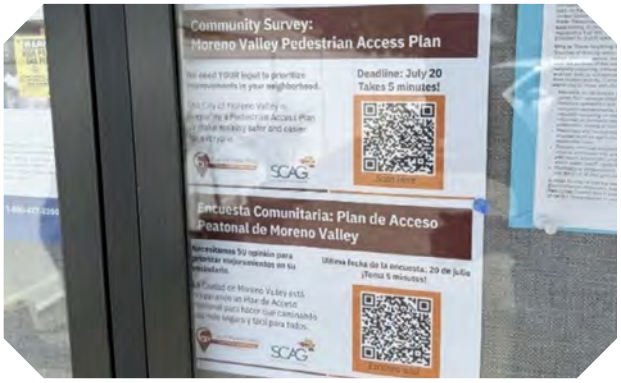
- **Damaged and Missing Intersections:**
  - Cactus Avenue and Perris Boulevard
  - Hemlock Avenue and Pigeon Hill
  - Perris Boulevard and Cottonwood Avenue
- **Damaged and Missing Sidewalks:**
  - Bay Street – tree roots protrude along sidewalks
  - Cactus Avenue – freight trucks cause poor road and sidewalk conditions
  - Cottonwood Avenue, Day Street, Old 215 Road – broken sidewalks and roots protruding from the sidewalks
  - Eucalyptus Avenue, Cactus Avenue – missing sidewalks
  - Thistle Brook Drive – frequently has broken glass on the streets where kids play
- **Traffic Safety and Speeding**
  - Vehicles frequently speed near the Air Force base
  - Drivers do not follow posted speed limits
  - Eucalyptus Avenue recently got speed bumps installed yet drivers still speed
  - Vehicles do not stop for crossing guard near Sunny Meadows School
  - Eucalyptus south of Dracea – cars speeding, not stopping at stop sign
- **Walkability and Access**
  - Residents must visit the Town Gate Park to access a walkable area
  - Fir Ave does not allow walking in the shopping center with a stroller
- **Environmental and Green Space**
  - Large parking lots should be more environmentally friendly (permeable)
  - More shade trees along Olivar Street and Alessandro Boulevard
  - More parks and open space in the area

Tabling at Box Springs Water Company

On July 14, 2025, the team set up an information tabling booth at the Box Springs Mutual Water Company bill pay day. Recommended by a community member who attended an Edgemont community workshop, the goal of the information booth was to reach Edgemont residents at the Box Springs Mutual Water Company office when they pay their water bills in person. The Water Company allowed the project team to set up a table at their office location and recommended scheduling the event on their peak payment day to maximize foot traffic. The event included the following:

Figure 25. Tabling Booth Setup at the Box Springs Water Company

- **Community Survey Flyer:** half-sheet handouts with project overview and QR code linking to the project survey, available in both English and Spanish.
- **Project Fact Sheet, FAQs:** 8.5 x 11 handouts available for participants to take, available in English and Spanish.
- **Email Sign-up:** option for participants to provide contact information for project updates, including questions about preferred engagement methods (school pickup/drop-off, bus stops, Moreno Valley events, social media, email updates, etc.).



- **Edgemont Community Map:** 11x17 reference sheets available to use for comments.
- **Community Bulletin Board:** survey flyers in English and Spanish were posted to the Water Company's community bulletin board for ongoing visibility.

During the two-hour tabling period, 14 Edgemont residents were informed about the plan, provided a bilingual flyer in English and Spanish about the online survey, and/or provided written comments via comment form. Some of the main responses and themes included:

- ✓ Safe sidewalks are needed on Edgemont Street for children walking to-and -from Edgemont Elementary School
- ✓ Pedestrian lighting is needed for walking at night

Edgemont Women's Club Monthly Board Meeting Presentation

The team presented an overview of the draft Plan to the Edgemont's Women's Club monthly board meeting on September 12, 2025. The presentation included an overview of the draft Plan to Edgemont community leaders, highlighted its availability for review online, and solicited feedback to learn more about the Edgemont community's walking needs. The meeting was held at the Edgemont Community Center and board and community members received printed copies of the presentation slides. The board and community

Figure 26. Edgemont Community Center

members asked clarification questions about the draft plan such as the data sources for the analysis, how the community could view and comment on the draft Plan, and the types of improvements recommended in the draft Plan. Additionally, the attendees shared the following comments and feedback:

- Cottonwood Avenue and Elsworth Street have frequent crashes.
- Edgemont has historically been disinvested in by the city.
- The city is ignoring equestrian needs and sidewalks may not be needed where there are horse trails.
- Student safe routes to school are important as many cross the freeway to get to campuses.
- Warehouse and logistics contribute to vehicle congestion in Edgemont.
- Vehicles block sidewalks by parking on the driveway apron.
- The city is overzealous with signs —signs often block sidewalk wheelchair access.
- The pedestrian network needs connect with the city's east side as it grows.
- Tree trimming is needed to improve sight of stop signs.
- Community education and enforcement are needed to improve safety.
- Recommend no right-turns on red lights to address parking and bike lanes.

El Grito Festival

The City of Moreno Valley's El Grito celebration was organized by the city and was held on September 15, 2025. The event is a Mexican-independence holiday event and provided a celebration for families and friends to enjoy time together with music, free entertainment, food, and children's activities. The project team had a booth at this event with multiple ways for community members to engage in English or Spanish and provide feedback on the plan. The event included:

Figure 27. Team Tabling at the El Grito Event in Moreno Valley

- **Map Boards:** the team had two boards that included important maps from the draft Plan: 1) the draft Priority Pedestrian Network and 2) Pedestrian-Involved and Bicyclist-Involved Crashes to solicit community feedback.
- **Printed Draft Plan:** one color-printed copy of the draft Plan was available for visitors to view, and staff utilized the printed copy to orient visitors through sections and content of the draft Plan,
- **Scannable QR Code to view draft Plan:** a flyer with a QR code that visitors could scan with their mobile devices to view the draft Plan online and provide comments via the online comment form.
- **Printed Comment Forms:** printed comment forms were also available for participants who wanted to provide written comments in-person.
- **Sign up for Project Updates:** option for participants to provide their email address to receive project updates. Included a question about the best ways to engage with them, e.g. at school pick up or drop off, at their bus stop, at other MoVal events, social media, email updates, etc.

Approximately 51 people visited the booth and provided feedback or learned about the draft Plan. Approximately 6 people were more comfortable providing comments in Spanish. Some of the main responses and themes included:

- Areas of old Moreno Valley do not have sidewalks as indicated on the pedestrian network.
- Alessandro Boulevard near the library has frequent drag racing.
- Students use bicycles on Ironwood Avenue and Pigeon Pass Road to get to school.
- Elsworth Street and Bay Avenue experience high congestion and have poor sidewalk conditions.
- Spanish speakers agreed that sidewalks are needed along streets identified on the pedestrian priority network.

Moreno Valley Chamber of Commerce Business in Action Meeting

On Sept 17, 2025, the Moreno Valley Chamber of Commerce held its Business in Action meeting. During this regularly scheduled meeting for members of the local business community, the project team gave a one-hour presentation and held question-and-answer session about the draft Plan. The project team presented digital slides, provided a hard copy of the draft Plan, shared written comment forms, and a flyer with QR code for attendees to scan and visit the draft Plan online to provide comments.

Approximately 15 members of the Moreno Valley business community attended and discussed the draft Plan. Meeting attendees asked clarification questions about the draft plan including how the community could view and comment on the draft Plan, the types of improvements recommended in the draft Plan, and general questions about the project's next steps. Some of the main takeaways included:

- The business community commends green paint bike lanes as a measure to improve safety.
- They would like to see designated pedestrian crossing zones throughout the city with additional signage and additional enforcement.
- There is general support for no turns on red lights.
- They would like to see a u-turn on Perris Boulevard and Sunnymead Boulevard.
- Additional streetscaping and shade is important to help facilitate pedestrian activity.

Engagement Results

Community feedback revealed a strong support for improved pedestrian safety and walkability throughout Moreno Valley. Residents particularly supported sidewalks, crossings, and safety infrastructure in Edgemont. They expressed common concerns, including comments about missing sidewalks, unsafe vehicle speeds, poor lighting, unsafe or missing crossings, and environmental barriers like extreme heat coupled with a lack of shade. The insights shared during the community outreach process align with key findings from the safety analysis and provide clear support for the priority pedestrian network. Below is a summary of key themes and location-specific concerns.

Traffic Safety and Speeding

Across all events, speeding vehicles and driving behavior are a consistent concern. Participants repeatedly cited fast-moving vehicular traffic, dangerous intersections, and lack of traffic enforcement as primary barriers to safe walking, particularly affecting children's safety near schools.

Sidewalk Infrastructure Deficits

Missing, damaged, inadequate, or too-narrow sidewalks were concerns shared by participants at every engagement event. Respondents identified broken pavement, cracks, tree root uplift, and absence of sidewalks in multiple locations. The community expressed strong support for sidewalk improvements, with 27 out of 30 Edgemont workshop participants favoring enhancements.

Environmental Comfort Barriers

Heat exposure and lack of shade consistently deter walking across the city. Participants requested more trees and landscaping for shade while balancing concerns about root damage to sidewalks. Inadequacy of pedestrian street lighting also creates safety barriers, especially for nighttime walking.

Child and Family Safety Priorities

Children's safety emerged as a central concern across events, with parents and youth identifying specific risks. School-related walking routes require particular attention, and children provided valuable insights into what makes them feel unsafe.

Equity and Access Issues

Residents expressed desire for improved walkability to community destinations such as parks and shopping centers, highlighting broader access and equity concerns.

Implementation, Engagement, and Education

Community members shared ways to reach residents and property owners for future engagement about the project and requested that future engagement clearly describe how improvements might affect existing conditions like parking, drainage, and property access. Community members also suggested education was needed and desired to raise awareness about pedestrian safety issues; for example, signage alerting drivers to areas with high levels of pedestrians and education for pedestrians to be aware of their surroundings when walking.

RECOMMENDATIONS

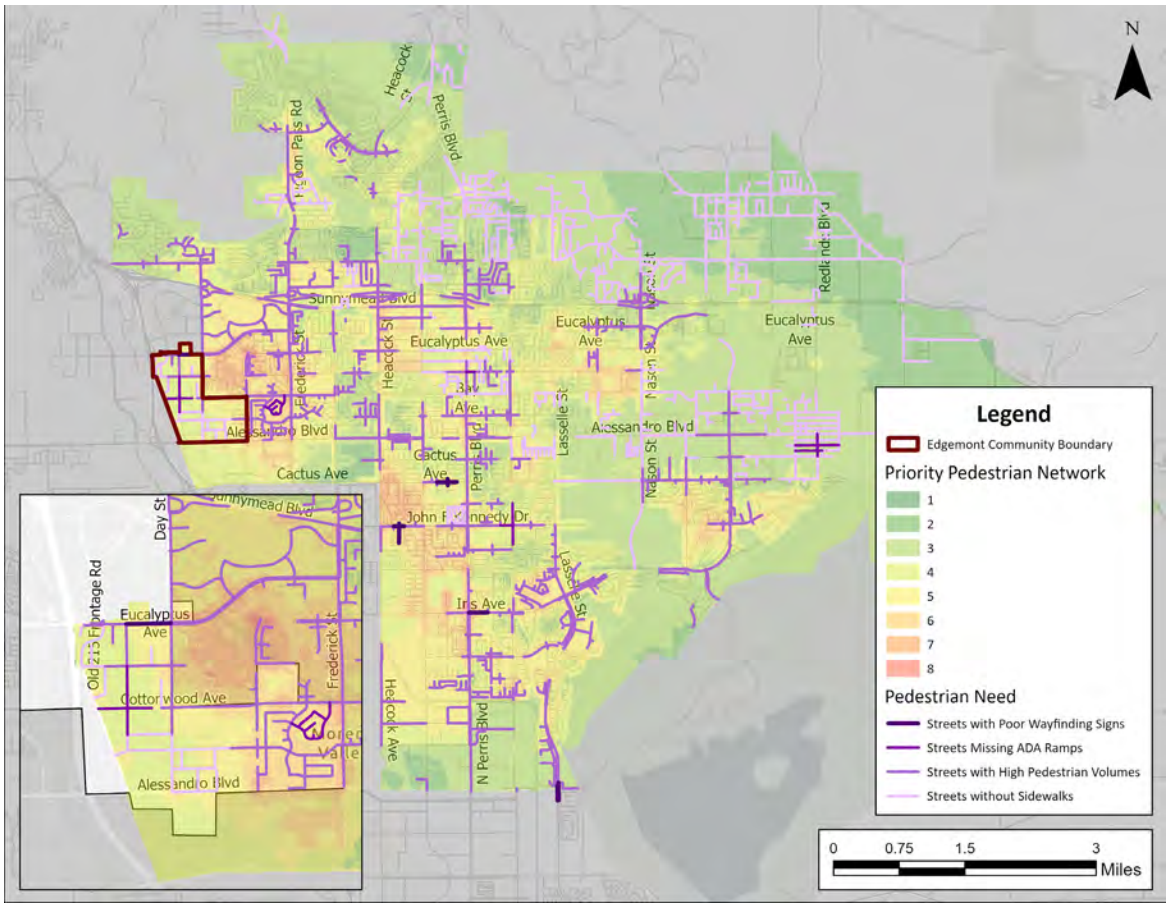
Priority Pedestrian Network

Using findings from the existing conditions, safety analysis, crash network screening analysis, and community engagement, the team developed a priority pedestrian network to propose pedestrian infrastructure improvements in areas with the highest need throughout Moreno Valley. The priority pedestrian network normalized seven metrics to compute an index score on a scale of 1 through 8 (1 for the best conditions and 8 for the worst conditions). The seven metrics included:

1. Streets with high rates of fatal and serious injuries
2. Streets with poor wayfinding infrastructure
3. Streets with high pedestrian volumes
4. Streets that lack sidewalks
5. Streets with non-compliant ADA curb ramps
6. Streets connected to key locations and jobs
7. Streets identified by resident feedback

Most of the priority pedestrian network is congregated near intersections, key locations, and areas where residents indicated they would like to see improvements. **Figure 28** best illustrates the priority pedestrian network, showing the priority pedestrian network segments overlaid with areas with the highest need for pedestrian improvements. For instance, areas in Edgemont, the center of the city, and some of the warehousing and logistics hubs south of Edgemont received high (score of 8) priority pedestrian network scores and had high concentration of streets without sidewalks, poor wayfinding infrastructure, and missing ADA ramps. Conversely, areas in the northeast of the city received low (score of 1) priority pedestrian scores despite having high concentrations of streets without sidewalks. **Table 7** shows the Moreno Valley priority pedestrian network street rankings.

Figure 28. Moreno Valley Priority Pedestrian Network



Source: Kimley-Horn and Associates, TIMS (2019-2023), City of Moreno Valley, Caltrans, Office of Environmental Health Hazard Assessment (OEHHA)

Table 7. Moreno Valley Priority Pedestrian Network

Ranking	Signalized Intersection	Type of Segment
1	Perris Boulevard & Sunnymeade Boulevard	Signalized Intersection
2	Perris Boulevard & Iris Avenue	Signalized Intersection
3	Perris Boulevard & Alessandro Boulevard	Signalized Intersection
4	Day Street & Alessandro Boulevard	Signalized Intersection
5	Heacock Street & Ironwood Avenue	Signalized Intersection
6	Heacock Street & Sunnymead Boulevard	Signalized Intersection
7	Alessandro Boulevard & Frederick Street	Signalized Intersection
8	Elsworth Street & Alessandro Boulevard	Signalized Intersection
9	Day Street & Gateway Drive	Signalized Intersection
10	Perris Boulevard & Sr60 On/Off Ramp	Signalized Intersection
11	Elsworth Street & Adrienne Avenue	Unsignalized Intersection
12	Lasselle Street & Fir Avenue	Unsignalized Intersection
13	Hildegarde Street & Cottonwood Avenue	Unsignalized Intersection
14	Kitching Street & Eucalyptus Avenue	Unsignalized Intersection
15	Heacock Street & Webster Avenue	Unsignalized Intersection
16	Perris Boulevard & Gloria Street	Unsignalized Intersection
17	Pelican Ln & Iris Avenue	Unsignalized Intersection
18	Kitching Street & Brodiaea Avenue	Unsignalized Intersection
19	Wilmot Street & Alessandro Boulevard	Unsignalized Intersection
20	Perris Boulevard & Atwood Avenue	Unsignalized Intersection

Proposed Intersection and Crossing Treatments

Street Typologies

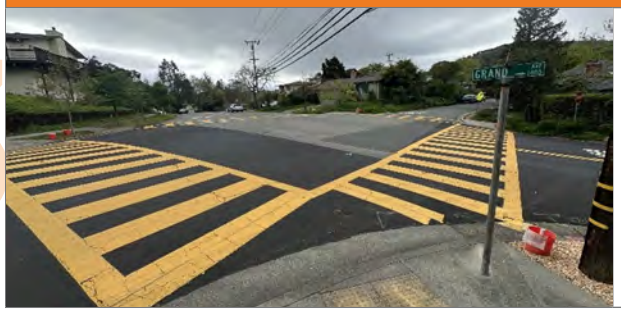
The proposed priority pedestrian network includes streets that fall into five main street typologies. **Table 8** shows that these street typologies share similar roadway design, infrastructure needs, and pedestrian travel patterns, especially in Edgemont. The five main street typologies include 30' streets, 35' streets, 35' streets in Edgemont that do not have right-of-way for pedestrian infrastructure, 40' streets, and 45' streets. Developing intersection and crossing treatments by street typology can help the city systemically make safety improvements throughout the pedestrian network to reduce pedestrian crashes and increase safety for all pedestrians, especially in Edgemont where there are relatively higher safety needs.

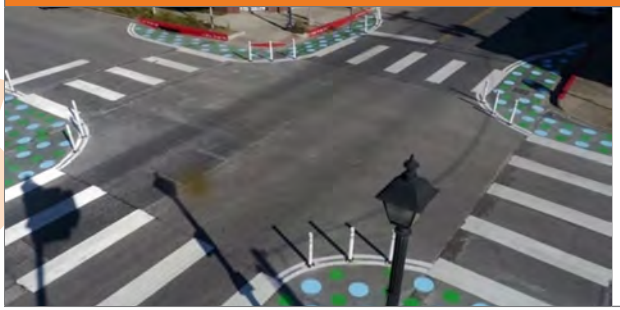
Table 8. Street Typology, Description, and Count

Street Typology	Description	Number of Streets in Moreno Valley
30' Street	30' wide road with limited sidewalks on either side of road, missing sidewalk segments, and crossings	14
35' Street	35' wide road with limited sidewalk segments, wide travel lanes, limited crossings	11
35' Street (Edgemont)	35' wide road within Edgemont with missing sidewalks on both sides of the road, limited crossings, wide travel lanes, and right-of-way for pedestrian infrastructure	11
40' Street	40' wide road with missing sidewalks on both sides of the road, limited crossings, and sidewalk on one side of the road	10
45' Street	45' wide road along major arterial with wide travel lanes, high traffic volumes, missing sidewalk segments, and limited crossings	14

Intersection and Crossing Treatments

The following intersection and crossing treatments can help improve pedestrian safety at all street typologies. The table below highlights which treatment is especially useful to help improve pedestrian safety for a specific street typology.

Treatment	Purpose	Applicability
IMPROVED SIGHT LINES (DAYLIGHTING)		
	Provide red curb in advance of a crosswalk, increasing pedestrian visibility and helping reduce side collisions.	Useful for all typologies, especially those the 30' and 35' street typologies that connect to principal arterials. Improved highlighting can help reduce pedestrian crashes at overrepresented signalized and unsignalized intersections like Edgemont.
STOP SIGN		
	Requires drivers to come to full stop at intersection, allowing for greater visibility of pedestrians attempting to cross streets, reducing travel speeds, and promoting pedestrian safety.	Useful for all street typologies, especially unsignalized 30' and 35' street typologies, especially in Edgemont. Edgemont is overrepresented in unsignalized pedestrian crashes – stop signs can help improve pedestrian safety by requiring drivers to stop at intersections.
HIGH VISIBILITY CROSSWALK		
	Ensure that pedestrian crossing locations are clearly marked and visible to encourage drivers to yield to pedestrians.	Useful for all street typologies, especially along 40' and 45' street typologies near schools. High visibility crosswalks encourage drivers to slow down and yield to pedestrians.

Treatment	Purpose	Applicability
REDUCTION OF THROUGH LANES/NARROW VEHICLE		
	Reduces pedestrian crossing distance at intersection and slows traffic speeds, facilitating improved safety.	Useful for all street typologies, especially along 40' and 45' street where vehicles travel at faster speeds. Reduced through lanes improved pedestrian safety by reducing the distance pedestrians need cross at intersections.
	Provide more space for pedestrian and bicycle infrastructure while also reducing speeds.	Useful for all street typologies, especially along 30' and 35' streets where there are generally lower traffic volumes and provide a more comfortable pedestrian and bicycling experience.
RAPID RECTANGULAR FLASHING BEACON (RRFB)		
	Activate flashing beacons at the push of a button to make motorists aware of crossing pedestrians, improving safety.	Useful for all street typologies, especially along 35', 40', and 45' streets where pedestrians need to cross longer distances and where drivers typically speed.
CURB EXTENSIONS (BULB OUTS)		
	Widen the sidewalk at crossings and shorten crossing distance for pedestrians and slowing turning traffic. Curb extensions can be constructed with concrete or more temporary features such as striping and bollards for quick-fix interventions.	Useful at all street typologies, especially at 35', 40', and 45' street typologies with high pedestrian activity where pedestrians can shorten their crossing distance and turning traffic can be slow down.

Treatment	Purpose	Applicability
PEDESTRIAN HYBRID BEACON (PHB)		
	A pedestrian-hybrid beacon (PHB) is a hybrid between a traffic signal and a flashing beacon and provides more visibility at pedestrian crossings to promote safety when crossing a road.	Useful for all street typologies, especially along 35', 40', and 45' streets where pedestrians need to cross longer distances and where drivers typically speed.
RAISED CROSSING/CROSSWALK		
	Provides vertical deflection to slow drivers and increase yielding for crossing pedestrians.	Useful at all street typologies, especially 35' and 40' street typologies where drivers need to slow and yield for pedestrians in high activity areas.

Additional Treatments

Additional treatments that universally apply to the five street typologies can help improve pedestrian safety in Moreno Valley. These include:

1. **Advanced Stop Lines (ASLs)** are lines painted on the road ahead of the stop line for vehicles at intersections, providing a safe space for pedestrians to wait and improving their visibility.
    a. **Highlight:** Increases pedestrian visibility to turning vehicles.
    b. **Additional Note:** Can also be used to make cyclists more visible.
2. **Advance Yield Marks** are lines placed on the road ahead of crosswalks to indicate where drivers should yield to pedestrians.
    a. **Enhances Visibility:** Ensures that yielding drivers are positioned before the crosswalk, making pedestrians more visible.
    b. **Promotes Compliance:** Encourages drivers to yield well in advance of the crosswalk, improving pedestrian safety.
3. **Leading Pedestrian Interval (LPI)** provides pedestrians with a head start of a few seconds when entering an intersection with a corresponding green light for vehicles.
    a. **Increases Pedestrian Visibility:** Pedestrians have already started to cross before vehicles can turn, making them more visible to turning drivers.
    b. **Reduces Conflicts:** Minimizes conflicts between pedestrians and turning vehicles, leading to safer crossings.
4. **Pedestrian Countdown Heads** provide a second countdown before the right-of-way yield is over. This treatment improves pedestrian safety by increasing visibility and routinizing when a pedestrian will finish crossing a street.
5. **Protected Left-turn phasing** provides signal phasing that separates the left-turn movement of vehicles from pedestrian crossings.
    a. **Eliminates Conflicts:** Avoids conflicts between left-turning vehicles and pedestrians crossing the intersection.
    b. **Improves Safety:** Reduces the risk of accidents between pedestrians and turning vehicles
6. **Overhead Lighting at Crosswalks** provides overhead lighting at crosswalks and improves visibility for both pedestrians and drivers, especially during nighttime or low-light conditions.
    a. **Enhance Safety at Night:** Ensures that pedestrians are visible to drivers, reducing the likelihood of night-time accidents.
    b. **Encourage Usage:** Well-lit crosswalks can encourage more pedestrians to use marked crossing areas, increasing safety.

Street Typology Treatments

30' Street in Edgemont

Existing Conditions

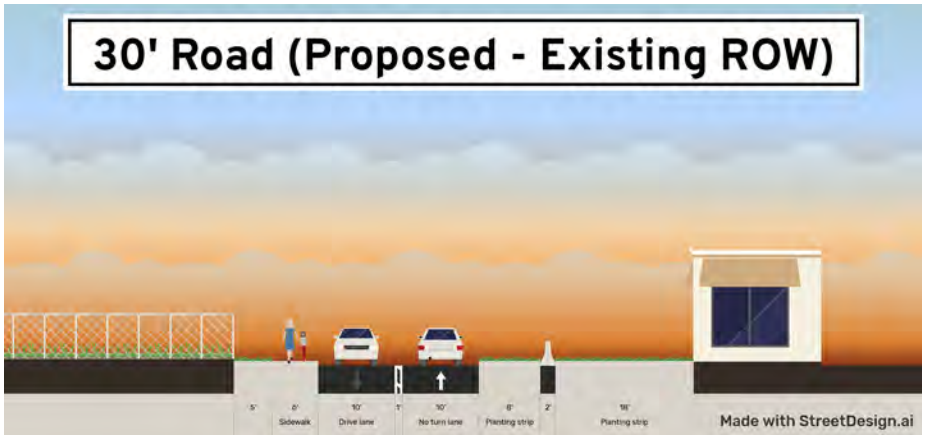
Existing conditions on the 30' street typologies in Edgemont include property on one side of the road and an empty lot on the other. Vehicles typically park in front of the empty lot and because there are no sidewalks in front of empty lots, pedestrians typically forced to walk on the middle of the road. Speed limits for 30' street typologies in Edgemont range from 25 miles per hour (mph) to 30 mph.

Figure 29. Existing Conditions on 30' Road in Edgemont

Proposed Treatments

Proposed treatments on the 30' street typologies in Edgemont within the existing right-of-way (ROW) can be reconfigured to include narrower road widths, a sidewalk on one side of the road with vehicles parking on one side of road, allowing residents to more freely move within their community and improving pedestrian safety, as shown in Figure 30.

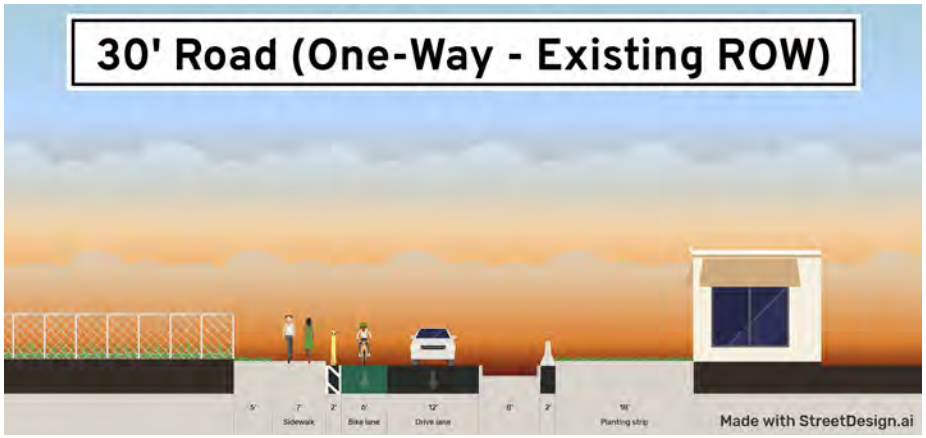
Figure 30. Proposed Conditions on 30' Road in Edgemont within Existing Right of Way



30' Street in Edgemont *(continued)*

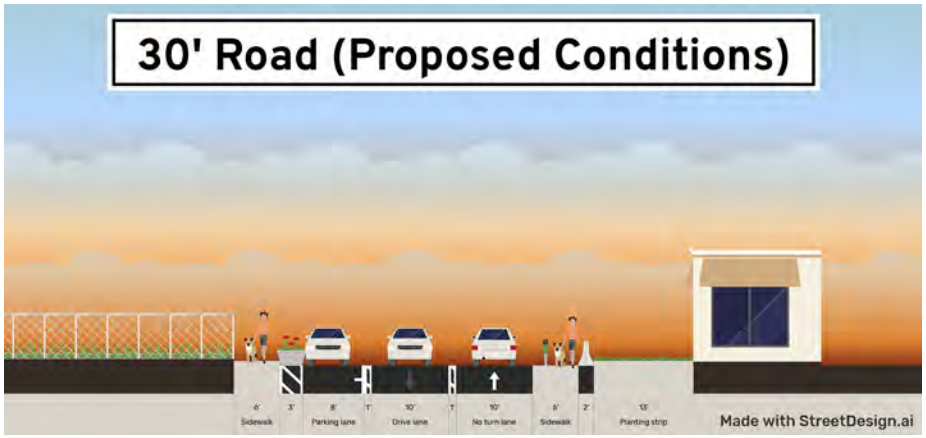
The 30' street typologies in Edgemont can also be reconfigured to be a one-way road within the existing ROW (Figure 31). These reconfigurations would include a bike lane and sidewalk on one side of the road with vehicles parking on the opposite side of the road. These treatments would allow for improved pedestrian connectivity and access to destinations in the area.

Figure 31. One-Way Road Configuration on 30' Road in Edgemont within Existing Right of Way



Acquiring some ROW on the 30' street typologies in Edgemont could allow proposed rooms for proposed treatments such as narrower road widths, sidewalks on both sides of the road, a parking lane on one side of the road, and a sidewalk buffer on one side of the road street, maximizing safety benefits for all pedestrians, as shown in Figure 32. These types of proposed treatments would maximize pedestrian safety and improve access, connectivity, and accessibility for residents and pedestrians in Edgemont.

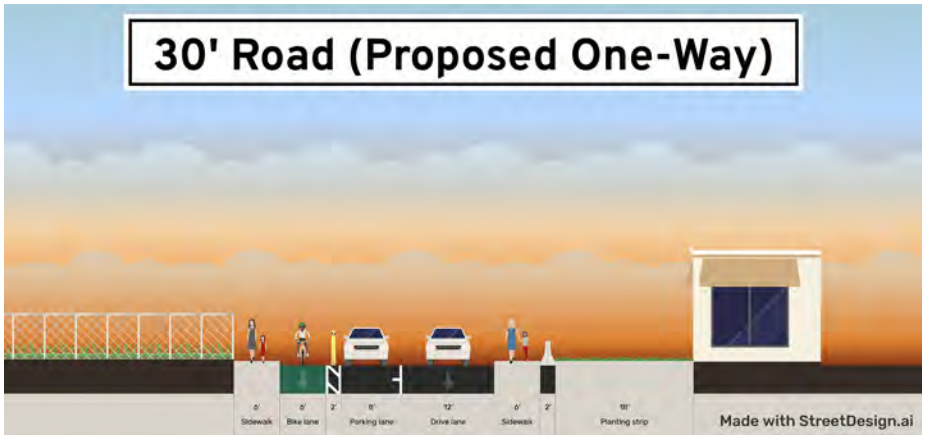
Figure 32. Proposed Conditions on 30' Road in Edgemont within Existing Right of Way)



30' Street in Edgemont *(continued)*

Acquiring some ROW on 30' street typologies in Edgemont could allow for roads to be reconfigured into one-way roads that include sidewalk on both sides of the road, a parking lane on the other, and a bike lane to help improve pedestrian and bicyclist safety in the community, as shown in Figure 33. These types of treatments in a one-way road help improve the safety of pedestrians while allowing for improved access and connectivity to key locations in Edgemont.

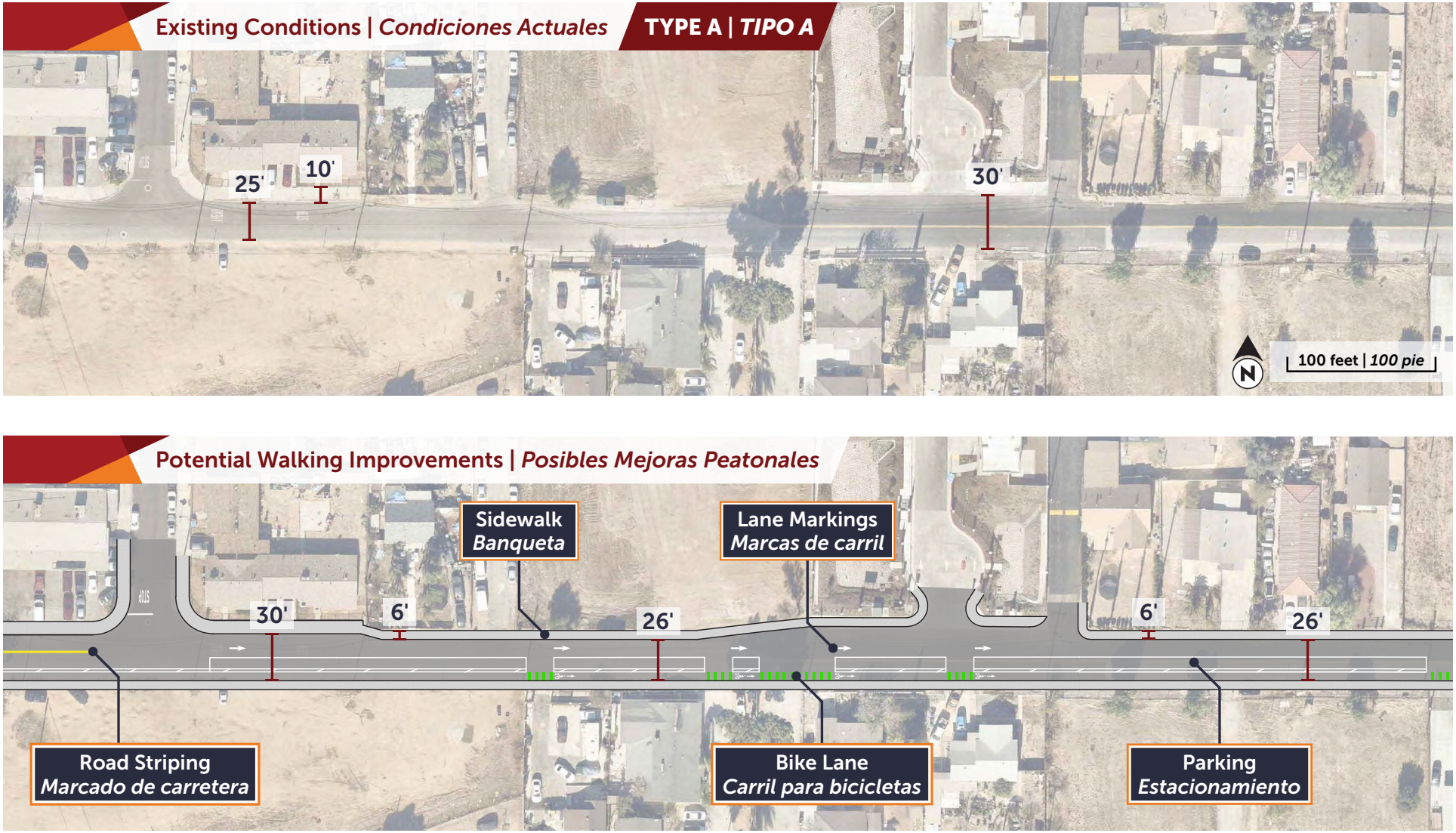
Figure 33. Proposed Conditions One-Way Road on 30' Road in Edgemont



Cross Section

Figure 34 illustrates potential road improvements for an existing 30' road in the Edgemont Community. Potential walking improvements include adding road striping to make travel lanes more visible to drivers, installing sidewalks to encourage pedestrian travel and safety, adding lane marking to help improve vehicle travel, clearly delineating vehicle parking, and providing bicycle lanes where it is feasible to help encourage alternative modes of transportation. These types of improvements can be applied to 30' roads in Edgemont.

Figure 34. 30' Road Improvements in Moreno Valley

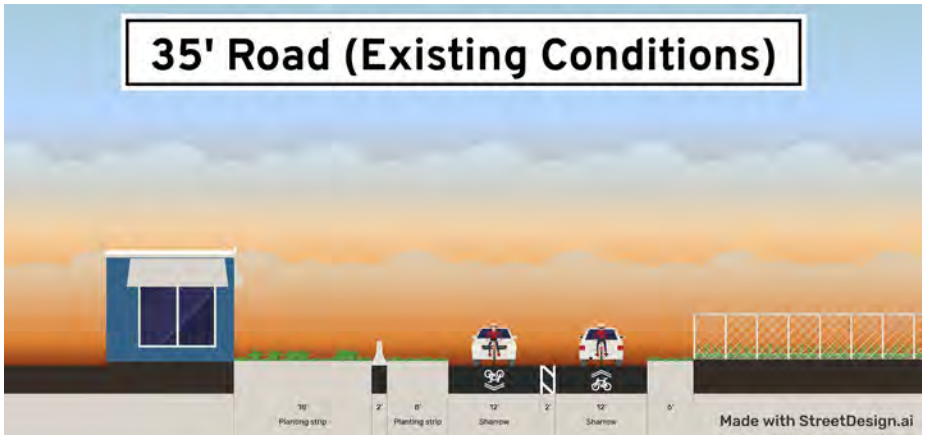


35’ Street in Moreno Valley

Existing Conditions

Most 35’ street typologies in Moreno Valley include property on one side of the road and an empty lot on the other. These roads typically include bicycle sharrows and have parallel street parking on either side of the road, as show in **Figure 35**. Some road segments lack sidewalks, forcing pedestrians to walk in the middle of the road. The speed limits range from 30 – 35 mph.

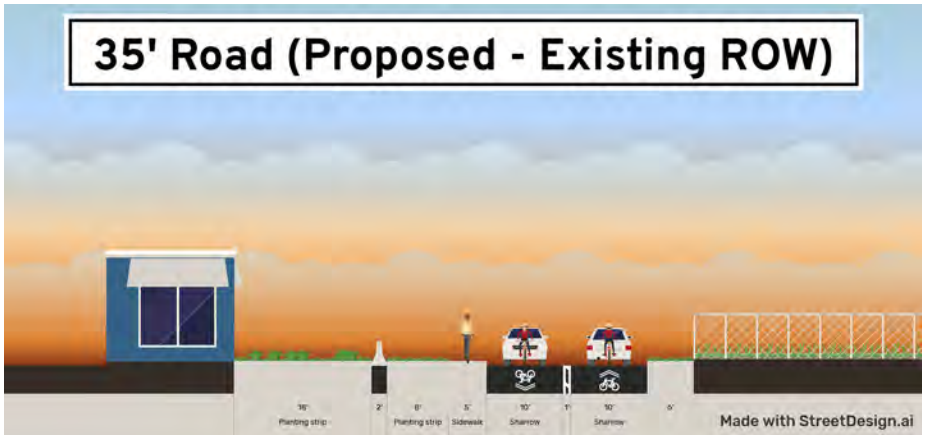
Figure 35. Existing Conditions on 35’ Road in Moreno Valley



Proposed Treatments

Proposed improvements within the existing ROW on a 35’ street typology in Moreno Valley could include narrower roads, sidewalks on one side of the road with vehicles parking on both sides of the road. These types of improvements allow for pedestrian infrastructure while allowing drivers to maintain their vehicle parking, as shown in **Figure 36**.

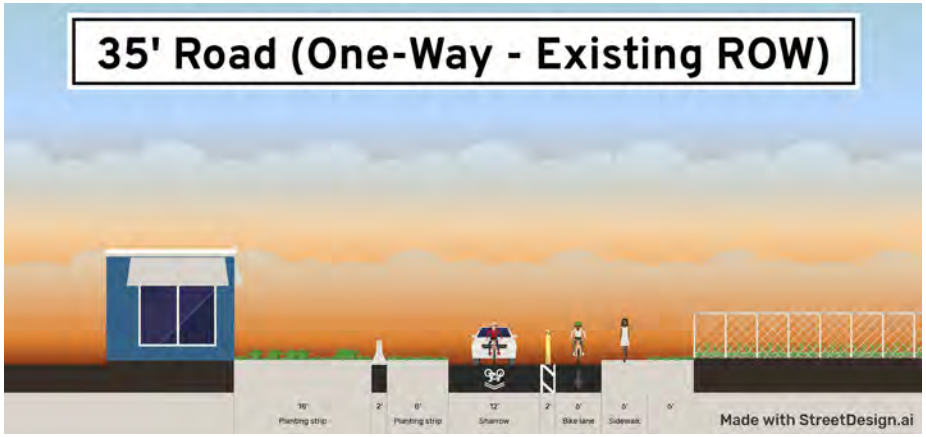
Figure 36. Proposed Improvements within Existing ROW on 35’ Road



35' Street in Moreno Valley *(continued)*

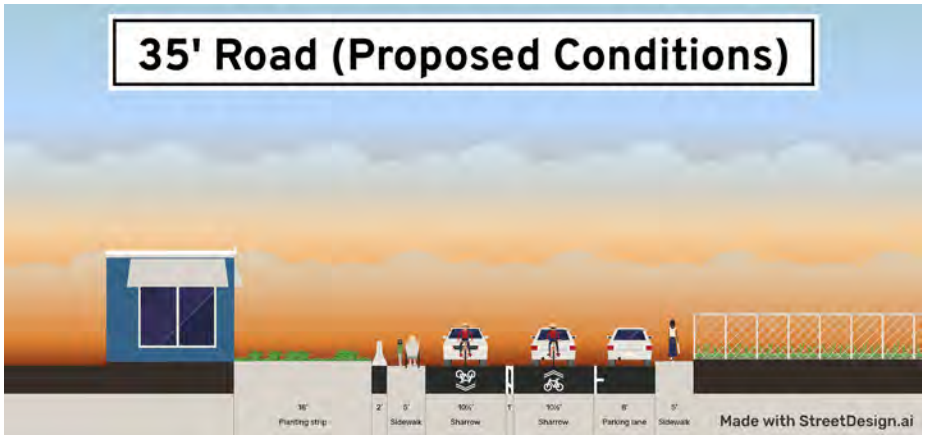
Figure 37 shows a potential one-way configuration within the existing road ROW of a 35' street typology in Moreno Valley could include a bike lane, a sidewalk on one side of the road, and vehicle parking on both sides of the road, providing pedestrian infrastructure and improving safety. Furthermore, dedicated bicycle and pedestrian infrastructure would allow for residents to access more areas in the community.

Figure 37. Proposed One-Way Road within Existing ROW on 35' Road in Moreno Valley



Acquiring some right-of-way allows a 35' street configuration to include narrow roads, parking on one side of the street, and sidewalks on both sides of the road, promoting maximum pedestrian safety. **Figure 38** shows proposed conditions on a 35' road in Moreno Valley.

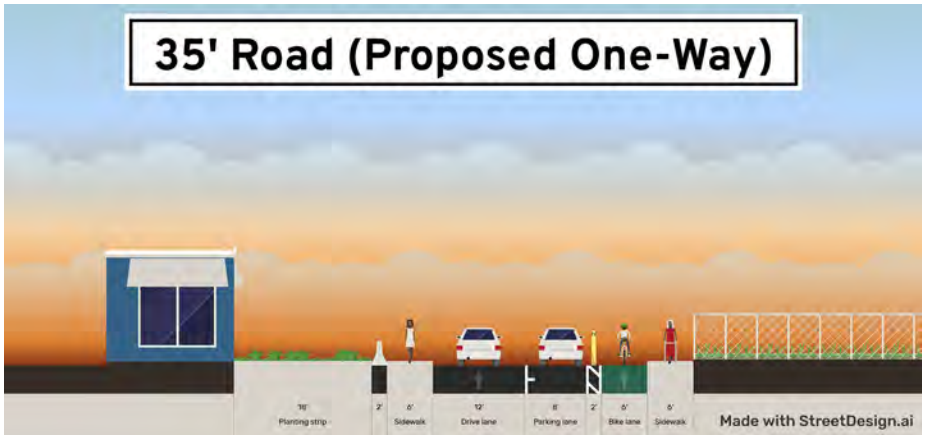
Figure 38. Proposed Conditions on 35' Road in Moreno Valley



35’ Street in Moreno Valley *(continued)*

Acquiring some right-of-way on 35’ street typology in Moreno Valley also allows these roads to be converted into one-way roads that include parking on one side of road, a buffered bike lane, and sidewalks on both sides of the road. This allows for improved pedestrian access and safety, as show in **Figure 39**.

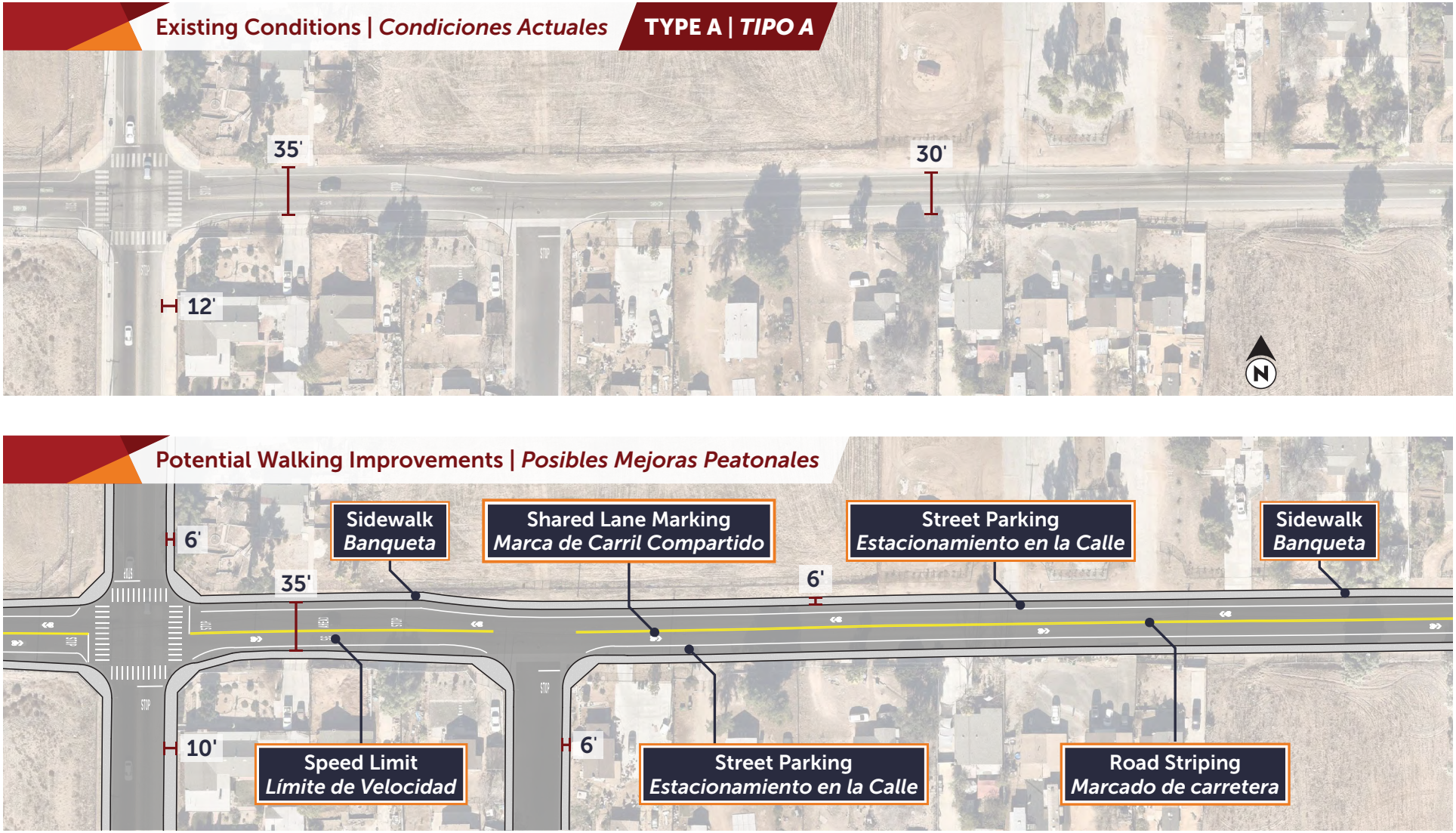
Figure 39. Proposed Conditions One-Way Road on 35’ Road in Moreno Valley



Cross Section

Figure 40 illustrates potential road improvements for an existing 35’ road in Moreno Valley. Potential walking improvements include adding sidewalks for pedestrians to travel, adding speed limit signs and enforcing speed limits, adding shared lane markings to encourage shared use of the road with bicyclists, and adding road striping to make the road more visible to drivers. These types of improvements can be made to 35’ roads in Moreno Valley.

Figure 40. 35' Road in Moreno Valley Improvements

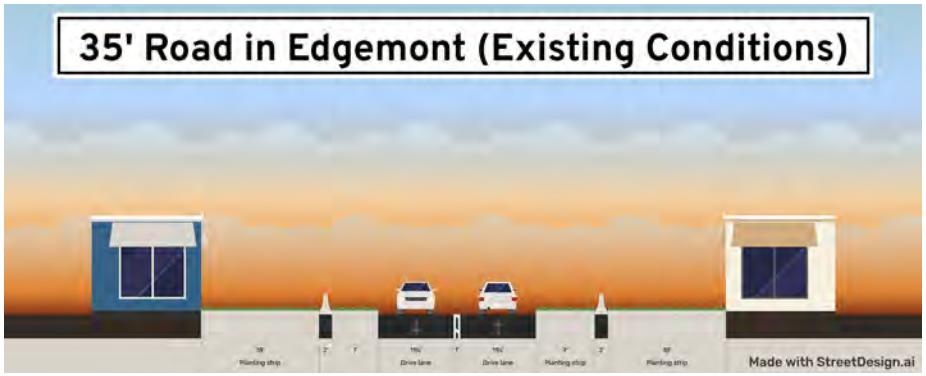


35’ Street in Edgemont

Existing Conditions

35’ street typologies in Edgemont differ from those in Moreno Valley. Most 35’ streets in Edgemont lack sidewalks on either side of the road, pedestrian crossings, have limited or no pedestrian infrastructure whereas 35’ roads in the city do not. Homes are typically on both sides of the road and vehicles park immediately in front of each home, as shown in **Figure 41**. Pedestrians often walk in the middle of the road to access destinations. The typical speed limit ranges from 30-35 mph.

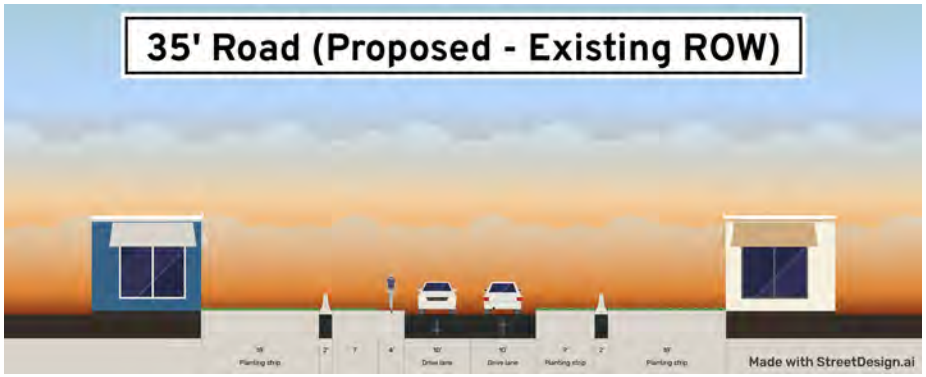
Figure 41. Existing Conditions on 35’ Road in Edgemont



Proposed Treatments

Figure 42 shows that a 35’ street in Edgemont could be reconfigured within the existing right-of-way to include narrower roads, a 4’ sidewalk on one side of the street, and vehicle parking on both sides of the road, helping improve pedestrian safety.

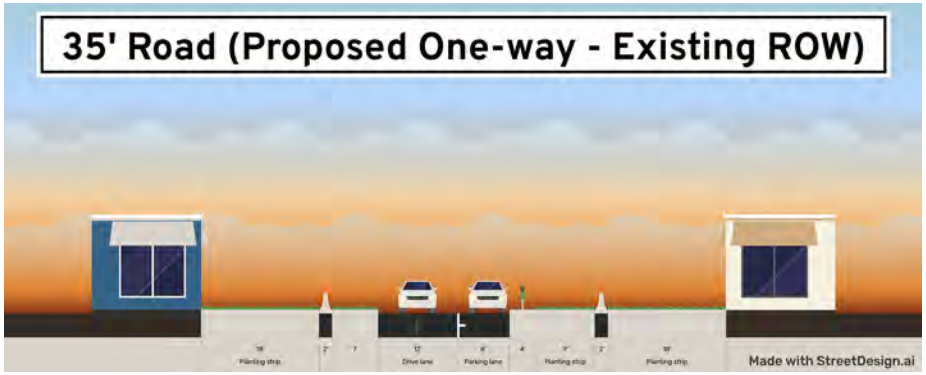
Figure 42. Proposed Conditions on 35’ Road in Edgemont within Existing ROW



35' Street in Edgemont *(continued)*

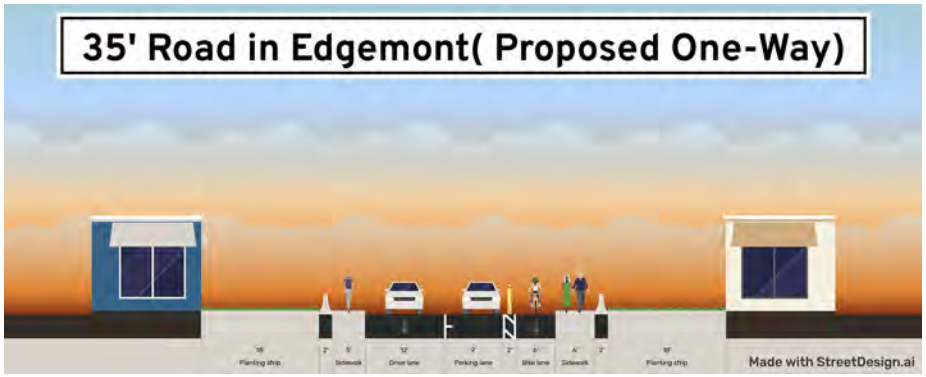
Figure 43 shows that a 35' street in Edgemont could also be reconfigured into a one-way that includes a parallel on street parking on one side of the road and a 4' sidewalk on one side of the road to help facilitate safer streets.

Figure 43. Proposed One-Way Road within Existing ROW on 35' Road in Edgemont



Acquiring some right-of-way on 35' street typologies in Edgemont also allows these roads to be reconfigured into one-way roads that include sidewalks on both sides of roads, parking lane on one side of road, and bike lane, promoting safety for pedestrians and cyclists. **Figure 44** visualizes this type of street configuration.

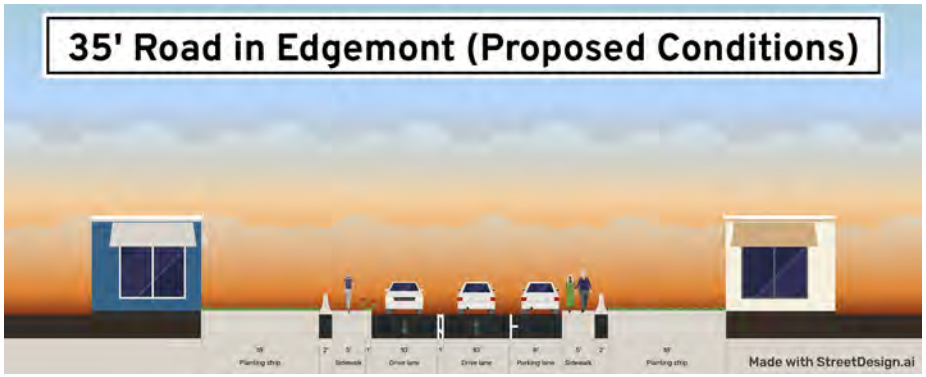
Figure 44. Proposed One-way Road on 35' Road in Edgemont



35’ Street in Edgemont *(continued)*

Figure 45 shows that acquiring some right-of-way on a 35’ street typology in Edgemont allows these roads to feature 5’ sidewalks on both sides of the road with a parking lane on one side of the road, separating pedestrian infrastructure and promoting safety.

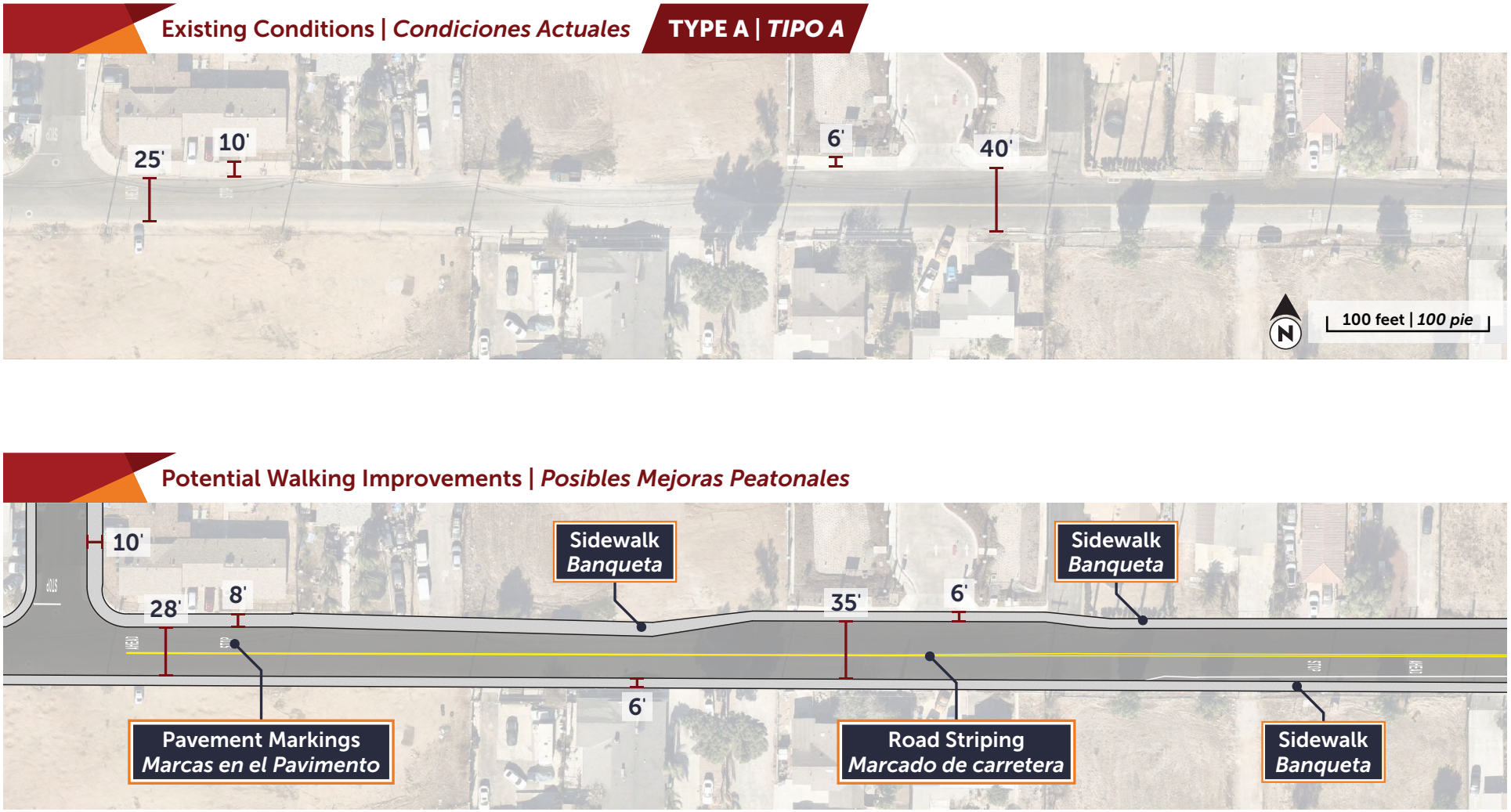
Figure 45. Proposed Conditions on 35’ Road in Edgemont



Cross Section

Figure 46 illustrates potential road improvements for an existing 35’ road in the Edgemont Community. Potential walking improvements include pavement and road markings to indicate stop signs ahead, adding sidewalks to improve pedestrian travel, and adding road striping to help delineate travel lanes and promote safety.

Figure 46. 35' Road Improvements in Edgemont

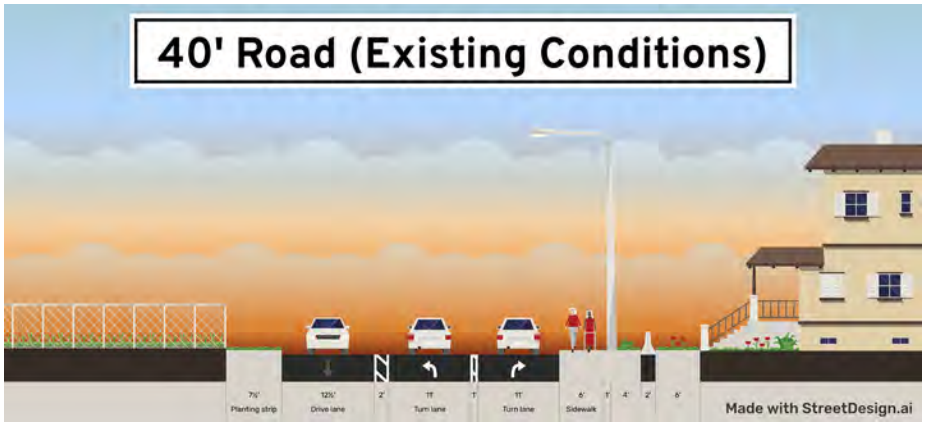


40’ Street in Edgemont

Existing Conditions

Most 40’ streets in Edgemont include left and right turn lanes, sidewalks on one side of the road, and vehicles parking on one side of the road, as shown in **Figure 47**. In some instances, one side of the road lacks sidewalks and has parallel vehicle parking on one side of the road. The typical speed limit ranges are 40-45 mph.

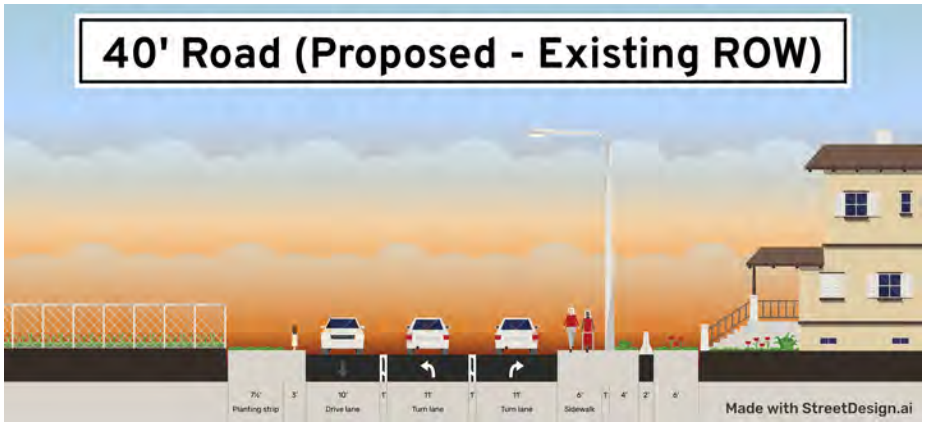
Figure 47. Existing Condition on 40’ Road in Edgemont



Proposed Treatments

A 40’ street in Edgemont can be reconfigured within the existing right-of-way to include left and right turn lanes, one way travel lane, and sidewalks on both sides of the road with vehicles parking on one side of the road. These improvements provide ample pedestrian infrastructure and help improve overall road safety. **Figure 48** shows these types of treatments.

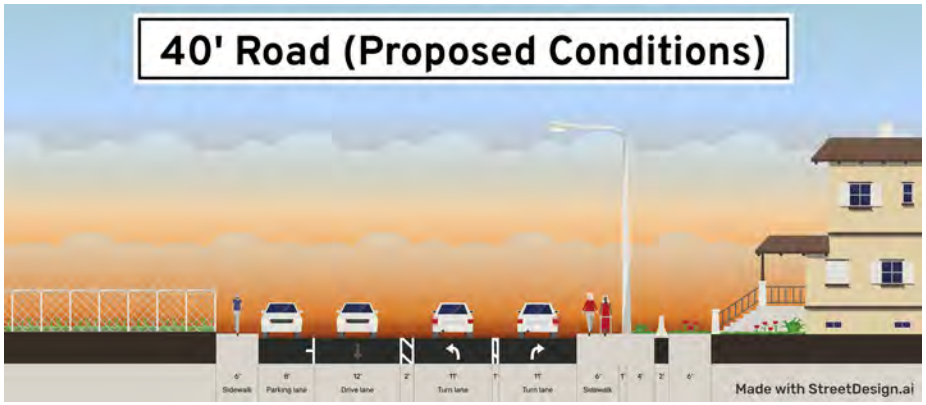
Figure 48. Proposed Conditions on 40’ Road in Edgemont within Existing ROW



40’ Street in Edgemont *(continued)*

Figure 49 shows that acquiring some right-of-way allows these 40’ roads in Edgemont to be reconfigured and include left and right-turn lanes, one way travel lanes, sidewalks on both sides of the road, helping improve pedestrian safety.

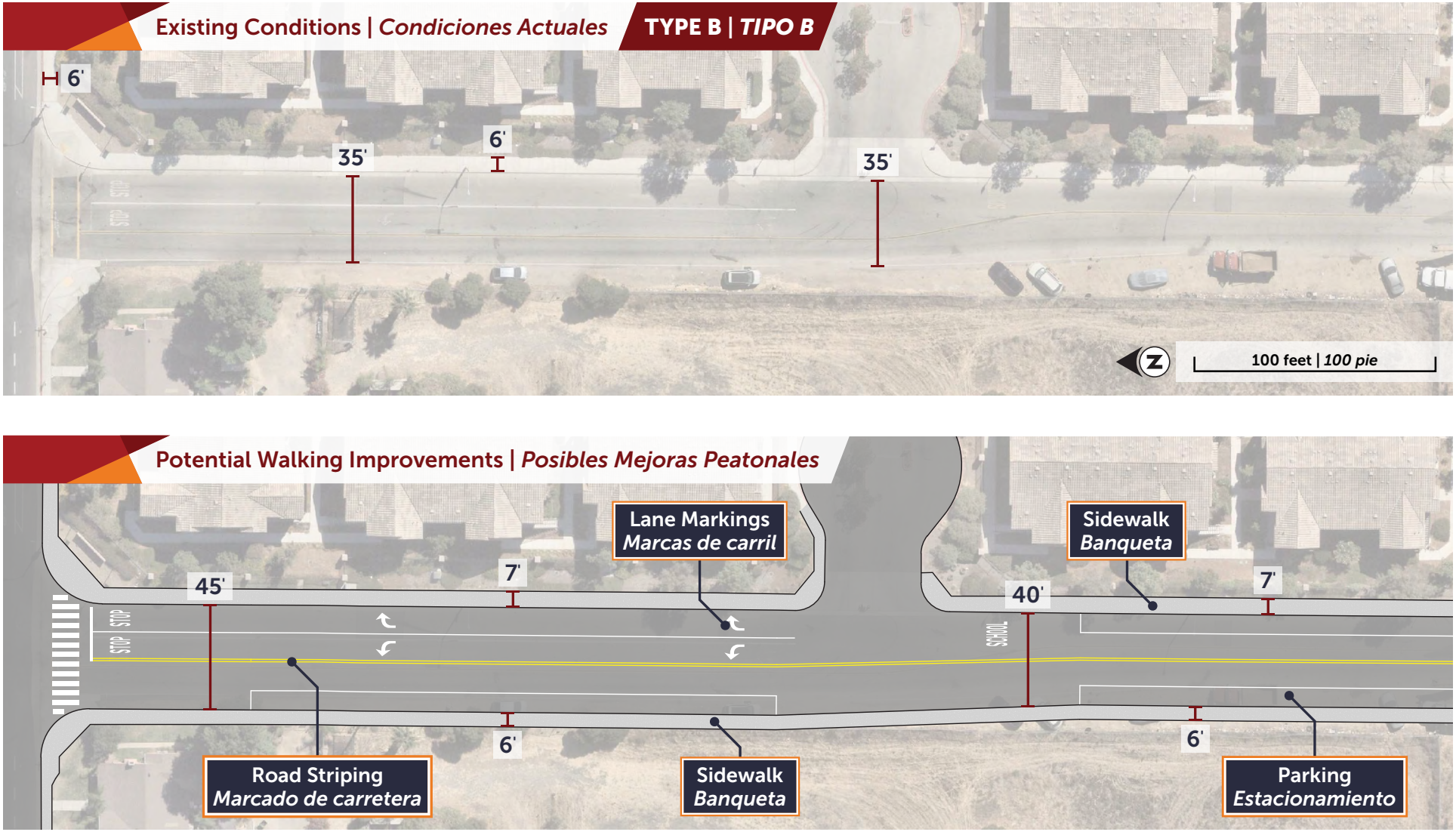
Figure 49. Proposed Conditions on 40’ Road in Edgemont



Cross Section

Figure 50 shows the potential road improvements that can be made to an existing 40’ road in the Edgemont community. Potential improvements include road striping to help delineate travel lanes and promote safety, lane and pavement markings to indicate turns and stops ahead and adding sidewalks to improve pedestrian travel. These types of improvements can be made to 40’ roads in Edgemont.

Figure 50. 40' Road in Edgemont Improvements

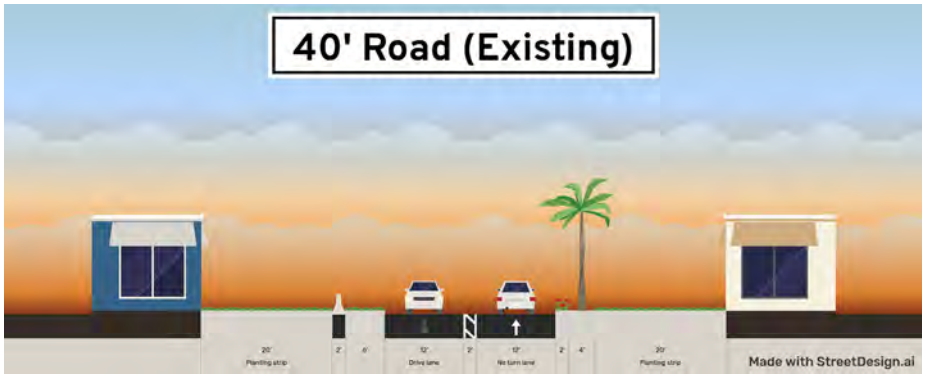


40’ Street in Moreno Valley

Existing Conditions

Most 40’ streets in Moreno Valley include left and right turn lanes, sidewalks on one side of the road, and vehicles parking on one side of the road, as shown in **Figure 51**. In some instances, one side of the road lacks sidewalks and has parallel vehicle parking on one side of the road. The typical speed limit ranges are 45-50 mph.

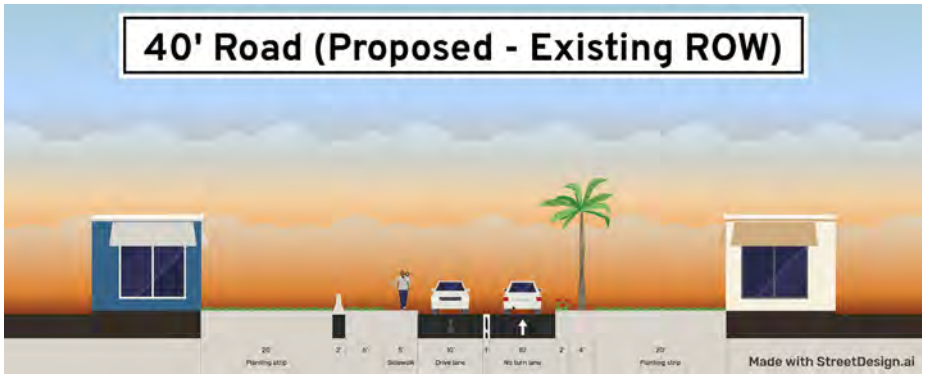
Figure 51. Existing Conditions on 40’ Road in Moreno Valley



Proposed Improvements

Figure 52 shows proposed improvements for 40’ streets in Moreno Valley include narrowing each travel lane and the center divider line by 1’ and allowing space for a 5’ sidewalk to allow for pedestrian mobility.

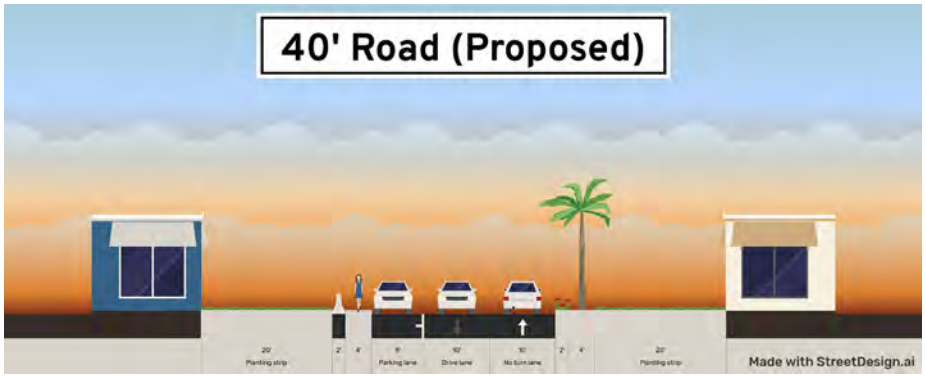
Figure 52. Proposed Conditions within Existing ROW on 40’ in Moreno Valley



40’ Street in Moreno Valley *(continued)*

Figure 53 shows that acquiring some right-of-way allows 40’ streets in Moreno Valley to be reconfigured by reducing each travel lane by 1’, removing the center divider line, and adding parking and a 4’ sidewalk on one side of the road to create separated pedestrian infrastructure and increase safety.

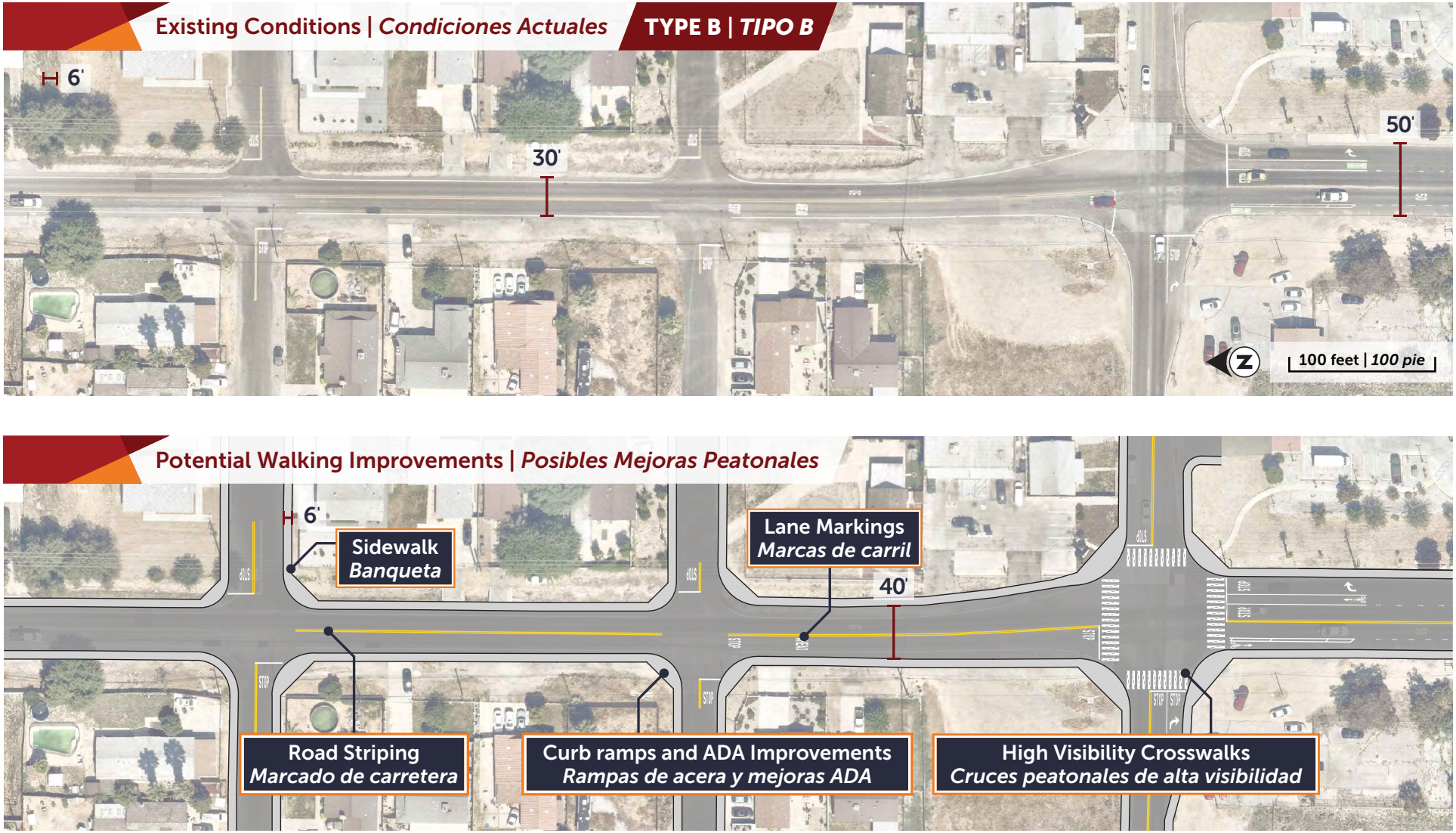
Figure 53. Proposed Conditions on 40’ Road in Moreno Valley



Cross Section

Figure 54 illustrates potential road improvements for an existing 40’ road in Moreno Valley. Potential improvements include pavement and road markings to indicate stop signs ahead, road striping to help drivers delineate their roads, high visibility crosswalks, and curb and Americans with Disability Act (ADA) improvements throughout sidewalks. These types of improvements are applicable to 40’ roads in Moreno Valley.

Figure 54. 40' Road in Moreno Valley Improvements



IMPLEMENTATION

Cost Estimates

Funding is critical to actualizing the safety recommendations and treatments outlined in this plan. Calculating cost estimates can help determine the amount needed to implement projects and programs. **Table 9** includes estimated unit cost for each proposed improvement—costs are reflected as ranges. To identify cost estimates, the team reviewed over 15 similar projects and calculated a high and low estimated cost for respective infrastructure. These figures are estimates only as of April 2025. Moreno Valley may consider using these cost estimates when pursuing implementation funding.

Table 9. Cost Estimates by Unit of Measure

Category	Description	Unit of Measure	Cost Range
All	Red Curb Paint	per linear foot	$5 – $10
	Signs with new fluorescent sheeting (regulatory or warning)	per unit	$2,400 – $3,600
	Low Vegetative Obstruction Removal	per unit	$200 – $300
	Miscellaneous Obstruction Removal	per unit	$2,000 – $3,000
	Other Obstruction Removal (Physical Infrastructure)	per unit	$2,000 – $3,000
	Overhead Vegetative Obstruction Removal	per unit	$400 –$600
	Surface Repavement	per sq yard	$250 –$400
	Power Pole Obstruction Removal	per unit	$20,000 – $30,000
	Safety Lighting Luminaires Relocation	per unit	$600 –$900
	Sign Obstruction Removal	per unit	$2,000 – $3,000
	Utility obstruction removal	per unit	$5,000 – $7,500
In Intersection	Convert to all-way STOP control (from 2-way or Yield control)	per intersection	$12,500 – $19,000
	Cross Slope Violation	per sq yard	$150 – $380
	Curb Ramp Modifications	Lump Sum	$262,000 – $393,000
	Curb Ramps per SPPWC 111-5	per unit	$6,000 – $9,000
	Furnish and Install Accessible Pedestrian Systems	per unit	$16,700 – $25,000
	Furnish and Install Complete Curb Ramp	per unit	$7,500 – $11,300
	Furnish and Install Safety Lighting Luminaires	per unit	$1,200 – $1,800
	Furnish and Install Sign and Post	per unit	$500 –$750
	Horizontal Opening > 0.5"	per unit	$1,100 – $1,600
	Improve sight distance to intersection (Clear Sight Triangles	per unit	$6,500 – $9,800
	Improve sight distance to intersection (Clear Sight Triangles, Daylighting)	per intersection	$20,000 – $30,000
	12" White Stop Bar Per City Standard 625	per linear ft	$10 –$15
	2'x10'' White Ladder Style Crosswalk	per sq ft	$10 –$15
	2'x11' White Ladder Style Crosswalk	per sq ft	$10 – $15
	Audible ped push buttons	per intersection	$11,000 – $16,500
	Curve advance warning signs (flashing beacon)	per unit	$12,000 – $18,000
	Dynamic/variable speed warning signs	per unit	$23,000 – $34,200

	Flashing beacons as advance warning (NS.I.)	per unit	$5,000 – $7,500
	Flashing beacons as advance warning (S.I)	per unit	$10,200 – $15,300
	Flashing Beacons at Stop-Controlled Intersections	per unit	$5,000 – $7,500
	Pedestrian crossing at uncontrolled locations (new signs and markings only)	per unit	$35,000 – 52,000
	Raised Pedestrian Crossing	per unit	$20,000 – $30,000
	Rectangular Rapid Flashing Beacon (RRFB)	per unit	$30,000 – $45,000
	Traffic signals	per intersection	$378,000 – $567,000
	Stop signs or other intersection warning/ regulatory signs	per unit	$2,000 – $3,000
	Pedestrian crossing at uncontrolled locations (w enhanced safety features)	per crossing	$30,000 – $45,000
	Signal phasing to implement a Leading Pedestrian Interval (LPI)	per intersection	$45,500 – $68,500
	Non-Compliant Island Curb Cuts	per unit	$6,500 – $9,800
	Non-Compliant Signal Push Button Cuts	per unit	$3,000 – $4,500
	Protected left turn phase (if lane already exists)	per intersection	$45,500 – $68,500
	Running Slope Violation	per sq yard	$250 – $400
	Street signal installation	per unit	$1,250 – 2,000
	Traffic Signal Obstruction removal	per unit	$5,000 –$ 7,500
	Upgrade intersection pavement markings (NS.I.)	per intersection	$38,500 – $57,500
Segment	4" Concrete Sidewalk Per SPPWC 112-2 and 113-2	per sq ft	$10 – $20
	6" Curb and gutter per SPPWC 120-3	per linear ft	$50 – $75
	6" Curb per SPPWC 120-3	per linear ft	$45 – $70
	8" Curb per SPPWC 120-3	per linear ft	$50 – $75
	Buried/Narrow Sidewalk	per sq yard	$250 – $375
	Commercial Driveway	per linear ft	$120 – $180
	Concrete Sidewalk, 6"	per sq ft	$15 – $25
	Construct Concrete Sidewalk (Width Per Plan)	per sq ft	$25 – $40
	Construct New Curb & Gutter	per linear ft	$90 – $135
	Bike lanes	per mile	$77,000 – $115,000
	Edgeline rumble strips/stripes	per mile	$50,000 – $75,000
	Pedestrian lighting/lightpole	per unit	$25,000 – $37,500
	Raised median	per linear ft	$1,100 – $1,600
	Sidewalk improvements/connections	per sq yard	$150 – $225
	Residential Driveway	per linear ft	$120 –$180
	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	per mile	$79,200 – $119,000
	Vertical Displacement <=1"	per unit	$375 – $600
	Vertical Displacement > 1'	per unit	$2,100 – $3,200
	On-street sidewalks	per linear ft for 4' sidewalk	$80 – $120
	Separated Class IV Bike Lane	per mile	$84,000 – $126,000

Source: Kimley-Horn and Associates, Caltrans, City of Moreno Valley

Funding Sources for Cost Estimates

Some of the most common funding sources include:

- **Maintenance Funding:** Financial resources allocated specifically for the upkeep and repair of existing infrastructure.
- **Developer Impact Fees:** Charges imposed on developers by municipalities to offset the costs of providing public services.
- **Vehicle Miles Traveled (VMT) Mitigation Fees:** Fees assessed based on the number of miles traveled by vehicles in a specific area.
- **Special Assessment District:** A defined geographic area where property owners are charged a special fee to fund specific public projects or services.
- **Federal, State, and Local Grants**, including:
  - Active Transportation Grant Program (ATGP)
  - Active Transportation Program (ATP)
  - Community Development Block Grant Program (CDBG)
  - Highway Safety Improvement Program (HSIP)
  - Local Partnership Program
  - Local Streets and Roads (LSRP) Program
  - Office of Traffic Safety (OTS) Grant Program
  - RAISE Discretionary Grants
  - Reconnecting Communities and Neighborhoods Grant Program
  - Solutions for Congested Corridors (SCCP)
  - Sustainable Transportation Planning Grants
  - Urban Greening

Moreno Valley is not solely limited to these funding sources. The City will need to monitor additional grant and funding opportunities as they arise. Further, prioritized projects tend to have a greater benefit relative to other projects. The City will need to consider the overall safety impact as they pursue funding for different projects.

Federal Programs

Federal grants offer great opportunities to fund pedestrian improvements. **Safe Streets and Roads for All** will continue to appropriate funds through 2026 and can be used on a variety of the treatments proposed as part of this plan. Similarly, if released, additional cycles of the **Reconnecting Communities Grant or Neighborhood Access and Equity (NAE)** programs can help provide pedestrian improvements in the Edgemont community

The following list is of available federal grant programs that can be used to fund the planning and implementation of recommendations in this plan.

CAPITAL INVESTMENT GRANTS PROGRAM – TRANSIT-ORIENTED DEVELOPMENT PLANNING

Funded through the Federal Transit Administration's (FTA) Capital Investment Grants Program, the pilot program for Transit Oriented Development (TOD) planning supports efforts to focus growth around transit stations, creating compact, mixed-use communities with easy access to jobs and services.

Originating from MAP-21 in 2012, the Bipartisan Infrastructure Law (BIL) Infrastructure Investment and Jobs Act (IIJA) continued the TOD planning grant program with $14 million in funding through 2026. Eligible applicants include states, cities, counties, and other local governmental authorities. Grant activities can include

comprehensive or site-specific planning to enhance economic development, transit ridership, multimodal connectivity, and accessibility, as well as increasing access to transit hubs for pedestrians and bicyclists.

Planning must support an eligible transit capital project, defined as either a new fixed guideway project or core capacity improvement project according to FTA. By improving facilities for vulnerable road users accessing transit stations, applicants can meet the program's goals. More information can be found at the FTA TOD Planning Program: https://www.transit.dot.gov/funding/grants/fact-sheet-pilot-program-transit-oriented-development-planning.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is administered by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) and is a core federal-aid program aimed at significantly reducing traffic fatalities and serious injuries on public roads. Established through the Highway Safety Act of 1973, HSIP has been expanded and modified by subsequent legislation. HSIP apportions funding as a lump sum to each state, which then divides the funding among various programs. Typically, call-for-projects under HSIP are made at an interval of one to two years.

Applicants must be a city, county, or federally recognized tribal government within the State of California. California's Local HSIP disburses grant funding to infrastructure projects with nationally recognized crash reduction factors. Projects must be identified based on crash experience, crash potential, crash rate, and other data-supported means cataloged in a Local Roadway Safety Plan (LRSP) or another qualifying Action Plan. HSIP funds are eligible for work on any public road, publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for the general use of tribal members.

Projects eligible for HSIP funding must identify a specific safety problem and demonstrate that the proposed countermeasures will significantly address the problem. The proposed project must be consistent with California's Strategic Highway Safety Plan (SHSP). Projects must be designed and constructed expeditiously, should not require acquisition of right-of-way amounting to more than 10 percent of the project's construction cost, and should not require extensive environmental review or mitigation. Certain countermeasures, such as curve realignments and shoulder widenings, which take longer periods of time to implement, must show that other, lower-cost countermeasures have not been effective before consideration.

Additional information regarding this program at the Federal level can be found online at HSIP Federal Information: https://highways.dot.gov/safety/hsip. California-specific HSIP information, including dates for upcoming calls for projects, can be found at California HSIP Information: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, administered by USDOT, provides significant grants for road, rail, transit, and port projects that achieve national objectives and have substantial local or regional impacts. Established by the 2021 Bipartisan Infrastructure Law (BIL) under the Infrastructure Investment and Jobs Act (IIJA), it was previously known as the BUILD and TIGER grants. Congress has allocated approximately $14.3 billion for 15 rounds of impactful projects.

Funds are disbursed directly to various public entities, including municipalities, counties, port authorities, tribal governments, and MPOs. This flexibility allows for the funding of multi-modal and multi-jurisdictional projects that are typically challenging to support through traditional programs. The minimum RAISE grant is $5 million for urban areas and $1 million for rural areas, with a maximum of $25 million.

RAISE grants are available for Planning Projects and Capital Projects, covering various surface transportation facilities and benefiting vulnerable road users. Key project types include public road and non-motorized

projects, transit-oriented development, mobility on-demand, and intermodal projects. Ensuring safe, reliable access for pedestrians and bicyclists is essential for project success. More information can be found at RAISE Grants Information: https://www.transportation.gov/RAISEgrants/about.

RECONNECTING COMMUNITIES AND NEIGHBORHOODS (RCN) PROGRAM

The Reconnecting Communities and Neighborhoods (RCN) Program prioritizes disadvantaged communities, improves access to daily needs, and fosters equitable development by removing, retrofitting, or mitigating transportation facilities that create barriers to community connectivity, mobility, access, and economic development.

Created by combining the Reconnecting Communities Pilot (RCP) from the BIL's IIJA and the Neighborhood Access and Equity discretionary grant program from the 2021 Inflation Reduction Act (IRA), the RCN Program offers three grant types: Community Planning, Capital Construction, and Regional Partnerships Challenge. Community Planning grants support planning to restore community connectivity, public engagement, environmental impact assessments, and developing anti-displacement policies. Eligible applicants include State and local municipalities, Tribal governments, MPOs, and non-profits. Capital Construction grants are for addressing dividing facilities, mitigating burdensome or polluting facilities, or improving access with Complete Streets. Eligible applicants include facility owners or partnerships with eligible Community Planning grant applicants. Regional Partnerships Challenge grants allow partnerships between two or more agencies, including local governments, Tribal governments, MPOs/RPOs, State DOTs, and other partners, to address equitable access, mobility challenges, and greenhouse gas emission reductions.

Projects can target any transportation facility or its surroundings that act as community barriers, allowing improvements on any roadway classification. The RCN Program aims to create or improve multimodal connections between separated communities and safely enhance mobility for vulnerable road users. More information can be found at the RCN website: https://www.transportation.gov/grants/rcnprogram.

SAFE STREETS AND ROADS FOR ALL (SS4A)

The Safe Streets and Roads for All (SS4A) Program is administered by USDOT and provides $1 billion annually for grants to prevent deaths and serious injuries on the nation's roads. The funds support planning, education, enforcement, and infrastructure improvements.

Established by the Bipartisan Infrastructure Law's (BIL) Infrastructure Investment and Jobs Act (IIJA), these grants are awarded directly by the federal government. Eligible applicants include cities, counties, transit agencies, metropolitan planning organizations (MPOs), special districts, and federally recognized Tribal governments.

There are two types of grants:

1. **Planning and Demonstration Grants:** These support the development or enhancement of a comprehensive safety Action Plan aimed at preventing roadway fatalities and serious injuries. Demonstration activities are encouraged. An Action Plan funded by SS4A also qualifies a jurisdiction for HSIP funding, even without an LRSP.
2. **Implementation Grants:** These fund projects and strategies outlined in an Action Plan to address roadway safety issues. They may also cover supplemental actions, demonstration activities, and project-level planning, design, and development.

Projects funded by SS4A can be implemented on any public roadway. The program does not use benefit-cost analysis (BCA) but evaluates alignment with the Safe Systems approach adopted by FHWA. There is a 20 percent local match requirement, which can include in-kind contributions like billable staff labor hours.

More information, including examples of eligible projects and strategies, is available at SS4A Program Information: https://www.transportation.gov/grants/SS4A.

SURFACE TRANSPORTATION BLOCK GRANTS

The Surface Transportation Block Grant (STBG) program, administered by the FHWA, provides flexible grant funding for projects aimed at preserving and improving roadway safety and performance. Originally conceived through the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) of 2005, the program has evolved and was most recently reauthorized by the 2021 Bipartisan Infrastructure Law (BIL) under the Infrastructure Investment and Jobs Act (IIJA). STBG allocates approximately $1.25 billion annually for California, which is then divided among various programs and community sizes.

Projects are proposed by local agencies and the State for selection by a regional transportation planning agency (RTPA) or metropolitan planning organization (MPO). These projects must be included in an approved Federal Statewide Transportation Improvement Program (FSTIP), with nomination schedules varying statewide for each RTPA or MPO. STBG funds are eligible for a wide range of projects, including work on Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Eligible project types for STBG funds span various objectives, from multimodal safety and operations improvements to environmental restoration, alternative fuels infrastructure, and intelligent transportation systems (ITS) technology deployment. Additional information regarding this program at the Federal level can be found at the FHWA STBG website: **https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm**. California-specific STBG information can be found in the California DOT Funding Guidebook: **https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/guide/funding-guidebook.pdf**.

State Programs

At the state level, the **Active Transportation Program (ATP)** and **Local Partnership Program (LPP)** are set to be released in 2026. Specifically, the ATP program is scheduled to accept applications for Cycle 8 in 2026 for award in early 2027; the LPP is also expected to be renewed in 2026 for award in early 2027. Finally, Caltrans' HSIP Cycle 13 is expected to accept applications through the summer of 2026 for an award in early 2027, which can be used for intersection treatments and pedestrian improvements.

The following is a list of grant programs available at the state level that can help fund the pedestrian improvements recommended in this plan.

ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP), administered by Caltrans, funds projects aimed at increasing walking and bicycling, improving mobility and safety for non-motorized users, enhancing public health, and reducing greenhouse gas emissions. Created in 2013 via Senate Bill 99 (SB 99) and Assembly Bill 101 (AB 101), the ATP consolidated several federal and state transportation programs. In 2017, Senate Bill 1 (SB 1), the Road Repair and Accountability Act, authorized an additional $100 million annually from the State's Road Maintenance and Rehabilitation Account to the ATP, significantly increasing available funding.

Eligible applicants include local, regional, or state agencies, Caltrans, transit agencies, natural resources or public land agencies, public schools or school districts, Tribal governments, certain non-profits, and any entity responsible for or overseeing transportation and recreational trails.

Funding can be used for various projects, including pedestrian and bicycle infrastructure, planning projects, and non-infrastructure programs related to education and enforcement. The ATP calls for projects typically in the spring, with funding provided annually. More information can be found at Caltrans ATP Program: **https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program**.

LOCAL PARTNERSHIP PROGRAM (LPP)

The Local Partnership Program (LPP), administered by Caltrans, funds transportation improvements related to aging infrastructure, road conditions, active transportation, transit, rail, and health and safety benefits.

Created by SB 1, the LPP allocates $200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies with voter-approved taxes or imposed fees dedicated to transportation improvements. Funds are distributed via a 40 percent statewide competitive grant and a 60 percent formulaic grant.

Projects can target any roadway classification and include improvements to the State Highway System, local roads, transit facilities, pedestrian and bicycle safety, environmental mitigation, and road maintenance. The LPP supports infrastructure-related countermeasures to improve safety for vulnerable road users.

More information can be found at Caltrans LPP Program: **https://catc.ca.gov/programs/sb1/local-partnership-program**.

LOCAL ROADWAY SAFETY PLANS (LRSP) AND SYSTEMIC SAFETY ANALYSIS REPORT PROGRAMS (SSARP)

Local Roadway Safety Plans (LRSPs) and Systemic Safety Analysis Report Programs (SSARPs) are administered by Caltrans to fund planning and analysis activities at the local agency level.

LRSPs enable local and rural road owners to address unique safety needs while supporting the State's Strategic Highway Safety Plan (SHSP). Preparing an LRSP helps systematically identify and analyze safety issues, recommend improvements, and foster collaboration among local agencies. The resulting prioritized list of improvements offers a proactive approach to addressing safety challenges.

Established in 2016, the SSARP assists local agencies with collision analysis, identifying safety issues, and developing a list of low-cost countermeasures. State funding for SSARP is provided through an exchange of local HSIP federal funds for State Highway Account (SHA) funds.

An LRSP, SSARP, or equivalent Action Plan is required to apply for local HSIP funding. All recommendations are applicable for inclusion in LRSP and SSARP planning. Additional information can be found here: **https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/local-roadway-safety-plans**.

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

The California Office of Traffic Safety (OTS) offers grants for projects aimed at improving traffic safety, including enforcement and education programs. Grant applications must be supported by local crash data and relate to one of OTS's priority programs, such as pedestrian and bicycle safety, general roadway safety, and traffic records.

Eligible applicants include public entities like local, regional, or state agencies, transit agencies, public schools or school districts, Tribal governments, and certain non-profit organizations. Projects can be implemented on any roadway classification and must demonstrate how they will reduce traffic injuries and deaths in their priority program area.

More information about this program can be found at OTS Grants: **https://www.ots.ca.gov/grants**.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAMS (SCCP)

The Solutions for Congested Corridors Program (SCCP) provides funding for transportation, environmental, and community access improvements to reduce congestion throughout the state.

Established by SB 1, the SCCP allocates $250 million annually to projects identified in a regional transportation plan (RTP) and part of a comprehensive corridor plan. Eligible applicants include regional transportation planning agencies (RTPAs), metropolitan planning organizations (MPOs), and county transportation commissions. Preference is given to projects demonstrating collaboration between Caltrans and local or regional partners. No more than half of the annual funding can be awarded to projects nominated exclusively by Caltrans.

Eligible projects can be implemented on the State Highway System, local streets and roads, public transit facilities, pedestrian and bicycle facilities, or a combination of these. Project types include adding or improving transit and rail infrastructure, transit hubs, first/last-mile connections, closing gaps in transportation networks, safety improvements, innovative technologies, and pedestrian and bicycle facilities.

More information can be found at SCCP Program: **https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program**.

SUSTAINABLE TRANSPORTATION PLANNING (STP) GRANTS

The Sustainable Transportation Planning (STP) Grant Program, administered by Caltrans, supports a safe and reliable transportation network that serves all people and respects the environment. The program offers funding through three grants:

1. **Sustainable Communities Grants**, funded by SB 1, supports RTP Sustainable Communities Strategies (SCS) and aim to reduce State greenhouse gas (GHG) emissions. Eligible applicants include public agencies, Tribal governments, and certain non-profits, with at least 50 percent of funding reserved for underserved communities. Projects may include active transportation, corridor and freight, social equity, integrated housing, land use and transportation, multimodal, safety, technical, and transit areas.
2. **Climate Adaptation Planning Grants**, funded by Senate Bill 198, help local and regional agencies identify transportation-related climate vulnerabilities and develop adaptation plans. Eligible projects include climate vulnerability risk assessments, planning for extreme weather events, adaptation and resilience plans, project-level planning, technical feasibility studies, and educational resources. Eligible applicants include public agencies, Tribal governments, and certain non-profits.
3. **Strategic Partnerships Grants**, using federal funds, address statewide, interregional, or regional transportation deficiencies along the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects. Eligible applicants include RTPAs and MPOs. Projects may cover economic development, safety, security, accessibility, and environmental quality.

Sustainable Communities Grants are particularly relevant for planning efforts to improve vulnerable road user safety. While they cannot fund countermeasures directly, they support project-level planning, data gathering, analysis, reports, consultant procurement, public outreach, workshops, and up to 30 percent design and conceptual drawings. Projects can be implemented on any roadway classification.

More information is available at STP Grants Program: **https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants**.

Funding Sources by Countermeasure

Table 10 includes funding sources for each countermeasure recommended in this Plan. The table also includes funding sources for education programming and enforcement that can help augment infrastructure improvements and contribute to pedestrian safety.

Table 10. Countermeasures by Funding Sources

Countermeasure	Federal Programs						State Programs					
	HSIP	SS4A	STBG	RAISE	RCN	TOD Pilot*	ATP	LPP	SCCP	LRSP & SSARP*	OTS	STP*
Advanced Stop Lines (ASLs)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Advance Yield Marks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Curb Extension (Bulb Outs)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Curb Ramps and ADA Improvements	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓
High Visibility Crosswalk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Improved Sight Lines (Daylighting)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Lane Markings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Leading Pedestrian Interval (LPI) Modifications	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Overhead Lighting at Crosswalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Pedestrian Countdown Heads	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Pedestrian Hybrid Beacon	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Protected-Left-Turn	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Raised Pedestrian Crosswalk	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Rapid Rectangular Flashing Beacon (RRFB)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Reduction of Through Lanes/ Narrow Vehicle Lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Road/Pavement Markings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Sidewalks	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Stop Signs	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Widen Shoulder	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Education Programming		✓					✓			✓	✓	✓
Drivers Education Programs		✓					✓			✓	✓	✓
Visibility Campaign		✓					✓			✓	✓	✓
Active Transportation		✓					✓			✓	✓	✓
Rodeos		✓					✓			✓	✓	✓
Safety Dashboards		✓					✓			✓	✓	✓
Enforcement		✓					✓			✓	✓	✓
Additional Patrols		✓					✓			✓	✓	✓
Targeted Safety Campaigns		✓					✓			✓	✓	✓
Active Transportation		✓					✓			✓	✓	✓
Rodeos		✓					✓			✓	✓	✓
Safety Dashboards		✓					✓			✓	✓	✓

LOOKING AHEAD

Building out the improvements proposed in the Moreno Valley Pedestrian Access Plan will take concerted efforts and years to complete. As the City makes pedestrian improvements, they must monitor the effectiveness and the role these improvements play in creating a safer and more accessible community. The City should consider regularly updating or collecting the following information:

- **Travel and Safety Data:** The City can monitor how improvements affect the number of pedestrian users, and the number of crashes involving active transportation users. Travel data can be collected through surveys, manual counts, or automated methods like censors, cameras, or big data.
- **Performance Metrics:** The City can establish performance metrics to monitor the success of the improvements of pedestrians. These metrics can include tracking mode share, safety outcomes, air quality, and tracking usage across target demographic groups. These metrics can also build on the vision and goals outlined in this plan.
- **Surveys:** The City can distribute surveys to find out quantitative and qualitative information from users and non-users alike, including satisfaction, perceived safety, common origins and destinations, and preferred pedestrian routes.
- **Cost Benefit Analysis:** The City could monitor how the pedestrian improvements impact the local economy, communities, and environment through factors such as traffic congestion, air quality, property values, and external investment.
- **Connecting Pedestrian Network with Future Developments:** The City could conduct future analyses to identify future development patterns and prioritize sidewalk deployment in areas primed for residential development.

Recommendations for Future Engagement

Based on the input received through community workshops, events, and resident suggestions, several strategies are recommended to strengthen future engagement efforts, particularly as the City moves into project design, property owner coordination, and implementation phases. These strategies include:

1. **Door-to-Door Outreach in Affected Neighborhoods.**
   - ↳ Residents in the Edgemont community specifically recommended door-to-door outreach to ensure homeowners and tenants directly impacted by sidewalk proposals can ask questions and share input. Personalized, face-to-face conversations will help build trust and address concerns about property impacts, parking, drainage, or fencing. This in-person engagement should be conducted in English and Spanish.
2. **Outreach at School Pick-Up and Drop-Off Areas**
   - ↳ Families with school-age children expressed concerns about child safety due to the lack of sidewalks. Future outreach efforts should focus on school locations during pick-up and drop-off windows to engage parents, caregivers, and youth directly. Coordinating with school principals or parent organizations can help facilitate this outreach. Community center events are another option to reach families and parents.
3. **Continue Multilingual and Culturally Responsive Engagement**
   - ↳ Spanish-speaking residents engaged at all events, and several required interpretation to participate fully. Future outreach should continue to include bilingual staff and translated materials and consider expanding language access as needed. Using trusted messengers or local organizations can also help build relationships with harder-to-reach communities.
4. **Provide Visual Design Materials and Concept Plans**
   - ↳ Workshop participants and event attendees found it helpful to see visual examples of proposed improvements, such as the street typology posters used at the workshops. Future outreach should continue to use clear, easy-to-understand visual materials to show potential sidewalk designs and help Edgemont property owners understand how improvements might affect their frontage.
5. **Leverage Local Events for Broader Outreach**
   - ↳ Citywide events such as Snow Day and Juneteenth have proven effective for engaging residents who may not attend formal planning meetings. Continuing to table at these events—or at community hubs like grocery stores, libraries, and churches—will help reach a broader cross-section of the community.
6. **Offer Multiple Ways to Participate including Online and Virtual Options**
   - ↳ To ensure equitable participation, future engagement should continue offering multiple methods for residents to share feedback, including online surveys, printed comment cards, interactive web tools, and in-person engagement. Partnering with trusted organizations can also help distribute these materials more effectively. Additionally, macro issues facing diverse community members should be evaluated and virtual workshops should be considered if in-person attendance at events is low.
7. **Maintain and Grow the Contact List**
   - ↳ The City should continue to grow and maintain the project contact list developed through sign-in sheets, comment cards, and email sign-ups. This list can be used for future updates, surveys, and construction notices to ensure residents stay informed and engaged throughout the planning and implementation process.

Conclusion

The Moreno Valley Pedestrian Access Plan proposed pedestrian infrastructure improvements in areas with the highest need throughout Moreno Valley. Using findings from the existing conditions analysis, safety analysis, crash network screening analysis, and community engagement input, the Plan identified the pedestrian network needed to provide safe and efficient routes for pedestrians and other vulnerable road users, developed intersection and crossing treatments by street typology to help the city systemically advance statewide public health, equity, and environmental protection goals, and calculated cost estimates and funding sources needed to implement projects and programs to make safety improvements throughout the pedestrian network to reduce pedestrian crashes and increase safety for all pedestrians, especially in Edgemont where there is relatively higher safety needs.

As the City changes and continues to grow, it will need to adjust the priority pedestrian network to make sure the network provides connectivity and accessibility, promotes health safety and comfort, and maximizes equitable Investments and outcomes for all Moreno Valley residents. By remaining adaptable and committed to inclusive, evidence-based planning, Moreno Valley can create a safer, healthier, and more walkable, bikeable, and rollable community for residents of all ages and backgrounds.

APPENDICES

A. Community Engagement Summary

B. Existing Plans and Policies Literature Review

C. Existing Conditions Analysis

City of Moreno Valley
PEDESTRIAN ACCESS PLAN
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SCAG
INNOVATING FOR A BETTER TOMORROW

MORENO VALLEY
Pedestrian Access Plan

A. Community Engagement Summary

COMMUNITY ENGAGEMENT SUMMARY

For the City of Moreno Valley

Pedestrian Access Plan

Prepared for:
Darryl DePencier, Kimley-Horn

Prepared by:

LEMMON PLANNING

OCT 13, 2025

Introduction

The City of Moreno Valley is developing a Pedestrian Access Plan to improve safety, comfort, and accessibility for people walking and rolling throughout the city. This planning effort is funded by the Southern California Association of Governments (SCAG) through its Sustainable Communities Program, which supports local jurisdictions in advancing strategies that promote active transportation, reduce greenhouse gas emissions, and enhance community wellbeing.

The purpose of the Pedestrian Access Plan is to identify key barriers to walking, prioritize pedestrian infrastructure needs, and guide future investments in sidewalks, crossings, lighting, and other improvements that support walkability in Moreno Valley. The plan also seeks to elevate community priorities and ensure that historically underinvested neighborhoods—such as Edgemont—are meaningfully included in the decision-making process.

Community engagement has been the foundation of this planning process. With support from SCAG and in coordination with the City and consultant team, a multi-faceted outreach strategy was developed to reach a wide cross-section of Moreno Valley residents. Engagement activities were intentionally designed to be accessible, multilingual, and interactive, creating opportunities for residents of all ages and backgrounds to share their experiences walking in the city and their vision for safer, more connected neighborhoods.

Through in-person events, neighborhood workshops, surveys, and online comment tools, community members were invited to identify walking destinations, highlight barriers they face, and weigh in on sidewalk improvement types and locations. Special attention was given to engaging with the Edgemont community as they have a unique set of challenges related to walkability, for example the lack of sidewalks on many street segments.

This Community Engagement Summary documents the outreach methods used, who was reached and what was heard, and summarizes key themes that emerged. It also provides recommendations for future outreach and includes an appendix of materials and feedback collected throughout the engagement process.

Engagement Events and Activities

A variety of engagement activities were implemented to gather input from residents, raise awareness about the Pedestrian Access Plan, and ensure meaningful community participation. These activities were designed to be interactive, accessible, and informative, allowing participants to share personal experiences, identify neighborhood challenges, and

provide location-specific feedback. Activities and materials were provided in both English and Spanish.

Summary of Engagement Activities

Engagement Activity	Date(s)	Purpose
Snow Day Winter Event	December 7, 2024	Introduce the Plan; gather general walking feedback
Edgemont Community Workshops	April 14, 2025 April 16, 2025 April 21, 2025 April 23, 2025 May 5, 2025	Targeted outreach in the Edgemont community; Collected input on sidewalk needs from owners and residents
Online Community Survey	June 21, 2025 to August 5, 2025	Broader community input on walking behaviors, barriers, and priority improvements
Juneteenth Celebration Community Event	June 19, 2025	City-wide event to discuss the Plan; gather general walking feedback
Box Springs Mutual Water Company Tabling	July 14, 2025	Targeting outreach in Edgemont to reach residents and promote the online survey
Edgemont Women's Club Board Meeting	Sept 14, 2025	Provide overview of draft Plan availability for online review to Edgemont community leaders and take comments on the draft Plan
El Grito Community Celebration	Sept 15, 2025	City-wide event booth to announce draft plan availability for review; take comments on draft plan
Moreno Valley Chamber of Commerce Business In Action Meeting	Sept 17, 2025	Provide overview of the draft Plan to Moreno Valley business leaders and take comments on the draft plan

Snow Day Winter Event (Citywide Outreach)

At the December 7, 2024, Snow Day Winter Event hosted by the City of Moreno Valley, the project team staffed a booth to introduce the plan to families and other attendees. Engagement activities included:

- Map Activity: Participants placed stickers on a city map to show where they walk and key destinations.

- Barriers Activity: Participants wrote down the main challenges they face when walking and added them to a shared board using sticky notes.
- Sign-Up for Updates: Visitors could sign up to receive project updates and share the best ways to reach them (e.g., social media, school events).
- Spanish-Language Engagement: A bilingual staff member was available to interpret and assist Spanish-speaking attendees.
- Take-Home Postcards: Postcards with a QR code to the project website were distributed to promote future engagement.

Approximately 67 people engaged with the project booth, including families, seniors, and youth.

Edgemont Community Workshops (Neighborhood-Focused Outreach)

Five workshops were held between April 14 and May 5, 2025, to engage residents and property owners in the Edgemont neighborhood, where sidewalk gaps are common. Each workshop was tied to a specific cluster of residential parcels, with mailed invitations sent to 879 households. Activities included:

- Presentation: A short slide presentation provided an overview of the plan, benefits of sidewalk improvements, and design considerations.
- Street Typology Boards: Large-format boards showed real-world examples of potential sidewalk improvements based on street width.
- Edgemont Parcel Map: A map highlighted parcels with and without sidewalks and helped prompt location-specific discussions.
- Participant Packets: Each attendee received a packet with a project fact sheet, FAQs, and a comment card.
- Comment Cards: Participants shared their views on sidewalk improvements, including support, concerns, and suggested changes.
- Spanish-Language Support: Bilingual team members were available at all sessions.

A total of 25 people attended the workshops, and 30 comment cards were submitted—some from community members who could not attend in person but still provided input.

Online Community Survey

An online survey was open from June 21, 2025 to August 5, 2025 and was available in English and Spanish. The survey included seven multiple choice and ranking questions about walking behavior and priorities.

The goals of the online survey were:

- Community input on project prioritization criteria
- Increase online visibility of project webpage, project social media accounts
- Gain more followers for project social media accounts
- Increase number of email addresses to publicize future events

In total, 75 survey responses were received during the 49-day survey window.

Juneteenth Community Event

At the June 21, 2025 Juneteenth Celebration Event, approximately 74 participants visited the Pedestrian Access Plan booth and learned about the plan, engaged in activities on walking barriers and priorities, and took the online survey. Participants included adults, families with children, seniors, and Spanish-speaking residents.

Tabling at Box Springs Water Company

On July 14, 2025, the team set up an information tabling booth at the Box Springs Mutual Water Company bill pay day. Recommended by a community member who attended a workshop, the goal of the information booth was to reach Edgemont residents at the Box Springs Mutual Water Company office when they pay their water bills in person. The Water Company allowed the project team to set up a table at their office location and recommended scheduling the event on their peak payment day to maximize foot traffic.

During the two-hour tabling period, 14 Edgemont residents were informed about the plan, provided a bilingual flyer in English and Spanish about the online survey, and/or provided written comments via comment form.

Edgemont Women's Club Monthly Board Meeting Presentation

At the Edgemont Women's Club's monthly board meeting on Sept 12, 2025, the project team presented the draft Plan to board members and community members. The meeting was held at the Edgemont Community Center. Printed copies of the presentation slides were provided to board members and community members who attended.

El Grito Festival

At the City's Sept 15, 2025 El Grito Festival, approximately 51 community members learned about the draft Plan, reviewed the draft Priority Pedestrian Network and crash maps, and provided input on the draft plan. Six of the visitors to the booth spoke Spanish and the Spanish-speaking project team member provided information about the draft Plan and took their comments.

Moreno Valley Chamber of Commerce Business in Action Meeting

On Sept 17, 2025, the the Moreno Valley Chamber of Commerce held its Business In Action meeting. During this regularly scheduled meeting for members of the local business community, the project team gave a one-hour presentation and question-and-answer session. The project team presented digital slides, provided a hard copy of the draft Plan, written comment forms, and QR code flyer for attendees to scan and comment online. Approximately 15 members of the Moreno Valley business community attended and discussed the draft Plan.

Outreach Methods

Multiple engagement methods were utilized to inform the community about the Pedestrian Access Plan, encourage participation in the planning process, and . The outreach strategy was designed to be inclusive, accessible, and reflective of the City's diverse population, with a particular focus on reaching areas in the city most affected by limited pedestrian infrastructure.

Key outreach methods included:

1. Direct Mail to Edgemont Community Members

To ensure targeted neighborhood outreach, over 870 physical invitations were mailed to property owners and residents in the Edgemont community. Postcard mailers provided details about the workshop series, location, and included information in both English and Spanish. Mailers also included QR codes linking to each workshop's Eventbrite page to register.

2. In-Person Outreach at Events

The project team hosted staffed booths at large community events, including the Snow Day Winter Event and the Juneteenth Celebration. These events provided an opportunity to engage with a broad cross-section of residents, including those who may not typically participate in traditional community meetings.

3. Social Media and Digital Promotion

The project used social media platforms (Facebook, Instagram) to promote the Pedestrian Access Plan and announce upcoming workshops and the online survey. Event pages were created through Eventbrite to provide workshop details, facilitate RSVPs and track interest. Posts were bilingual in English and Spanish and included workshop details, online survey information, and links to the project website.

4. Project Website

A dedicated website (www.movalpap.org) was launched to serve as a central hub for project information. It included background on the plan, upcoming event listings, a link to the online survey, and materials from workshops. The site will continue to be updated with final deliverables and engagement summaries.

5. Multilingual Access

All major outreach materials were provided in English and Spanish, and Spanish-speaking staff were present to facilitate inclusive participation. This ensured that non-English speakers could engage fully with the planning process.

6. Printed Materials and Visual Tools

Each event included a range of printed outreach tools designed to simplify technical content and support meaningful input. These included:

- Workshop notice postcards with QR codes linking to an Eventbrite page for each workshop
- Large-format maps and visual boards to support hands-on feedback
- Comment cards and participant packets with frequently asked questions (FAQs) and project fact sheets

7. Community-Based Recommendations

Several residents offered suggestions for effective outreach methods moving forward, including:

- Tabling at local schools during pick-up/drop-off times
- Door-to-door canvassing in neighborhoods without sidewalks
- Providing printed comment forms at community centers, stores, or churches

These recommendations are incorporated into the future engagement strategy to ensure sustained and responsive communication with residents.

FINDINGS

The community feedback gathered through the engagement events and activities described above revealed a strong desire to improve pedestrian safety and walkability throughout Moreno Valley, with particularly high support for new sidewalk infrastructure in the Edgemont neighborhood. Key themes and location-specific concerns emerged and are summarized below. For event-specific findings, please see the appendix for event summaries.

Traffic Safety and Speeding

Across all events, speeding vehicles and driving behavior are a consistent concern. Participants repeatedly cited fast-moving vehicular traffic, dangerous intersections, and lack of traffic enforcement as primary barriers to safe walking, particularly affecting children's safety near schools.

Sidewalk Infrastructure Deficits

Missing, damaged, inadequate, or too-narrow sidewalks were concerns shared by participants at every engagement event. Respondents identified broken pavement, cracks, tree root uplift, and absence of sidewalks in multiple locations. The community expressed strong support for sidewalk improvements, with 27 out of 30 Edgemont workshop participants favoring enhancements.

Environmental Comfort Barriers

Heat exposure and lack of shade consistently deter walking across the city. Participants requested more trees and landscaping for shade while balancing concerns about root damage to sidewalks. Inadequacy of pedestrian street lighting also creates safety barriers, especially for nighttime walking.

Child and Family Safety Priorities

Children's safety emerged as a central concern across events, with parents and youth identifying specific risks. School-related walking routes require particular attention, and children provided valuable insights into what makes them feel unsafe.

Equity and Access Issues

Residents expressed desire for improved walkability to community destinations such as parks and shopping centers, highlighting broader access and equity concerns.

Implementation, Engagement, and Education

Community members shared ways to reach residents and property owners for future engagement about the project and requested that future engagement clearly describe how improvements might affect existing conditions like parking, drainage, and property access. Community members also suggested education was needed and desired to raise awareness about pedestrian safety issues; for example, signage alerting drivers to areas with high levels of pedestrians and education for pedestrians to be aware of their surroundings when walking.

Recommendations for Future Engagement

Based on the input received through community workshops, events, and resident suggestions, several strategies are recommended to strengthen future engagement efforts—particularly as the City moves into project design, property owner coordination, and implementation phases.

1. Door-to-Door Outreach in Affected Neighborhoods

Residents in the Edgemont community specifically recommended door-to-door outreach to ensure homeowners and tenants directly impacted by sidewalk proposals have the opportunity to ask questions and share input. Personalized, face-to-face conversations will help build trust and address concerns about property impacts, parking, drainage, or fencing. This in-person engagement should be conducted in English and Spanish

2. Outreach at School Pick-Up and Drop-Off Areas

Families with school-age children expressed concerns about child safety due to the lack of sidewalks. Future outreach efforts should focus on school locations during pick-up and drop-off windows to engage parents, caregivers, and youth directly. Coordinating with school principals or parent organizations can help facilitate this outreach. Community center events are another option to reach families and parents.

3. Continue Multilingual and Culturally Responsive Engagement

Spanish-speaking residents engaged at all events, and several required interpretation to participate fully. Future outreach should continue to include bilingual staff and translated materials, and consider expanding language access as needed. Using trusted messengers or local organizations can also help build relationships with harder-to-reach communities.

4. Provide Visual Design Materials and Concept Plans

Workshop participants and event attendees found it helpful to see visual examples of proposed improvements, such as the street typology posters used at the workshops. Future outreach should continue to use clear, easy-to-understand visual materials to show potential sidewalk designs and help Edgemont property owners understand how improvements might affect their frontage.

5. Leverage Local Events for Broader Outreach

Citywide events such as Snow Day and Juneteenth have proven effective for engaging residents who may not attend formal planning meetings. Continuing to table at these events—or at community hubs like grocery stores, libraries, and churches—will help reach a broader cross-section of the community.

6. Offer Multiple Ways to Participate

To ensure equitable participation, future engagement should continue offering multiple methods for residents to share feedback, including online surveys, printed comment cards, interactive web tools, and in-person engagement. Partnering with trusted organizations can also help distribute these materials more effectively. Additionally, macro issues facing diverse community members should be evaluated and virtual workshops should be considered if in-person attendance at events is low.

7. Maintain and Grow the Contact List

The City should continue to grow and maintain the project contact list developed through sign-in sheets, comment cards, and email sign-ups. This list can be used for future updates, surveys, and construction notices to ensure residents stay informed and engaged throughout the planning and implementation process.

Conclusion

Community engagement for the Moreno Valley Pedestrian Access Plan was designed to ensure that the voices of residents and city constituents help shape the vision, priorities, and recommendations of the plan. Through workshops, public events, and online tools, the project team heard directly from residents, business owners, property owners, community groups, and community leaders about the challenges they face walking in their neighborhoods and the improvements they would like to see.

Across all engagement activities, respondents expressed a strong desire for safer, more accessible, and more comfortable walking conditions. Common concerns included missing sidewalks, unsafe vehicle speeds, poor lighting, unsafe or missing crossings, and environmental barriers such as extreme heat coupled with lack of shade. In the Edgemont neighborhood, where sidewalk gaps are prevalent, support for new sidewalks was clear and consistent.

The community feedback summarized in this report informs the Pedestrian Access Plan's proposed infrastructure recommendations and implementation strategies. In addition, the outreach methods and lessons learned will help guide future engagement efforts as the City of Moreno Valley continues the process to invest in safer, more walkable communities.

Continued collaboration between the City and its residents, property owners, businesses, community groups, schools, and local faith leaders will be essential to ensuring that pedestrian improvements are responsive to local needs, supported by the community, and successfully implemented in the years to come.

APPENDIX – ENGAGEMENT EVENT SUMMARIES

Event Summary: City-Wide Event

Event Name	Snow Day Winter Event
Date	Saturday, Dec 7, 2024 from 10am-4:30pm
Location	Moreno Valley Conference and Recreation Center 14075 Frederick St, Moreno Valley, CA 92553

Format, Goals, and Participation

The City of Moreno Valley's Snow Day Winter Event was organized by the City of Moreno Valley Parks & Community Services department and held at the Moreno Valley Civic Center. It was a holiday-themed event for City residents and visitors to enjoy snow play, food vendors, and a carnival featuring free jumpers, games, and crafts. The project team had a booth at this event with multiple ways for community members to engage in English or Spanish.

The goals of having a booth at this event were:

1) Introduce the plan to the broader community
2) Gather email addresses for future events / e-blasts
3) Learn about the community's walking needs
4) Inform / refine Engagement Plan

The project booth was located along the main row of booths and was between the parking lot and snow play activities. Most of the people who visited the booth were families and multiple children gave feedback about where they walk and any barriers to walking that they experience. Due to the location and type of event, the project booth received the following participants:

- Approximately 67 people visited the booth and provided feedback or learned about the plan.
- 1 person lived in the Edgemont Community.
- Approximately 3 people were more comfortable providing comments in Spanish. The Spanish-speaking project team member explained the plan, how to provide comments on the boards, and helped them write their comments if needed.

ENGAGEMENT ACTIVITIES

The booth was staffed by two project team members. One staff member was available to interpret and take comments in Spanish. The following activities and materials were available:

- **Map Activity**: poster board with map of the city. Participants used stickers to indicate destinations they walk to and the intersection nearest their home that they walk from.
- **Barriers Activity**: poster board with a question about the main barriers they face when walking, or what keeps them from walking more, and the main reason why they walk. Participants wrote their responses on a sticky note and added it to the board.
- **Sign up for project updates**: option for participants to provide their email address to receive project updates. Included a question about the best ways to engage with them, e.g. at school pick up or drop off, at their bus stop, at other MoVal events, social media, email updates, etc.
- **Edgemont Community map**: 11x17 sheets available for residents of the Edgemont community.
- **Project Website Postcard**: post card take-one with project overview and QR code to visit the project website for updates.

COMMUNITY FEEDBACK SUMMARY

Community members provided comments on the barriers to walking / rolling that they face. The key themes of those concerns were:

- Safety is a primary concern, with multiple mentions of traffic speed and unsafe driving behavior
- Significant infrastructure gaps, particularly for sidewalks and accessibility
- Weather protection (shade/heat) is a notable barrier to walking
- Loose/stray dogs were a safety concern
- Accessibility for people with disabilities
- Better lighting in certain areas

Below are the written comments grouped by thematic category:

Infrastructure Issues

- Missing stop signs and stop lines
- No sidewalks in several areas
- Sidewalk uplift/wheelchair accessibility issues
- Too many sidewalk cracks
- Missing sidewalk by hospital/Vista del Lagos
- Off street bike trail concerns
- Distance to key areas

Safety Concerns

- Too dark at night
- Fast driving/traffic
- Cars and their driving traffic
- Crazy driving
- More traffic/cars
- Reckless drivers
- Fast car traffic by elementary school
- Insecurity

Climate and Environment Factors

- Too hot or too cold weather
- When it's less hot (noting weather impact on walking)
- Landscape/shade needed
- Access to Lake Perris issues

Animal-Related

- Dogs
- Stray/loose dogs
- Dog walking concerns
- Loose dogs on the street

Other Concerns

- Bike sharing lanes
- Safe areas to walk (big parks)
- ADA bumps/ramps accessibility for wheelchairs
- Crashes at Graham & Cottonwood

COMMUNITY FEEDBACK PHOTOS

Barriers Map with Sticky Note Comments

Map Activity with Location Stickers

Event Summary: Edgemont Community Workshops

Event Name	Edgemont Community Workshops
Dates	Monday, April 14, 2025, from 6pm-7pm Wednesday, April 16, 2025, from 6pm-7pm Monday, April 21, 2025, from 6pm-7pm Wednesday, April 23, 2025, from 6pm-7pm Monday, May 5, 2025, from 6pm-7pm
Location	TownGate Community Center 14075 Frederick St, Moreno Valley, CA 92553

Format and Engagement Activities

Five Edgemont Community Workshops were held on weekday evenings to engage residents and property owners of the Edgemont neighborhood about potential sidewalk improvements. A preliminary analysis identified 288 residential parcels that could be directly impacted. These were grouped into five neighborhood clusters, and a total of 879 workshop invitations were mailed via United States Postal Service to property owners and residents, divided as follows:

- Neighborhood 1: 135 invitations
- Neighborhood 2: 178 invitations
- Neighborhood 3: 166 invitations
- Neighborhood 4: 185 invitations
- Neighborhood 5: 215 invitations

Each neighborhood was invited to attend a dedicated workshop session. The workshops were also posted on the project website (www.movalpap.org), project Facebook and Instagram accounts, and workshop-specific event pages via Eventbrite to track RSVPs.

Workshops were held at the centrally located, ADA-accessible TownGate Community Center and staffed by 3-5 project team members per session, including at least one Spanish-speaking team member for bilingual engagement.

Attendance across the five sessions totaled 25 participants:

- Neighborhood 1: 4 attendees
- Neighborhood 2: 3 attendees
- Neighborhood 3: 10 attendees
- Neighborhood 4: 5 attendees
- Neighborhood 5: 3 attendees

Each workshop featured a short presentation, hands-on printed materials, and opportunities to ask questions and provide feedback on sidewalk needs, design tradeoffs, and broader pedestrian safety concerns.

The goals of the workshops were to:

- Introduce the Pedestrian Access Plan to Edgemont residents and property owners.
- Collect parcel-specific feedback from residents and property owners.
- Refine sidewalk improvement priorities in the Edgemont area.
- Document support and concerns related to pedestrian improvements.
- Expand the stakeholder contact list for future engagement.

Engagement Materials and Tools

The following tools and materials supported workshop activities:

- **Presentation:** A PowerPoint slide presentation was given by staff to provide context for workshop attendees. The presentation covered an overview of the Pedestrian Access Plan, community benefits of improving pedestrian access, visual examples of improvement types, and discussion common tradeoffs (e.g., parking, drainage).
- **Edgemont Community Map:** A large-format map identifying parcels without sidewalks and various street typologies in Edgemont.
- **Street Typology Concepts**: Large-format, printed posters showed aerial imagery of street segments and compared existing street conditions to potential improvements. The concepts depicted street widths, possible improvements such as sidewalks, lane markings, bike lanes, and parking. Four street typology concepts were prepared: 30-foot wide street; 35-foot wide street; 40-foot wide street; and a one-way street. These posters were on each table at the workshop and staff used these posters to facilitate one-on-one and small group discussion with participants.
- **Participant Packets:** Attendees were provided a packet of the workshop materials including project fact sheet, frequently asked questions, and comment card.
- **Comment Cards:** Participants were asked to complete a comment card to indicate if they supported sidewalks, reflect on tradeoffs, and offer comments, feedback, or questions.
- **Sign-Up for Project Updates:** Community members were asked if would like to receive ongoing, periodic project updates when they sign-in.

Community Feedback Summary

A total of 30 worksheets were submitted across all workshops, reflecting responses from both attendees and community members who provided feedback outside of the in-person events. Results indicated strong overall support for sidewalks:

- “Yes” to sidewalks: 27
- “Maybe” to sidewalks: 1

- “No” to sidewalks: 2

Community members also provided feedback on the potential of sidewalk improvements in the Edgemont comment. Feedback gathered during the workshops revealed several key themes:

- **Broad Support for Sidewalks:** Many residents supported sidewalk improvements, especially on their own streets. Some workshop participants came to multiple workshops to demonstrate their support and recruited their neighbors to attend workshops as well.
- **Traffic and Speeding Concerns:** Residents described safety issues, including speeding and property damage (e.g., broken mailboxes), and saw sidewalks as a potential remedy.
- **Desire for Additional Safety Elements:** Speed humps and improved street lighting were suggested as complementary improvements.
- **Implementation Concerns:** Some residents raised questions about how sidewalks might affect parking, driveways, drainage, and existing fences.
- **Equity Concerns:** Several participants expressed frustration that Edgemont lacks sidewalks while other neighborhoods have them.
- **Child Safety:** Residents commonly noted children walking along the road due to the lack of sidewalks, citing this as a major safety risk.
- **Limited Opposition:** A few attendees opposed sidewalk improvements but did not offer specific reasons.
- **Suggestions for Future Outreach:** Residents recommended door-to-door canvassing, outreach at school pick-up/drop-off areas, providing an online comment form, and tabling at community events.

APPENDICES

A. **Presentation**
B. **Boards**
C. **Participant Packets**

City of Moreno Valley

PEDESTRIAN ACCESS PLAN

www.MoValPAP.org

SCAG

INNOVATING FOR A BETTER TOMORROW

Edgemont Community Workshop

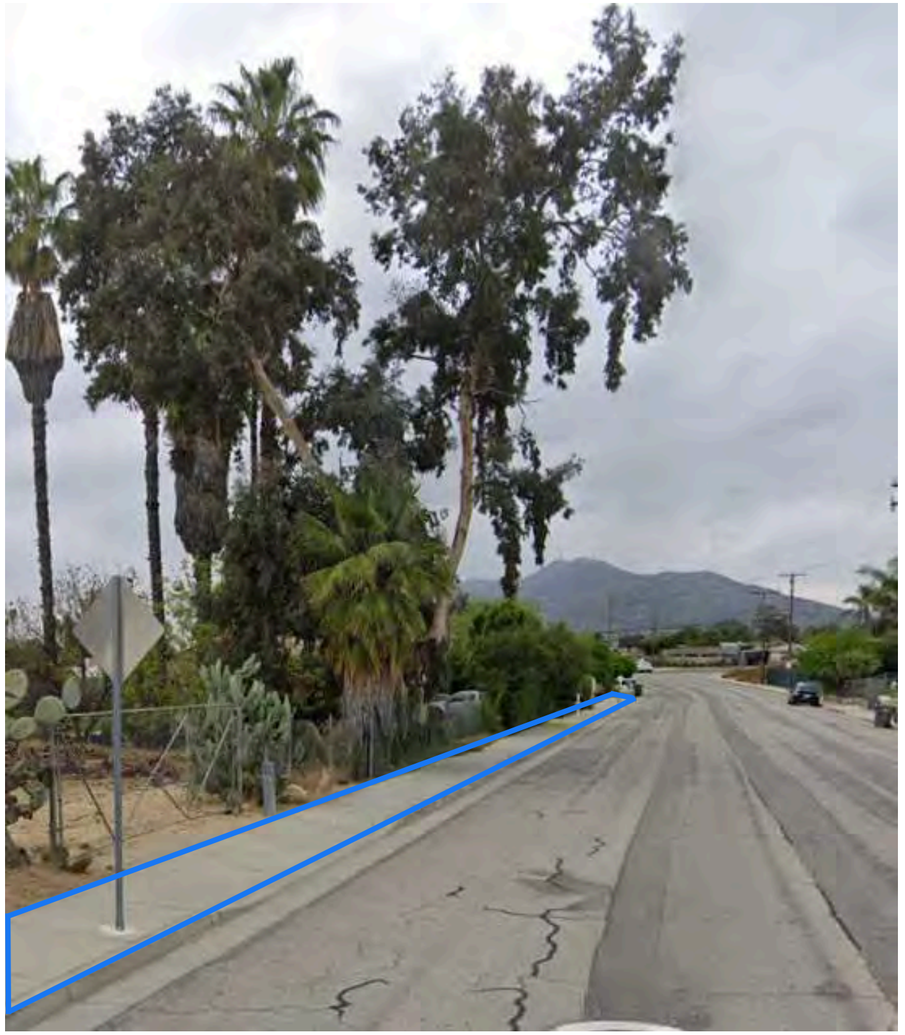
Taller Comunitario de Edgemont

Welcome! Thank you for joining us
¡Bienvenidos! Gracias por acompañarnos

What To Expect Today // *Qué Esperar Hoy*

- Learn about sidewalk improvements in Moreno Valley and the Edgemont community.
- Share your experiences, concerns, and ideas.
- Submit a formal comment about sidewalk improvements on your street.

- *Aprenda sobre las mejoras de acceso peatonal en Moreno Valley y la comunidad de Edgemont.*
- *Comparta sus experiencias, preocupaciones e ideas.*
- *Envíe un comentario formal sobre las mejoras de banquetas en su calle.*



Overview *Visión General*

The City of Moreno Valley is creating a Pedestrian Access Plan to make walking and rolling safer and easier for everyone, no matter their age, ability, or background.

La Ciudad de Moreno Valley está desarrollando un Plan de Acceso Peatonal para hacer que caminar y desplazarse sea más seguro y fácil para todos, sin importar su edad, capacidad o antecedentes.

Walkable Communities... *Comunidades Caminables...*

Improve safety, especially for people walking and rolling
Mejorar la seguridad, especialmente para las personas que caminan y se desplazan en silla de ruedas

Increase accessibility for everyone, regardless of their age, ability, or background
Aumentar la accesibilidad para todos, sin importar su edad, capacidad o antecedentes

Enhance connections to schools, parks, transit, and other key destinations
Mejorar las conexiones a escuelas, parques, transporte público y otros destinos clave

Improve equity, health, and sustainability
Mejorar la equidad, salud y sostenibilidad

Support the local economy and improve property value
Apoya la economía local y mejora el valor de las propiedades

Encourage civic participation and social interaction
Fomentar la participación cívica e interacción social

Sidewalk Example 1 *Ejemplo de Banqueta 1*

Before *Antes*

After *Después*

Key Features

- Designated space for people walking
- Separation from traffic lanes
- Even and wide surface for all people

Características Claves

- *Espacio designado para personas caminando*
- *Separación de los carriles de tráfico*
- *Superficie pareja y amplia para todas las personas*

Sidewalk Example 2 *Ejemplo de Banquetas 2*

Before *Antes*

After *Después*

Key Features

- Designated space for people walking
- Separation from traffic lanes
- Even and wide surface for all people

Características Clave

- *Espacio designado para personas caminando*
- *Separación de los carriles de tráfico*
- *Superficie pareja y amplia para todas las personas*

Crosswalk Example *Ejemplo de Cruce Peatonal*

Before *Antes*

After *Después*

Key Features

- Bold, highly visible stripes
- Reflective paint improves visibility
- Lets drivers know to expect people crossing the street

Características Clave

- *Lineas gruesas y altamente visibles*
- *Pintura reflectante que mejora la visibilidad*
- *Permite que los conductores sepan que deben esperar personas cruzando la calle*

Curb Ramp Example *Ejemplo de Rampas para Bordillos*

Key Features

- Gently sloped for people who use wheelchairs, mobility devices, or strollers
- Located at crosswalks
- Standard raised bumps communicate to people with low or no vision

Características Clave

- *Con pendiente suave para personas que usan sillas de ruedas, dispositivos de movilidad o carriolas*
- *Ubicadas en los cruces peatonales*
- *Protuberancias estándar elevadas que comunican a personas con visión baja o nula*

Before *Antes*

After *Después*

Considerations and Tradeoffs *Consideraciones e Intercambios*

Right-of-Way and Space Tradeoffs
Derecho de paso y compensaciones de espacio

Property adjustments (landscaping, fences, or driveways) may be required. Must consider utilities, trees, and drainage.

Ajustes *en la propiedad (jardinería, cercas, or entradas) podrían ser requeridas. Se deben considerar los servicios públicos, los árboles y el drenaje.*

Costs and Funding
Costos y Financiamiento

Sidewalk construction is a long-term investment. Grant funding may be available, but resources are limited.

La construcción de banquetas es una inversión a largo plazo. Podría haber fondos de subvenciones disponibles, pero los recursos son limitados.

Parking and Driveway Access
Acceso a Estacionamiento y Entradas de Vehículos

Potential impacts to street parking and driveways requiring modifications in some areas.

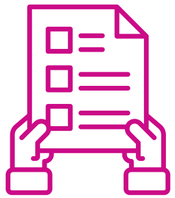
Posibles impactos en el estacionamiento en la calle y las entradas de vehículos que requieren modificaciones en algunas áreas.

Community Preferences and Feedback
Preferencias y Comentarios de la Comunidad

Your input will inform plan priorities. Submit a formal comment about sidewalk improvements on your street.

Su opinión ayudará a definir las prioridades del plan. Envíe un comentario formal sobre las mejoras de banquetas en su calle.

Workshop Activities *Actividades del Taller*



Formal Comment Submission
Envío de Comentarios Formales

Submit a formal comment about sidewalk improvements on your street.

Envíe un comentario formal sobre las mejoras de banquetas en su calle.

Sign Up for Updates
Regístrese para Recibir Actualizaciones

Provide your email address to receive project updates.

Proporcione su dirección de correo electrónico para recibir actualizaciones del proyecto.

Stay Connected *Manténgase Conectado*

Wei Sun, Project Manager *Gerente del Proyecto*
Moreno Valley City Hall
14177 Frederick Street
PO Box 88005
Moreno Valley, CA 92552

www.movalpap.org

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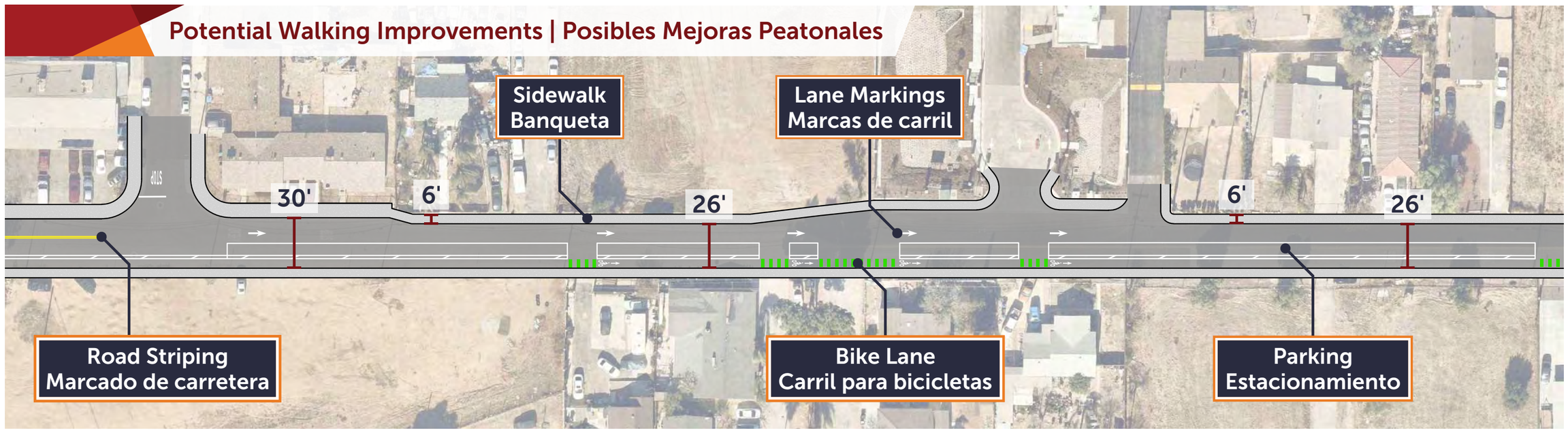
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TYPE A - Potential Walking Improvements for 30 Feet Wide Street
TIPO A - Posibles Mejoras Peatonales para Calle de 30 Pies de Ancho

Existing Conditions | Condiciones Actuales

TYPE A | TIPO A

Potential Walking Improvements | Posibles Mejoras Peatonales



Kimley»Horn

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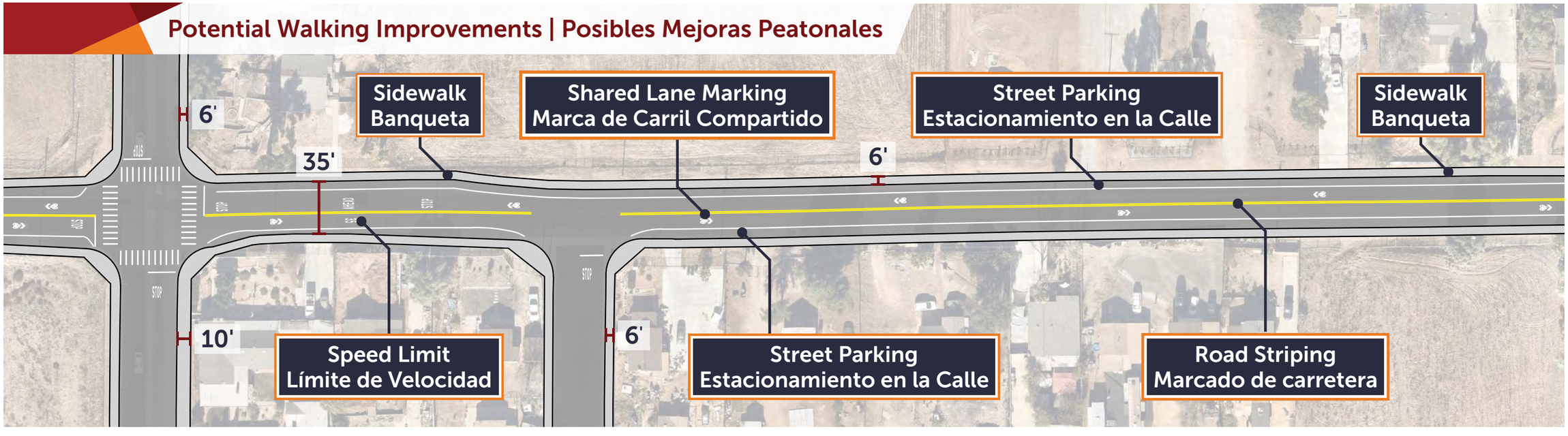
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

TYPE A - Potential Walking Improvements for 35 Feet Wide Street
TIPO A - Posibles Mejoras Peatonales para Calle de 35 Pies de Ancho

Existing Conditions | Condiciones Actuales

TYPE A | TIPO A

Potential Walking Improvements | Posibles Mejoras Peatonales



Kimley»Horn

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TYPE A - Potential Walking Improvements for 35 Feet Wide Street
TIPO A - Posibles Mejoras Peatonales para Calle de 35 Pies de Ancho

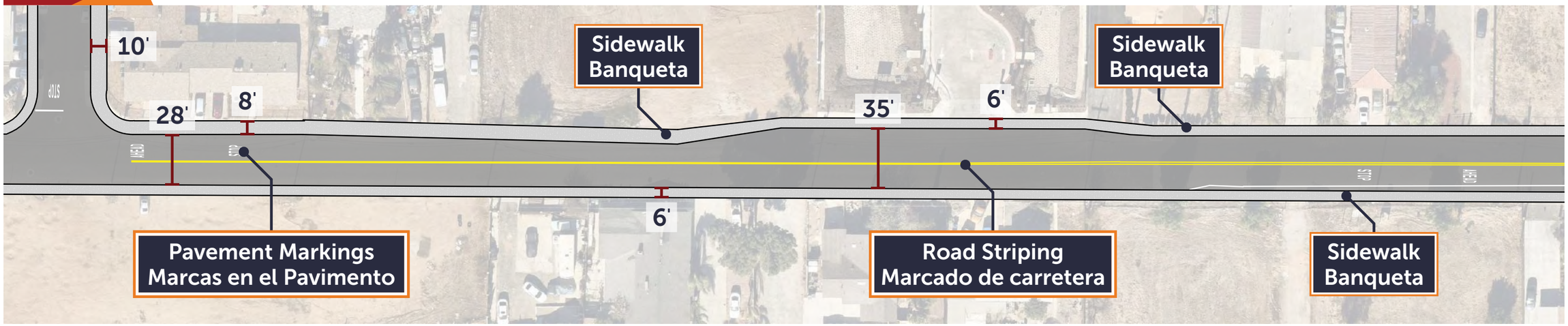
Existing Conditions | Condiciones Actuales

TYPE A | TIPO A

Share your feedback on a sticky note

Comparta sus comentarios en una nota adhesive

Potential Walking Improvements | Posibles Mejoras Peatonales



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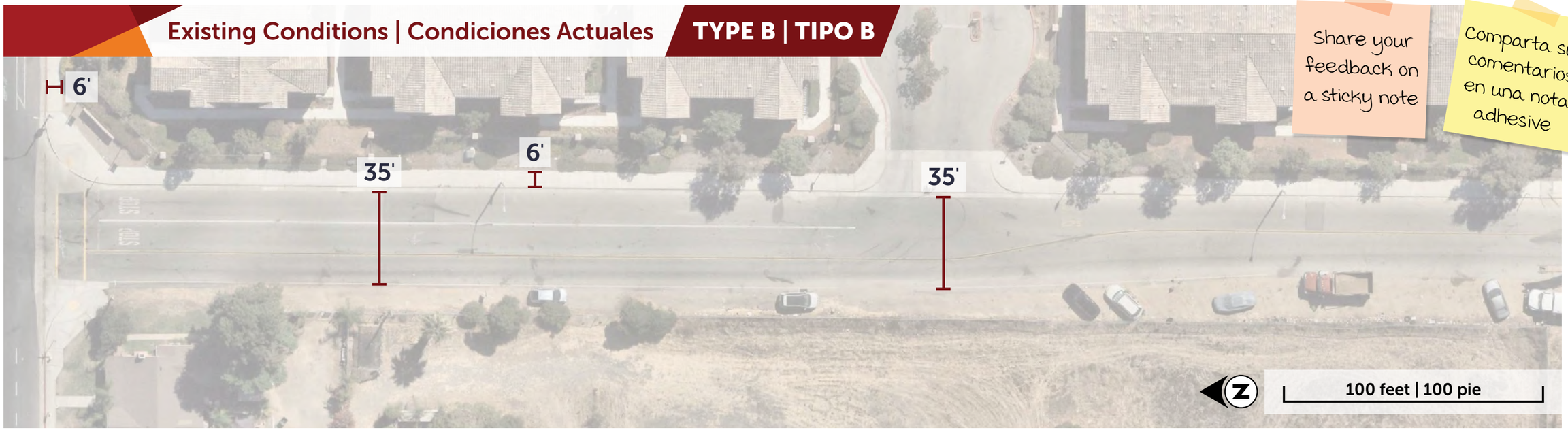
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

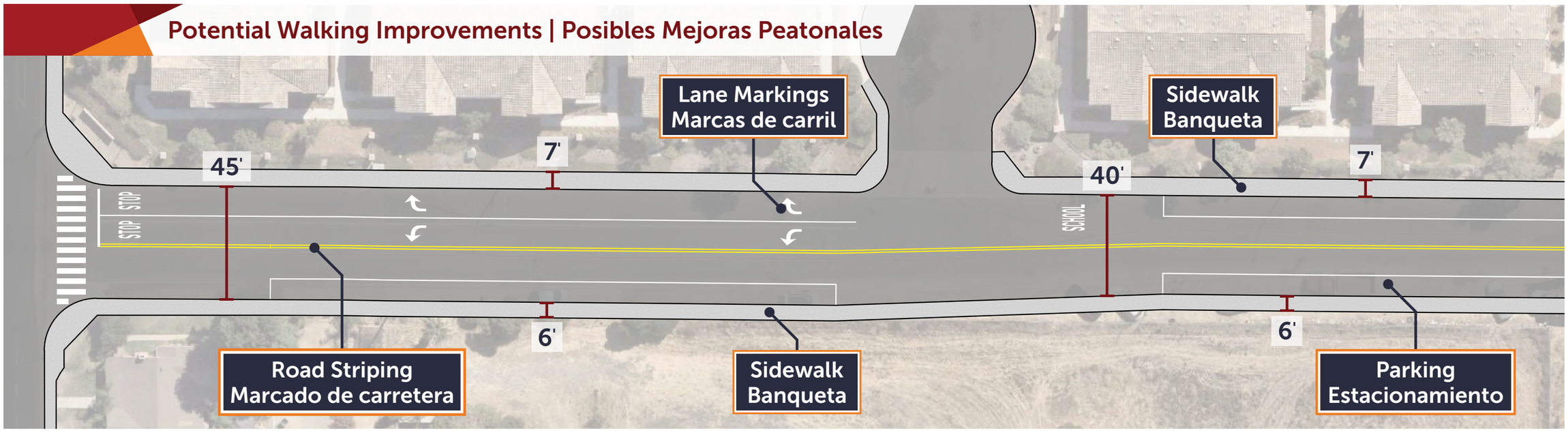
TYPE B - Potential Walking Improvements for 40 Feet Wide Street
TIPO B - Posibles Mejoras Peatonales para Calle de 40 Pies de Ancho

Existing Conditions | Condiciones Actuales

TYPE B | TIPO B



Potential Walking Improvements | Posibles Mejoras Peatonales



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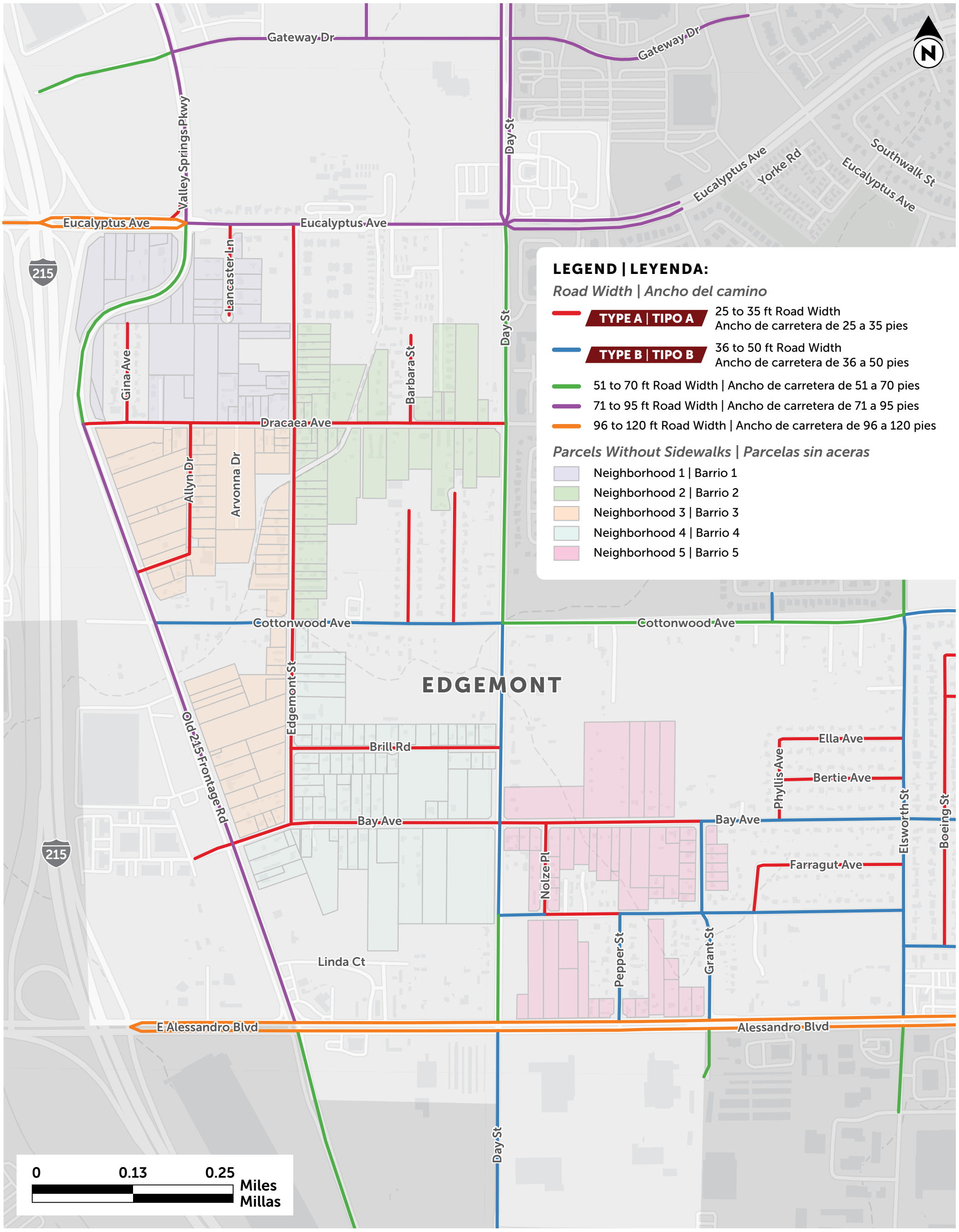
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

City of **Moreno Valley** | Edgemont Streets
Ciudad de **Moreno Valley** | Calles Edgemont



Kimley»Horn

Moreno Valley Pedestrian Access Plan

Plan de Accesso Peatonal de Moreno Valley

Edgemont Community Workshop

Taller Comunitario de Edgemont

Date /
Fecha:

Location /
Ubicación:

www.movalpap.org

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Moreno Valley Pedestrian Access Plan

Plan de Accesso Peatonal de Moreno Valley

Fact Sheet

Hoja Informativa

What is the Pedestrian Access Plan?

The Pedestrian Access Plan (PAP) is a community-driven initiative by the City of Moreno Valley to improve pedestrian infrastructure and safety in Edgemont. The plan will guide future investments in sidewalks, crosswalks, and other pedestrian improvements to enhance walkability and connectivity.

¿Qué es el Plan de Acceso Peatonal?

El Plan de Acceso Peatonal (PAP) es una iniciativa impulsada por la comunidad de la Ciudad de Moreno Valley para mejorar la infraestructura peatonal y la seguridad en Edgemont. El plan guiará futuras inversiones en banquetas, cruces peatonales y otras mejoras para aumentar la accesibilidad y la conectividad.

Why is this Plan Important?

- Enhances safety for pedestrians, including children, seniors, and individuals with disabilities.
- Improves access to schools, parks, transit stops, and local businesses.
- Encourages walking as a healthy, environmentally friendly mode of transportation.
- Addresses existing gaps in pedestrian infrastructure.

¿Por qué es importante este plan?

- Mejora la seguridad de los peatones, incluidos niños, personas mayores y personas con discapacidades.
- Facilita el acceso a escuelas, parques, paradas de transporte público y negocios locales.
- Fomenta caminar como una forma de transporte saludable y ecológica.
- Aborda las deficiencias existentes en la infraestructura peatonal.

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How Can You Stay Involved?

Visit www.MoValPAP.org for updates and project details.

Submit comments via the project website at www.movalpap.org/sign-up

Follow the City of Moreno Valley on social media for announcements.

¿Cómo puede mantenerse involucrado?

Visite www.MoValPAP.org para obtener actualizaciones e información sobre el proyecto.

Envíe sus comentarios a través del sitio web del proyecto en www.movalpap.org/sign-up

Siga a la Ciudad de Moreno Valley en redes sociales para recibir anuncios.

Contact Us

For more information, please contact the project team: www.movalpap.org/sign-up

Contáctenos

Para más información, por favor comuníquese con el equipo del proyecto: www.movalpap.org/sign-up

www.movalpap.org

Walk MoVal

WalkMoVal

Together, we can make Moreno Valley a safer and more walkable community!

¡Juntos, podemos hacer de Moreno Valley una comunidad más segura y accesible para peatones!

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Frequently Asked Questions (FAQs)

Property Considerations

- **Will the City compensate property owners for impacted property?**
  The City will try to improve the streets within the public right of way. We don't anticipate acquiring private property.
- **Will the impacted property be acquired as easements?**
  The City is exploring several property access options, including easements. Final determinations will be made during the design phase based on your input, project requirements, and property impacts.

Project Timeline

- **What is the current status of this project?**
  The project is currently in the planning phase. The City is exploring possible funding options for future phases.
- **When might construction begin?**
  The construction schedule has not been determined
- **How will I be notified about construction?**
  Before any construction occurs, the City will notify affected residents through direct mailings, updates on the City website, social media announcements, and community meetings.

Funding & Maintenance

- **How is this project funded?**
  The current planning phase is funded by a grant from the Southern California Association of Governments. Funding for future phases of design and construction has not been determined yet.
- **Who will be responsible for sidewalk maintenance?**
  The City's Maintenance and Operations Division will follow its current city-wide maintenance process for sidewalks, curbs, gutters, and curb ramps.

Contact Information

- **I have other questions not answered above. Who should I contact?**
  Please direct all inquiries to:
  Wei Sun, Principal Engineer
  City of Moreno Valley
  Phone: 951-413-3149
  Email: weis@moval.org

Preguntas Frecuentes

Consideraciones sobre la Propiedad

- **¿La Ciudad compensará a los propietarios por las propiedades afectadas?**
  La Ciudad intentará mejorar las calles dentro del derecho de vía público. No anticipamos adquirir propiedad privada.
- **¿Las propiedades afectadas serán adquiridas como servidumbres?**
  La Ciudad está explorando varias opciones de acceso a las propiedades, incluyendo servidumbres. Las determinaciones finales se harán durante la fase de diseño, tomando en cuenta sus comentarios, los requisitos del proyecto y los impactos a las propiedades.

Calendario del Proyecto

- **¿Cuál es el estado actual de este proyecto?**
  El proyecto se encuentra actualmente en la fase de planeación. La Ciudad está explorando posibles opciones de financiamiento para las fases futuras.
- **¿Cuándo podría comenzar la construcción?**
  El cronograma de construcción aún no ha sido determinado.
- **¿Cómo se me notificará sobre la construcción?**
  Antes de que comience cualquier construcción, la Ciudad notificará a los residentes afectados mediante correos directos, actualizaciones en el sitio web de la Ciudad, anuncios en redes sociales y reuniones comunitarias.

Financiamiento y Mantenimiento

- **¿Cómo se financia este proyecto?**
  La fase actual de planeación está financiada por una subvención de la Asociación de Gobiernos del Sur de California. El financiamiento para las futuras fases de diseño y construcción aún no se ha determinado.
- **¿Quién será responsable del mantenimiento de las banquetas?**
  La División de Mantenimiento y Operaciones de la Ciudad seguirá su proceso actual de mantenimiento para banquetas, bordillos, cunetas y rampas de acceso en toda la ciudad.

Información de Contacto

- **Tengo otras preguntas que no se han respondido arriba. ¿Con quién debo comunicarme?**
  Por favor, dirija todas sus consultas a:
  Wei Sun, Ingeniero Principal
  Ciudad de Moreno Valley
  Teléfono: 951-413-3149
  Correo electrónico: weis@moval.org

Moreno Valley Pedestrian Access Plan
Plan de Accesso Peatonal de Moreno Valley

Workshop Comment Card
Tarjeta de Comentarios del Taller

Your Information (please print clearly) / Su Información (por favor escriba en letra de imprenta clara)

Full Name / Nombre Completo: _____

Property/Mailing Address / Dirección Postal: _____

Phone Number / Número de Teléfono: _____

Email Address / Correo Electrónico: _____

Sidewalk Preferences / Preferencias de Banquetas

1. Would you like a sidewalk in front of your property? / ¿Le gustaría tener una banqueta frente a su propiedad?

   ☐ Yes / Sí ☐ No / No ☐ Maybe, need more information / Tal vez, necesito más información

2. Do you have concerns about the potential impacts of sidewalk installation? (e.g., street parking, driveway access, construction impacts, etc.) / ¿Tiena inquietudes sobra los posibles impactos de la instalación de banquetas? (Ejemplo: Estacionamiento en la calle, acceso a su estacionamiento, impacto de la construcción, etc.)

   ☐ Yes / Sí ☐ No / No ☐ Maybe, need more information / Tal vez, necesito más información

3. Additional Comments / Comentarios Adicionales (Use the back of this card for more space / Use el reverso de esta tarjeta para más espacio)

_____

_____

_____

_____

Thank you for your input! Your feedback will help shape the future of walking and rolling in Edgemont.

¡Gracias por su participación! Sus comentarios ayudarán a dar forma al futuro de caminar y rodar en Edgemont.

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Additional Comments / Comentarios Adicionales

Feel free to share concerns, ideas, or suggestions about pedestrian improvements in Edgemont. / Siéntase libre de compartir inquietudes, ideas o sugerencias sobre mejoras peatonales en Edgemont.

_____

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Thank you for your input! Your feedback will help shape the future of walking and rolling in Edgemont.

¡Gracias por su participación! Sus comentarios ayudarán a dar forma al futuro de caminar y rodar en Edgemont.

Notice of Community Meeting:
Edgemont Sidewalk Plan

Your attendance is important! RSVP at www.MoValPAP.org.
Unable to attend? We still need your feedback at the link provided.

Location:

TownGate Community Center
13100 Arbor Park Ln
Moreno Valley, CA 92553

The City of Moreno Valley drafted a sidewalk plan for your neighborhood including your street.

Please attend to learn how this plan impacts you and share your input.

Your input will shape pedestrian improvements, such as sidewalks, crosswalks, and more.

City of Moreno Valley
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Aviso de Reunión Comunitaria:
Plan de Banquetas de Edgemont

¡Su asistencia es importante!
Confirme su asistencia en www.MoValPAP.org.
¿No puede asistir?
Aún necesitamos sus comentarios en el enlace proporcionado.

Ubicación:

TownGate Community Center
13100 Arbor Park Ln
Moreno Valley, CA 92553

La Ciudad de Moreno Valley ha elaborado un plan de banquetas para su vecindario, incluyendo su calle.

Asista para conocer cómo le afecta este plan y comparta su opinión.

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Su opinión ayudará a definir mejoras peatonales, como banquetas, cruces peatonales y más.

Online Survey Engagement Summary

Event Name	Online Survey
Date	Opened June 21, 2025 Closed Aug 5, 2025
Survey Responses	75 survey responses received

Format, Goals, and Participation

An online survey was prepared in MS Forms and was available in English and Spanish. Participants could toggle between English or Spanish depending on their preferred language. The survey format was optimized for desktop computer or mobile device depending on the users' device. The survey included seven multiple choice and ranking questions about walking behavior and priorities.

The goals of the online survey were:

- Community input on project prioritization criteria
- Increase online visibility of project webpage, project social media accounts
- Gain more followers for project social media accounts
- Increase number of email addresses to publicize future events

In total, 75 survey responses were received during the 49-day survey window. See Appendix A for the full survey questions in English and Spanish.

Notices and Announcements

The survey link was disseminated via the stakeholder database for the project which included email addresses from people who signed up at the previous workshops and events. The survey was also announced via the project social media accounts on Facebook and Instagram. The City's social media account also posted the survey twice. Survey flyers were provided to and/or posted at the following locations:

- Big 6 Market: 21748 Cottonwood Ave, Moreno Valley, CA 92553
- Edgemont Community Center: 21640 Cottonwood Ave, Moreno Valley, CA 92553
- Box Springs Mutual Water Company office: 21740 Dracaea Ave, Moreno Valley, CA 92553
- Liberty Church: 13630 Edgemont St, Moreno Valley, CA92553

Flyers for the survey were distributed in person on July 21, 2025 at the City's Juneteenth event and on July 14, 2025 at the Box Springs Mutal Water Company. See Appendix B for screenshots of the social media posts and photos of the flyers posted in situ.

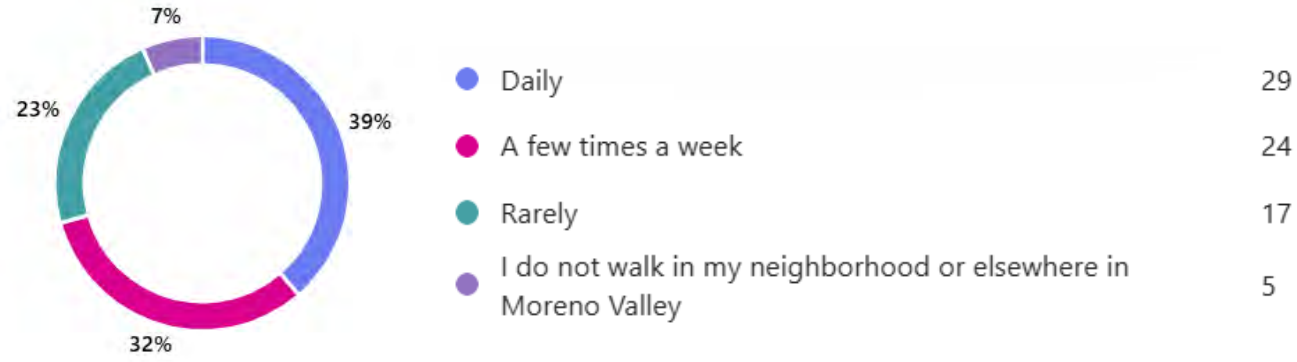
RESPONSES

In general, the responses align with community feedback received at the community events and workshops. The open-ended responses had similar themes to other engagement activities and included:

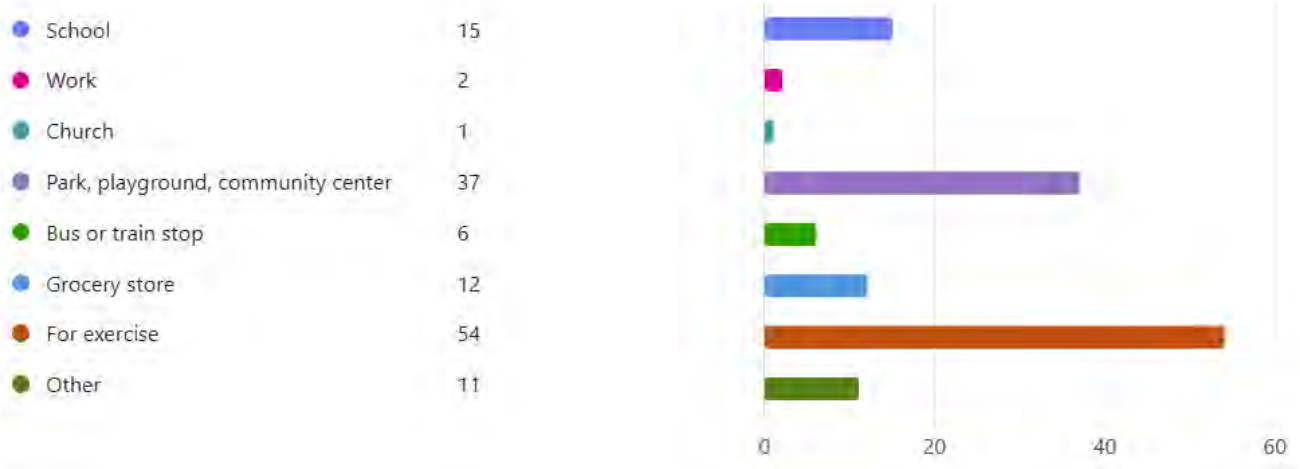
- Pedestrian Infrastructure Improvements: Sidewalks are the most frequently mentioned need - many areas lack basic sidewalks or have damaged/cracked ones that need repair. Respondents consistently emphasize the need for wider, well-maintained walkways. Lighting is another critical concern, with many citing dark streets and insufficient street lighting as major safety barriers, especially at night. Crosswalks and crossing signals are needed. Responses also indicated requested protected bike lanes to separate cyclists from sidewalks and provide safer alternatives to driving.
- Traffic Safety and Speed Control: Speeding vehicles represent a dominant safety concern throughout the responses. Responses include desire for speed bumps, speed cameras, and other traffic calming measures to slow down cars in residential neighborhoods and near schools. Better traffic enforcement is frequently requested, with calls for more police presence to monitor stop signs, speed limits, and dangerous driving behaviors.
- Environmental Comfort: Shade and trees are heavily emphasized with some concerns about tree root uplift of the sidewalk. Street cleanliness and maintenance were also factors.
- Other Community Safety Issues: Homeless encampments blocking sidewalks are mentioned as barriers to safe walking. Stray dogs and unleashed pets create additional safety concerns for pedestrians.

The survey responses to individual questions are provided below.

Question 1: "How often do you walk in your neighborhood or elsewhere in Moreno Valley? (Select one)

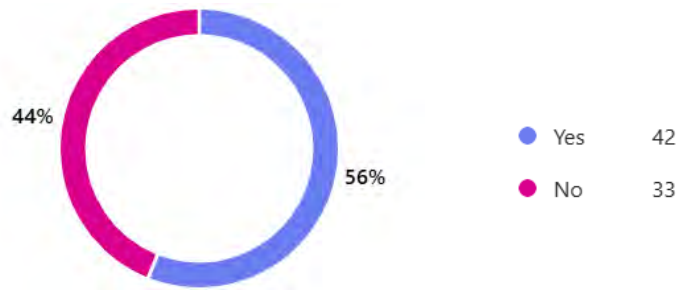


Question 2: "What destinations do you walk to? (Select all that apply)



Question 3: "Please select how much you agree or disagree with the following statements:

Question 4: "Are there streets near you that lack sidewalks?"



Question 5: "If yes, please list the street names or intersections:"

Question 6: "Please rank the following walking-focused improvements based on how important they are to you."

Question 7: "What would make walking safer and easier in your area?"

Question 8: "If you would like to receive updates about this initiative, please enter your email address."

- 44 email addresses provided

APPENDIX A – SURVEY QUESTIONS

Moreno Valley Pedestrian Access Plan – Communit Survey

The City of Moreno Valley is preparing a Pedestrian Access Plan to make walking and rolling safer and easier for matter their age, ability, or background. This brief survey will help the City of Moreno Valley prioritize improveme walking safer and accessible in your neighborhood. It should only take about **5 minutes** to complete. Thank you your thoughts!

For more information, please visit https://www.movalpap.org/.

When you submit this form, it will not automatically collect your details like name and email address unless you yourself.

1. How often do you walk in your neighborhood or elsewhere in Moreno Valley? (Select one)

- ◯ Daily
- ◯ A few times a week
- ◯ Rarely
- ◯ I do not walk in my neighborhood or elsewhere in Moreno Valley

2. What destinations do you walk to? (Select all that apply)

- ☐ School
- ☐ Work
- ☐ Church

- [ ] Park, playground, community center
- [ ] Bus or train stop
- [ ] Grocery store
- [ ] For exercise
- [ ] Other

3. Please select how much you agree or disagree with the following statements:

	Strongly Agree	Agree	Neutral	Disagree	Strongly I
Lack of sidewalks makes it difficult to walk in my neighborhood.	○	○	○	○	○
Poor sidewalk condition makes it difficult to get around in my neighborhood.	○	○	○	○	○
Vehicles speeding make me feel unsafe walking in my community.	○	○	○	○	○
There are not enough safe crossings in my community.	○	○	○	○	○
More lighting is needed to walk at night.	○	○	○	○	○

	Strongly Agree	Agree	Neutral	Disagree	Strongly I
I feel safe walking around my neighborhood.	◯	◯	◯	◯	◯
Lack of shade makes it difficult to walk in my community.	◯	◯	◯	◯	◯

4. Are there streets near you that lack sidewalks?

   ◯ Yes

   ◯ No

5. If yes, please list the street names or intersections:

   Enter your answer

6. Please rank the following walking-focused improvements based on how important they ar you.

   Wider sidewalks

   Adding sidewalks

   Adding crosswalks

   Shade and/or shade trees

   Curb ramps at crosswalks

Speed bumps or other road changes to slow cars

7. What would make walking safer and easier in your area?

Enter your answer

8. If you would like to receive updates about this initiative, please enter your email address.

Enter your answer

Plan de Acceso Peatonal de Moreno Valley – Encuesta Comunitaria

La Ciudad de Moreno Valley está preparando un Plan de Acceso Peatonal para hacer que caminando sea más se para todos, sin importar la edad, capacidad o trasfondo. Esta breve encuesta ayudará a la Ciudad de Moreno Val mejoras para hacer que caminar sea más seguro y accesible en su vecindario. Solo debe tomar aproximadament **minutos** completarla.

¡Gracias por compartir sus opiniones! Para más información, por favor visite https://www.movalpap.org/

Cuando envíes este formulario, no recopilarás automáticamente tus detalles, como el nombre y la dirección de c electrónico, a menos que los proporciones por tu cuenta.

1. ¿Con qué frecuencia camina en su vecindario o en otras partes de Moreno Valley? (Selecci una)

- ◯ Diariamente
- ◯ Varias veces a la semana
- ◯ Rara vez
- ◯ No camino en mi vecindario o en otras partes de Moreno Valley

2. ¿A qué destinos camina? (Seleccione todas las que correspondan)

- ☐ Escuela
- ☐ Trabajo
- ☐ Iglesia

- [ ] Parque, área de juegos, centro comunitario
- [ ] Parada de autobús o tren
- [ ] Supermercado
- [ ] Para hacer ejercicio
- [ ] Otras

3. Por favor seleccione qué tanto está de acuerdo o en desacuerdo con las siguientes declara

	Muy de acuerdo	De acuerdo	Neutral	En desacuerdo	Muy desacu
La falta de banquetas hace difícil caminar en mi vecindario.	○	○	○	○	○
Las malas condiciones de las banquetas hacen difícil moverse en mi vecindario.	○	○	○	○	○
Los vehículos que van a exceso de velocidad me hacen sentir inseguro/a caminando en mi comunidad.	○	○	○	○	○
No hay suficientes cruces seguros en mi comunidad.	○	○	○	○	○

	Muy de acuerdo	De acuerdo	Neutral	En desacuerdo	Muy desacu
Se necesita más iluminación para caminar de noche.	◯	◯	◯	◯	◯
Me siento seguro/a caminando por mi vecindario.	◯	◯	◯	◯	◯
La falta de sombra hace difícil caminar en mi comunidad.	◯	◯	◯	◯	◯

4. ¿Hay calles cerca de usted que no tienen banquetas?

   ◯ Sí

   ◯ No

5. Si respondió sí, por favor anote los nombres de las calles o intersecciones:

   Escribe tu respuesta

6. Por favor clasifique las siguientes mejoras enfocadas en caminar según qué tan importante para usted:

   Banquetas más anchas

   Agregar banquetas

   Agregar cruces peatonales

Sombra y/o árboles que den sombra

Rampas en las esquinas para cruces peatonales

Topes o reductores de velocidad para que los carros vayan más despacio

7. ¿Qué haría que caminar fuera más seguro y fácil en su área?

Escribe tu respuesta

8. Si le gustaría recibir actualizaciones sobre esta iniciativa, por favor escriba su dirección de electrónico.

Escribe tu respuesta

Event Summary

Event Name	**Juneteenth Celebration**
Date	Saturday, June 21, 2025 from 4:00pm – 8:00pm
Location	Moreno Valley Conference and Recreation Center 14075 Frederick St, Moreno Valley, CA 92553

Format, Goals, and Participation

The City of Moreno Valley's Juneteenth Celebration was organized by the City of Moreno Valley Parks & Community Services department and held at the Moreno Valley Civic Center. It was a Juneteenth celebration event with entertainment, children's activities, food booths, retail vendors, and local artists. The project team had a booth at this event with multiple ways for community members to engage in English or Spanish.

The goals of having a booth at this event were:

1) Publicize the online community survey
2) Learn about the community's walking needs
3) Gather email addresses for future events / e-blasts

The project booth was located between the parking lot and celebration festivities in line with other community services booths and vendors. Most of the people who visited the booth were adult community members and some families with children. Participants gave feedback about where they walk and any barriers to walking that they experience. Due to the location and type of event, the project booth received the following participants:

- Approximately 74 people visited the booth and provided feedback, took the online survey, or learned about the plan.
- The Spanish-speaking project team member explained the plan, how to provide comments on the boards, and helped them write their comments if needed.

Engagement Activities

The booth was staffed by two project team members. One staff member was available to interpret and take comments in Spanish. The following activities and materials were available:

- **Map Activity**: poster board with map of the city. Participants used stickers to indicate destinations they walk to and the intersection nearest their home that they walk from.

- **Barriers Activity**: poster board with a question about the main barriers they face when walking, or what keeps them from walking more, and the main reason why they walk. Participants wrote their responses on a sticky note and added it to the board.
- **Sign up for project updates**: option for participants to provide their email address to receive project updates. Included a question about the best ways to engage with them, e.g. at school pick up or drop off, at their bus stop, at other MoVal events, social media, email updates, etc.
- **Project Survey**: survey flyers with QR code to visit the survey link and project website for updates.

COMMUNITY FEEDBACK SUMMARY

Community members provided comments on the barriers to walking / rolling that they face. The key themes of those concerns were similar to the themes we heard at the Snow Day event and the workshops and are as follows:

- Broken, damaged, and missing sidewalks
- Speeding vehicular traffic
- More trees and landscaping that won't damage the sidewalks
- Improve walkability and access
- Requests for more parks and green spaces
- Address safety issues
- Protect the burros

Below are the written comments grouped by thematic category:

Broken/Damaged Sidewalks:

- Broken sidewalks at Cactus and Perris
- Broken sidewalks and roads on Cactus from trucks
- Tree roots on sidewalk at Bay St
- Broken sidewalk Hemlock and Pigeon Hill by In and Out
- Perris / Cottonwood -buckled sidewalk
- Cottonwood / Day / 215 – sidewalks, trees are pulling up and separated and tripping hazard
- There is some sidewalks that are not for walking
- Big trees = sidewalk gaps, tripping hazards, etc

Missing Sidewalks

- Sidewalks needed at Day St
- Eucalyptus need sidewalks
- Cactus / Mason – Oliver – sidewalks there
- Sidewalks needed

Traffic Safety and Speeding

- Speeding car traffic by the Air Force base
- Need drivers to follow speed limit
- Eucalyptus – speed bumps
- A lot of people speed
- People speeding on Eucalyptus. Recently got speed bumps; issues still persist!
- Sunny Meadows School – cars don't stop for the crossing guard
- Eucalyptus south of Dracea – cars speeding, not stopping at stop sign

Tree-Related Infrastructure Problems

- Tree roots on sidewalk at Bay St
- Big trees = sidewalk gaps, tripping hazards, etc

Requests for Trees

- More trees with deep roots that won't damage the sidewalk
- More shade trees on Olivar, Rosen, and Alessandro
- Trees make the city more livable
- Better trees, smaller shrubs
- More trees! Native plants " Harry hollow and slendry"

Walkability and Access

- Have to go to Town Gate park to walk because can't walk near home
- Fir Ave – want to walk to shopping center with stroller

- Towngate area is a good case study
- Connected equestrian trails that serve as multi-use trails, green spaces, access, etc.

Environmental and Green Space

- Large parking lots should have more environmentally friendly (permeable)
- More parks
- New warehouses: require walking paths or lakes with habitat
- Ironwood - Beautiful outlook
- Parks
- Water features

Safety Hazards

- Thistle Brook Dr – glass on the streets. Kids roller skate and bike

Wildlife Protection

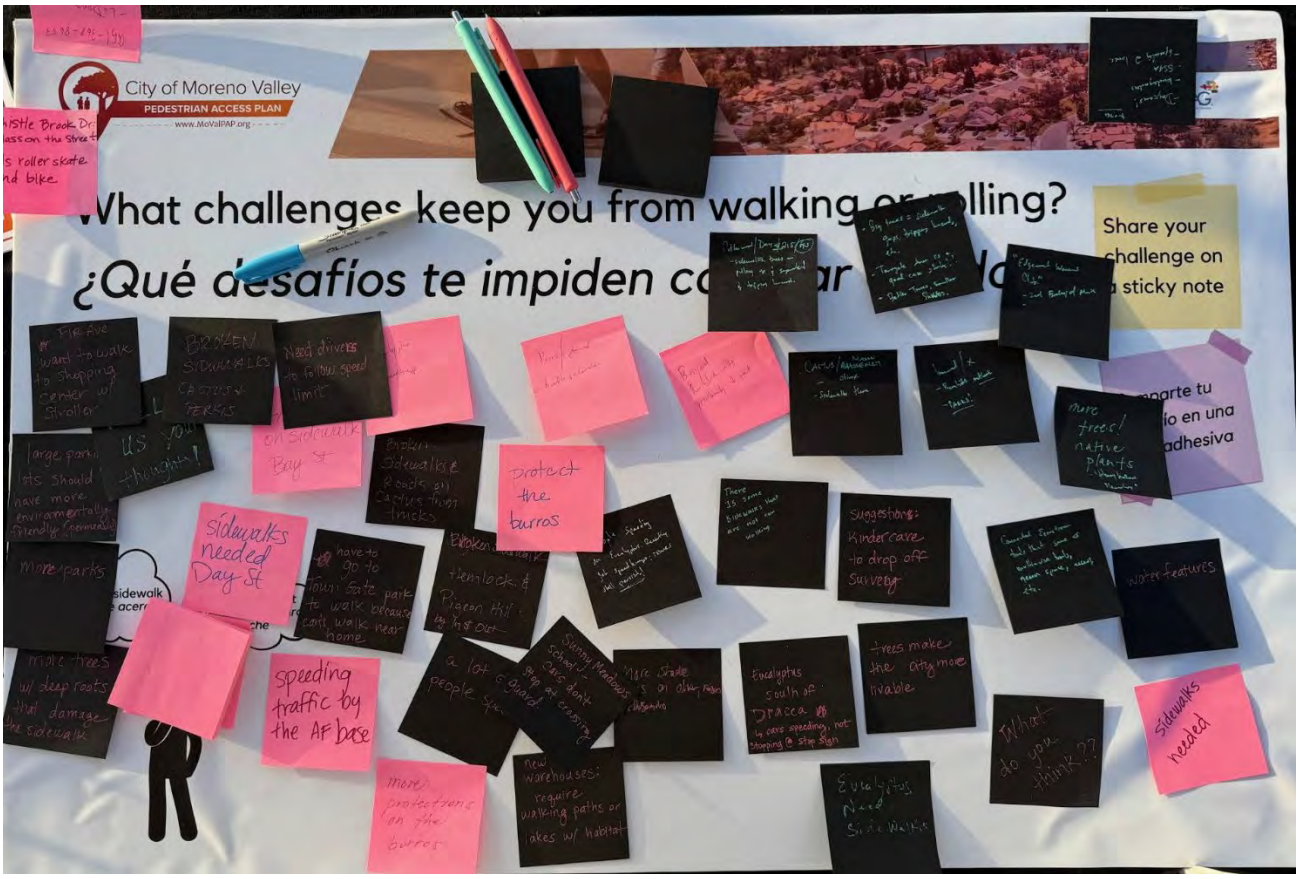
- Protect the burros
- More protections on the burros

Other

- Bus yard – "the block walling, opportunity "

COMMUNITY FEEDBACK PHOTOS

Barriers Map with Sticky Note Comments



Map Activity with Location Stickers

Event Summary: Tabling at Box Springs Mutual Water Company Bill Pay

Event Name	**Box Springs Mutual Water Company Tabling**
Date	Monday, July 14, 2025 from 9am to 11:30am
Location	21740 Dracaea Ave Moreno Valley, CA 92553

Format

A workshop participant recommended reaching Edgemont residents at the Box Springs Mutual Water Company office when they pay their water bills in person. The Water Company allowed the project team to set up a table at their office location and recommended scheduling the event on their peak payment day to maximize foot traffic.

The project table was positioned next to the door of the main office, ensuring all customers entering the building would pass by.

Goals

The objectives for this tabling event were to:

1. Disseminate the online survey to Edgemont residents
2. Gather email addresses for future events and communications
3. Increase awareness of the project within the Edgemont community

Materials and Activities

The booth was staffed by one project team member and featured the following resources:

- **Community Survey Flyer:** Half-sheet handouts with project overview and QR code linking to the project survey, available in both English and Spanish
- **Project Fact Sheet, FAQs:** 8.5 x 11 handouts available for participants to take, available in English and Spanish
- **Email Sign-up:** Option for participants to provide contact information for project updates, including questions about preferred engagement methods (school pickup/drop-off, bus stops, Moreno Valley events, social media, email updates, etc.)
- **Edgemont Community Map:** 11x17 reference sheets available to use for comments
- **Community Bulletin Board:** Survey flyers in English and Spanish were posted to the Water Company's community bulletin board for ongoing visibility

Results

- 14 people were engaged and provided with survey flyers and/or project fact sheets
- 1 person signed up for the project email list
- Survey link handouts were distributed in English and Spanish

Community Feedback Summary

The following comments were received:

- Safe sidewalks are needed on Edgemont Street for children walking to and from Edgemont Elementary School
- Pedestrian lighting is needed for walking at night

Event Summary: Community Presentation

Event Name	**Edgemont Women's Club Monthly Board Meeting Presentation**
Date	Friday, Sept 12, 2025 from 11:45am to 12:45pm
Location	Edgemont Community Center, 21640 Cottonwood Ave, Moreno Valley, CA 92553

Format

The Edgemont Women's Club board members hold their monthly meeting at the Edgemont Community Center. The project team presented the draft Plan to the board members and 3 members of the public who also attended. The presentation and question-and-answer portion was approximately 1 hour.

Goals

The goals of this presentation were:

1) Announce the draft Plan availability for review online
2) Provide an overview of the draft Plan to Edgemont community leaders
3) Learn about the Edgemont community's walking needs

Materials

Printed copies of the presentation slides were provided to board members and community members who attended.

Community Feedback Summary

The board members and community members asked clarification questions about the draft plan such as the data sources for the analysis, how the community could view and comment on the draft Plan, and the types of improvements recommended in the draft Plan. The project team answered these questions.

Additionally, the attendees shared the following comments and feedback:

- Cottonwood and Elsworth intersection should be included.
- City has ignored Edgemont for years.
- Memorializing pedestrian and cyclist deaths with crosses is important.

- Source data is only as good as what's reported.
- Trails and equestrian needs: the City is ignoring equestrians, don't put sidewalks where there are horse trails.
- How much focus was on kids going to school? How do kids get across the freeway?
- Warehouse and logistics trucks backing up the car traffic.
- Cars block the sidewalks by parking in the driveway apron.
- Overzealous with signs. Signs block the sidewalk for wheelchair users.
- Distracted walking is an issue.
- 3000 residential units on the east end of the City and still growing.
- Make sure it's equal across the board throughout the city. Ensure the plan is citywide.
- Why was a separate project URL created?
- City is very negligent on getting the word out about the plan.
- Kaiser on Iris. Someone hit someone on a bike in a narrow driveway.
- Tree trimming at stop signs.
- Include recommendations for community education.
- Include recommendation for no right turn on red address parking and bike lines.

Event Summary: City-Wide Event

Event Name	**El Grito Festival**
Date	Monday, Sept 15, 2025 from 5pm to 10pm
Location	Moreno Valley Conference and Recreation Center 14075 Frederick St, Moreno Valley, CA 92553

Format, Goals, and Participation

The City of Moreno Valley's El Grito celebration was organized by the City of Moreno Valley Parks & Community Services department and held at the Moreno Valley Civic Center. It was a Mexican-independence holiday event and provided a celebration for families and friends to enjoy time together with music, free entertainment, food, and children's activities. The project team had a booth at this event with multiple ways for community members to engage in English or Spanish.

The goals of having a booth at this event were:

1) Announce the draft Plan availability for review online
2) Gather email addresses for future events / e-blasts
3) Learn about the community's walking needs

The project booth was located along the main row of booths next to other City department and information booth. Most of the people who visited the booth were adults and families. Due to the location and type of event, the project booth received the following participants:

- Approximately 51 people visited the booth and provided feedback or learned about the draft Plan.
- Approximately 6 people were more comfortable providing comments in Spanish. The Spanish-speaking project team member explained the draft Plan, how to provide comments via the online comment form or in person, and helped them write their comments if needed.

Engagement Activities

The booth was staffed by two project team members. One staff member was available to interpret and take comments in Spanish. The following activities and materials were available in English and Spanish:

- **Map Boards**: two boards were provided that included important maps from the draft Plan: 1) the draft Priority Pedestrian Network and 2) Pedestrian-Involved and Bicyclist-Involved Crashes.

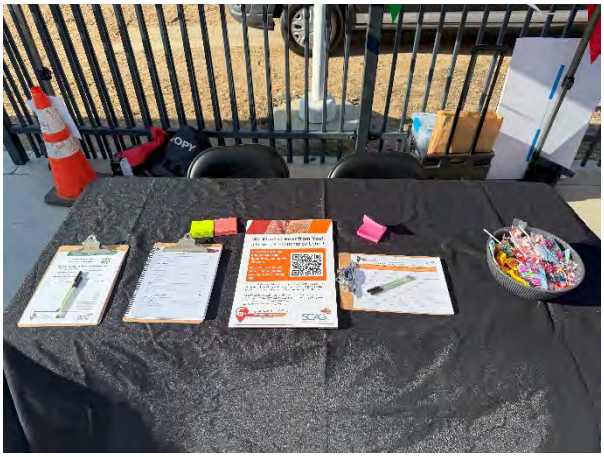
- **Printed Draft Plan**: one color-printed copy of the draft Plan was available for booth visitors to view and staff utilized the printed copy to orient visitors through sections and content of the draft Plan. The draft Plan was available in English only.
- **Scannable QR Code to view draft Plan**: a flyer with a QR code that visitors could scan with their mobile devices to view the draft Plan online and provide comments via the online comment form.
- **Printed Comment Forms**: printed comment forms were also available for participants who wanted to provide written comments in-person.
- **Sign up for project updates**: option for participants to provide their email address to receive project updates. Included a question about the best ways to engage with them, e.g. at school pick up or drop off, at their bus stop, at other MoVal events, social media, email updates, etc.

COMMUNITY FEEDBACK SUMMARY

Community members were interested in the learning about the draft Plan including how it was developed, the data sources and analysis to create the draft Priority Pedestrian Network, and the ways the community was engaged. Multiple people scanned the QR code to provide comments after they left the booth. Some participants gave feedback to staff verbally, which are noted here:

- Areas of old Moreno Valley don't have sidewalks
- Support anything the City does that creates jobs
- Alessandro near the library has drag racing
- Bikes on Ironwood and Pigeon Pass to get to school
- Elsworth and Bay: traffic and there's a bus stop

Event Booth Photos



Event Summary: Community Presentation

Event Name	**Moreno Valley Chamber of Commerce Business in Action Meeting**
Date	Wednesday, Sept17, 2025 from 7:30am to 8:30am
Location	2625 Frederick St Suite E-3, Moreno Valley, CA 92553

Format

The Moreno Valley Chamber of Commerce holds a Business In Action meeting for members of the local business community to become informed on upcoming events and activities and network with other business leaders. Approximately 15 business leaders attended the meeting. The presentation and question-and-answer was approximately 1 hour.

Goals

The goals of this presentation were:

1) Announce the draft Plan availability for review online
2) Provide an overview of the draft Plan Moreno Valley business leaders
3) Learn about the business community's walking needs

Materials

A digital slideshow was given. A hard copy of the draft Plan was available. A QR code flyer was available for attendees to scan and comment online. Written comment forms were also provided.

Community Feedback Summary

The meeting attendees asked clarification questions about the draft plan, how the community could view and comment on the draft Plan, the types of improvements recommended in the draft Plan. The project team answered these questions. There was also discussion of the Perris and Sunnymead intersection.

Additionally, the attendees shared the following comments and feedback:

- Commend green paint bike lanes
- What's missing: designate pedestrian crossing zones throughout the city with signage and enforcement
- Support for no turn on red

- Requesting a u-turn at Perris and Sunnymead
- Street trees

APPENDIX B – NOTICING DOCUMENTATION

Instagram Post

Facebook Post

Flyers dropped off at Big 6 Market

Flyer posted on community

bulletin board at Edgemont Community Center

Flyers at Juneteenth Celebration

Flyers at Box Springs Mutual Water Company community bulletin board and tabling

City of Moreno Valley
PEDESTRIAN ACCESS PLAN
www.MoValPAP.org

SCAG
INNOVATING FOR A BETTER TOMORROW

MORENO VALLEY
Pedestrian Access Plan

B. Existing Plans and Policies Literature Review

Memorandum - Literature Review

TO:	Guadalupe Cortes, City of Moreno Valley Anikka Van Eyl, SCAG
FROM:	Darryl DePencier, AICP, Kimley-Horn Fabian Campos, Kimley-Horn Julian Kaiser, Kimley-Horn
PROJECT:	City of Moreno Valley Pedestrian Access Plan
DATE:	February 10, 2025
SUBJECT:	Existing Plans and Policies Literature Review

Overview

This memorandum summarizes key plans and policies for the City of Moreno Valley, the region (SCAG), and the state (Caltrans) to contextualize ongoing mobility efforts that relate to this City of Moreno Valley Pedestrian Access Plan. The summaries provide insights into the city's current and long-term priorities for pedestrian and cycling safety and improvements. The summaries help identify where infrastructure currently supports pedestrian access and pinpoint areas needing updates to better align with the project's objectives. This memo also compares the existing plans and policies to plans from five peer cities to identify best practices for streamlining and implementing a Pedestrian Access Plan in communities like the City of Moreno Valley. The five peer cities mirror the City of Moreno Valley's population size, demographics, and socioeconomic conditions. The memo includes the following:

- **Table 1** summarizes relevant existing city, regional, and state plans and their improvements and main goals as they relate to the project.
- **Table 2** outlines plans and policies of five peer cities including, San Bernardino, Fontana, Santa Clarita, Oxnard, and Modesto and shares and identifies the relevant best practices for this project; and
- **Table 3** outlines existing programs and policies and identifies areas in the plans that may need additional clarification to improve overall clarity and cohesion.

Review of Existing City, County, and Regional Plans

The team reviewed existing city, regional, and state plans and policies to gain a comprehensive understanding of ongoing pedestrian and cyclist mobility efforts at a local and regional level. The review aimed to achieve two objectives: 1) to determine how the City of Moreno Valley Pedestrian Access Plan aligns with these ongoing efforts, and 2) to identify necessary updates to better support the project's objectives. **Table 1** summarizes key plans and policies for the City of Moreno Valley, the region (SCAG), and the state (Caltrans).

Table 1. Review of Existing City, Regional, and State Plans

Document Name	Summary (Supportive Language or Recommendation)
City of Moreno Valley	
Capital Improvement Plan (2023)	The Moreno Valley Capital Improvement Plan outlines major public infrastructure improvement projects for the city during fiscal years 2023 to 2025. This document forecasts community infrastructure needs, estimates their costs, and evaluates the city's financial capacity over a five-year period, helping to identify and prioritize projects in the Pedestrian Access Plan.
Local Roadway Safety Plan (2022)	The Moreno Valley Local Road Safety Plan (LRSP) identifies collision trends and hot spot locations throughout the City and pairs them with engineering and programmatic countermeasures. This LRSP also identifies a five-year implementation approach and suggested funding sources, helping establish benchmarks for analysis in the Pedestrian Access Plan.
General Plan 2015 (2014)	The General Plan is a dynamic document guiding Moreno Valley's growth, reflecting the community's aspirations for a family-friendly city with a modern, innovative identity. The plan aims to establish a unique sense of place and enhance the city's reputation as a desirable location to live, work, and play. The Circulation Element details plan to expand roadway, bicycle, and pedestrian networks, reduce traffic congestion, and ensure safe and efficient access throughout the city, aligning with the overall Pedestrian Plan.
Bicycle Master Plan (2014)	The Moreno Valley Bicycle Master Plan provides design and implementation guidance for infrastructure, programs, and policies as the city grows. The plan aims to create a safe, convenient, and efficient environment for bicycle travel by identifying and prioritizing infrastructure projects and offering education and training programs to improve safety for all roadway users. The plan includes strategies areas to prioritize in this project.
Route 60 Corridor Master Plan for Aesthetics and Landscaping Moreno Valley City Limits (2010)	The Corridor Master Plan provides design guidelines for all highway projects on Route 60 within Moreno Valley, creating a unified corridor that reflects the city's history and natural surroundings. It aims to preserve and enhance community character with aesthetic structures, decorative materials, coordinated colors, and appropriate landscaping. The plan emphasizes safe, durable designs, water conservation, and water quality management, while identifying potential gateway interchanges and enhancements. This plan influences the Pedestrian Plan by suggesting design considerations along key corridors that may be identified in the Pedestrian Access Plan.

Document Name	Summary (Supportive Language or Recommendation)
Regional Plans (SCAG)	
Connect SoCal (2024)	The SCAG Connect SoCal Plan enhances land use and transportation strategies for increased mobility and sustainable growth in the region. The plan's goals focus on economy, mobility, environment, and healthy communities, addressing housing, transportation technologies, equity, and resilience. The plan highlights coordinated land use and transportation investments, like compact centers, mixed buildings, and connected public spaces. It advocates for transportation strategies near employment centers to reduce travel costs, improve air quality, and decrease car reliance. The future Pedestrian Access Plan should align with strategies identified din this plan.
Connect SoCal Mobility Technical Report (2024)	This Mobility Technical Report addresses the modes that comprise a thriving mobility ecosystem, including walking, bicycling, using micromobility devices (e.g., e-scooters), riding transit/rail, and driving. This report also discusses pressing intersectional issues touched upon above—technology, equity, and climate change. Furthermore, it serves as a 20-plus year guide for future decision-making by establishing a mobility vision with goals, policies, and strategies, and metrics for evaluating our progress that perfectly align with the objectives of this project.
Transportation Safety Regional Existing Conditions (2021)	The SCAG Transportation Safety Regional Existing Conditions report outlines the current state of transportation safety and includes regional safety goals and targets, an overview of the current state of traffic safety, and county level high injury networks identifying areas with high concentrations of severe traffic incidents. The Pedestrian Access Plan shall identify if these high injury networks align with analyses conducted for the Edgemont community.
Active Transportation Technical Report (2020)	The SCAG Active Transportation Technical Report outlines some of the most prominent reasons for investing in active transportation and reviews the impacts that supporting active modes can have on regional transportation mode share and how the development of active transportation infrastructure intersects with issues of environmental justice, demographic changes, public health, land use, congestion, and climate change. The report supports the significance of the Pedestrian Access Plan.
Transportation Safety and Security Technical Report (2020)	The SCAG Transportation Safety and Security Technical Report analyzes collisions on a county level and develops a regional high injury network and vision zero safety plan. The report also analyzes the impact of natural and human-caused disasters on critical infrastructure such as roadways, rail, airports, seaports, and more. The Pedestrian Access Plan will identify overlaps in the analyses and locations identified in this report.
Sustainable Communities Strategy Technical Report (2020)	The SCAG Sustainable Communities details how, through coordination of transportation investments and a regional development pattern, the region can achieve the greenhouse gas (GHG) emission reduction targets set forth by Air Resources Boards. The report helps contextualize how the Pedestrian Access Plan can support these ongoing GHG initiatives.

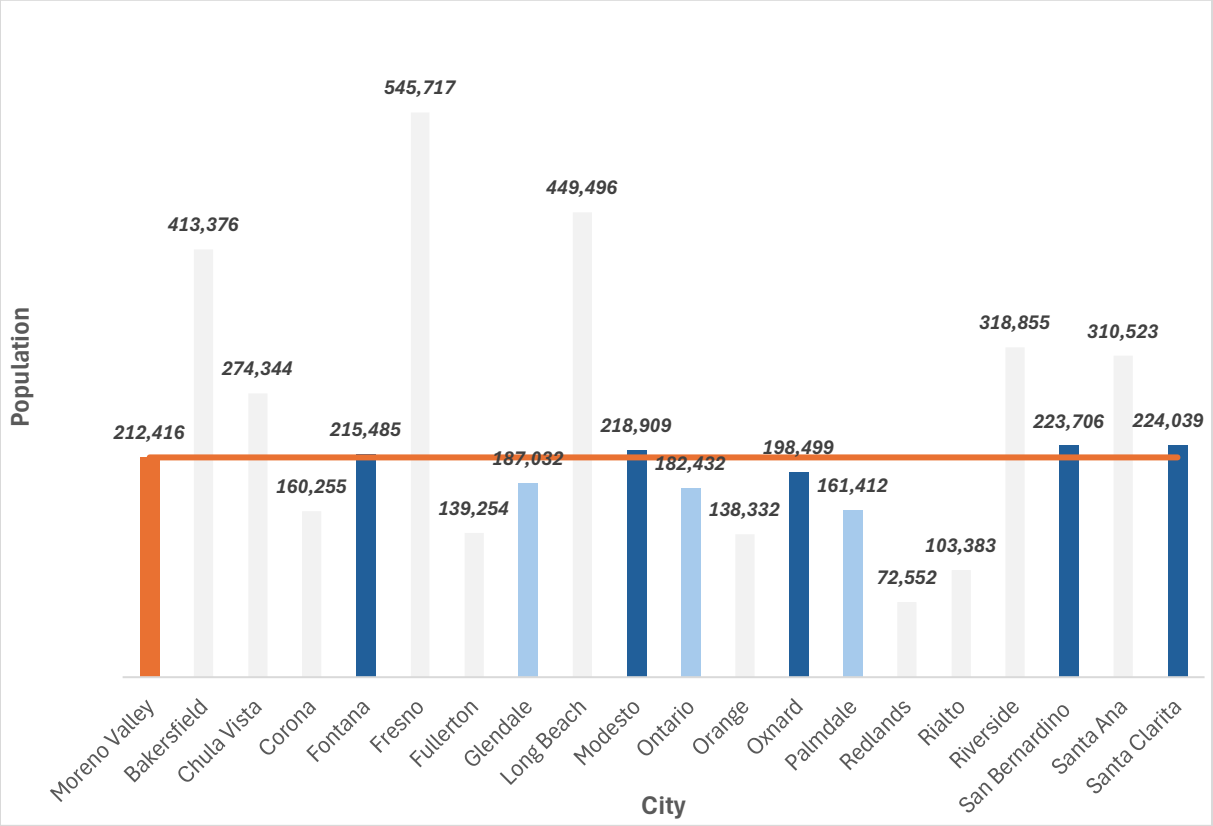
Document Name	Summary (Supportive Language or Recommendation)
State Plans (Caltrans)	
Smart Mobility Framework Guide (2024)	The Smart Mobility Framework addresses mandates to combat climate change, reduce per capita vehicle miles traveled, and meet the mobility and access needs of people and businesses. The Framework promotes highly connected multimodal networks, encouraging walking, bicycling, and transit use to create a transportation system that advances social equity and environmental justice. The framework also helps identify how the Pedestrian Access Plan needs to support diverse housing options that enable people of all incomes and abilities to live near jobs, and designs facilities for all transportation modes to enhance their surroundings.
California Transportation Plan (CTP) 2050 (2021)	This plan includes strategies for increasing active transportation, such as walking and biking, as part of the state's vision for a sustainable transportation system. The CTP also identifies strategies for creating better connected and comprehensive street networks similar to goals of the Pedestrian Access Plan.
Toward an Actie California: Bicycle and Pedestrian Plan (2017)	The Bicycle and Pedestrian Plan outlines goals in reducing the number, rate and severity of bicycle and pedestrian collisions, increase walking and bicycling statewide, maintain a high-quality active transportation system, and invest resources in communities that are most dependent on active transportation. The plan complements local and regional active transportation plans being developed across the state as they take their own steps to improve walking and bicycling, including the Pedestrian Access Plan.
Strategic Management Plan (2024)	The California Strategic Management Plan includes goals and performance measures for increasing walking and biking trips, emphasizing the importance of active transportation in the overall state mobility network. The plan's overarching goal include safety, equity, climate action, prosperity, and employee excellence, and offers strategies to advance reliable multi-modal mobility solutions that cultivate healthy and livable communities. This plan provides a framework for improving the mobility network in the City's Pedestrian Access Plan.

Peer Cities Plans and Policies

Approach

To better understand the state of pedestrian and safety practices in areas like Moreno Valley, the team identified peer cities. To identify peer cities, the team initially selected nineteen cities for comparison based on their built environment and similarity to the City of Moreno Valley. The team then used American Community Survey (ACS) data to determine the population of these cities. Next, the team assessed population and socioeconomic similarity to Moreno Valley across six themes: demographics, environment, economic opportunity, housing, and transportation. The team then used this assessment to narrow the list down to eight cities. Each theme included specific indicators, and each indicator had specific metrics. From these eight, the team selected the five peer cities due to their near-identical similarity to Moreno Valley across themes, indicators, and metrics. **Figure 1** illustrates the population of the nineteen comparable cities, with gray columns representing the original cities, blue columns indicating the eight comparison cities, and dark blue columns highlighting the final five peer cities. Error! Reference source not found. presents the figures for themes, indicators, and metrics for Moreno Valley and its peer cities, highlighting their similarity to the city.

Figure 1. Population of Comparable Cities



Areas	Indicators	Metric	Source	MorenoValley	Fontana	Modesto	Oxnard	San Bernardino	Santa C
Demographics	Density	Total Population	American Community Survey	**212,416**	215,485	218,909	198,499	223,706	224,(
		Total Area	American Community Survey	**51.3**	43.4	43.4	25.5	62.1	73.
		Population Density	American Community Survey	**4,139.90**	4,979.10	5,048.90	7,477.90	3,602.30	3,043
	Population	Percentage of population with a disability	American Community Survey	**10.33%**	9.08%	15.68%	8.40%	10.72%	8.91
		Population that is a veteran	American Community Survey	**7,440**	4,637	7,902	6,756	5,006	6,28
		Percentage of population that is a veteran	American Community Survey	**3.50%**	2.15%	3.61%	3.40%	2.24%	2.81
	Age	Percentage of population under 18 years old	American Community Survey	**26.27%**	25.62%	25.28%	26.38%	27.96%	23.2
		Population that is over 65 years old	American Community Survey	**19,366**	21872	35,545	25,800	21,431	33,6
		Percentage of population over 65 years old	American Community Survey	**9.12%**	10.15%	16.24%	13.00%	9.58%	15.0
	Income	Median household income	American Community Survey	**$ 91,021.00**	$ 100,890.00	$ 80,471.00	$ 87,975.00	$ 63,328.00	$ 118,
		Percentage of people earning more than 200% of federal poverty level	American Community Survey	**89.59%**	86.90%	83.28%	86.59%	77.03%	92.2
	Household	Average household size	American Community Survey	**3.8**	3.6	2.8	3.5	3.4	2.9
		Percentage of households with single-parent households	American Community Survey	**66.43%**	52.19%	76.88%	59.40%	68.24%	61.5
		Median monthly gross rent	American Community Survey	**$ 2,081.00**	$ 1,873.00	$ 1,645.00	$ 1,962.00	$ 1,561.00	$ 2,597
	Sex	Percentage of population who identify as men	American Community Survey	**49.38%**	49.82%	50.36%	50.67%	50.35%	48.8
		Percentage of population who identify as women	American Community Survey	**50.62%**	50.18%	49.64%	49.33%	49.65%	51.1
	Race/Ethnicity	Percentage of population who identify as American Indian/Native	American Community Survey	**0.11%**	0.19%	0.63%	0.25%	0.19%	0.12
		Percentage of population who identify as Asian	American Community Survey	**5.39%**	6.97%	6.52%	5.57%	3.95%	10.6
		Percentage of population who identify as Black	American Community Survey	**17.11%**	8.01%	4.30%	1.82%	11.54%	3.90
		Percentage of population who identify as Hispanic/Latino	American Community Survey	**60.30%**	68.97%	42.63%	75.80%	67.48%	36.6
		Percentage of population who identify as Native Hawaiian/Other Pacific Islander	American Community Survey	**0.50%**	0.11%	0.98%	0.26%	0.20%	0.39

		Percentage of population who identify as Other	American Community Survey	**0.45%**	0.37%	0.23%	0.19%	0.35%	0.54
		Percentage of population who identify as Two or More Races	American Community Survey	**2.62%**	2.60%	3.29%	1.82%	2.45%	4.22
		Percentage of population who identify as White	American Community Survey	**13.52%**	12.79%	40.55%	13.34%	13.84%	43.4
Environment	**Air Quality**	CalEnviroScreen score (Particulate matter, hazardous waste, traffic impacts)	CalEnviroScreen	**60.3**	50	67	56.4	81	33.
	Brownfields	Brownfields sites	EnviroAtlas	**0**	0	0	0	2	0
	ExtremeHeat	Projected average number of days over 90 degrees Fahrenheit annually	California Healthy Places Index: Extreme Heat Edition	**130**	138	120	12.9	144	12
EconomicOpportunity	**Employment**	Percentage of population that is unemployed	American Community Survey	**4.51%**	4.12%	3.66%	4.64%	3.78%	2.61
	Commute	Total work-related trips originating in city	LEHD LODES	**60,005**	68,619	51,222	51,222	58,447	68,7
		Total work-related trips ending in city	LEHD LODES	**38,545**	43,772	31,325	31,325	71,052	41,5
		Total work-related trips originating and ending in city	LEHD LODES	**8,815**	6,450	18,861	18,861	12,631	17,0
Housing	**HousingAge**	Median Year Structure Built	American Community Survey	**1989**	1990	1978	1975	1975	198
	HousingQuality	Percent of households with basic kitchen facilities and plumbing	California Healthy Places Index	**99.6**	99.6	99.1	99.4	98.9	99.
	Occupancy	Percentage of housing units occupied by homeowners	American Community Survey	**62.26%**	68.76%	59.41%	48.07%	48.87%	75.3
		Percentage of housing units occupied by renters	American Community Survey	**37.74%**	31.24%	40.59%	51.93%	51.13%	24.6
	HousingBurden	Percentage of renter population that spend at 30% to 50% of monthly income on housing	American Community Survey	**28.21%**	24.05%	27.15%	32.27%	27.59%	25.5
Transportation	**ModeShare**	Percentage of people who commute to work by car alone	American Community Survey	**77.54%**	75.22%	78.38%	76.44%	77.52%	73.0
		Percentage of people who commute to work by carpool	American Community Survey	**13.99%**	10.67%	10.89%	15.19%	12.57%	8.47
		Percentage of people who commute to work by public transit	American Community Survey	**0.71%**	1.32%	1.30%	0.66%	1.76%	1.94
		Percentage of people who commute to work by walking	American Community Survey	**0.70%**	1.31%	1.08%	1.22%	1.49%	0.79
		Percentage of people who commute to work by biking	American Community Survey	**0.14%**	0.12%	0.68%	0.30%	0.10%	0.08
	VehicleOwnership	Percentage of owner occupied households with zero vehicles	American Community Survey	**2.23%**	1.05%	1.98%	0.65%	0.81%	1.25
		Percentage of renter occupied households with zero vehicles	American Community Survey	**2.31%**	2.30%	4.06%	3.57%	5.58%	1.35

Existing Plans and Policies

After identifying peer cities with near-identical similarities to Moreno Valley, the team reviewed their existing plans and policies to identify best practices for creating and implementing pedestrian access plans. The team examined various documents, including active transportation plans, Vision Zero plans, Safe Routes to School plans, trail and greenway plans, pedestrian access plans, and general plan mobility elements. From this review, key themes emerged, such as accessibility, connectivity, funding and implementation, maintenance, performance monitoring, priority locations, safety, and transparency. The team then rated each city's performance in these categories on a scale from 1 to 4. A score of 1 indicated that the theme was not well-established, while a score of 4 indicated a well-established process. The ratings provide a benchmark of best practices for the city as they develop the pedestrian access plan. Table 3 shows the ranking of peer cities across themes. Table 4 shows the findings of specific strategies for each peer city. Table 5 summarizes key documents from peer cities.

Table 2. Ranking of Peer Cities across Themes

Key Themes from Peer City Policy and Plans	Fontana	Modesto	Oxnard	San Bernardino	Santa Clarita
Accessibility	●●●●	●●○○	●●●●	●○○○	●●○○
Connection to Transit	●●●○	●●●○	●●●●	●●●●	●●●●
Funding & Implementation	●●●●	●●○○	●●●●	●●●●	●●●●
Maintenance	●●●●	●○○○	●●●●	●●●○	●●●●
Performance Monitoring	●●○○	●○○○	●●●○	●○○○	●●●●
Priority Locations	●●●●	●●●●	●●●●	●●●●	●●●●
Safety	●●●●	●●●●	●●●●	●●●●	●●●●
Transparency	●○○○	●○○○	●●○○	●○○○	●●●●

Table 3. Peer City Findings

Key Findings	Fontana	Modesto	Oxnard	San Bernardino	Santa Clarita
Accessibility	City's Active transportation plan includes "8-80 rule for people to travel." Also includes mention of connection to transit, although strategies slightly unclear.	Non-motorized plan includes accessibility-related barriers to walking. There are no key strategies for implementation, however.	Sustainable Transportation Plan identifies locations, strategies, and funding for improving ADA accessibility.	The General Plan and ATP discuss need for improved circulation but strategies and locations are not identified.	Accessibility and ADA is mentioned as part of the city's ongoing sidewalk program. However, the locations are not identified in the plan.
Connection to Transit	ATP plan includes strong mention of connection to transit. Strategies, however, are slightly unclear.	Non-motorized Plan and general plan mention prioritize improvements to transit connections. Specific interventions are unnamed however, even in list of priority projects.	Sustainable Plan, Chapter 2 discusses TOD communities, where to improve connections to transit, and how.	ATP identifies barriers for not using transit and top three actions to encourage transit usage and where.	The plan discusses locations, strategies, and costs to improve transit connectivity. Additional improvements are outlined in the Non-motorized transportation plan.
Funding & Implementation	ATP plan includes funding matrix for eligible projects. Also include funding costs for projects by type.	The General and Non-Motorized plan identify funding opportunities at the regional, state, and other sources. However, implementation strategies and measures are not.	Implementation and funding strategies are clearly outline in the Sustainable Transportation Plan (chapter 7).	Funding opportunities are identified and implementation strategies via toolkit in ATP plan.	Chapter 7 of non-motorized plan dedicated to funding and implementation. Projects are prioritized from Tier 1 to last tiers in order of importance.
Maintenance	ATP and General Plan (mobility element) include policy on maintaining. Unclear who will lead what.	Non-motorized plans mention the need for a maintenance plan but don't discuss funding, approach, or plan	Provide catalog of maintenance costs for sustainable strategies (Appendix C).	Six-month maintenance plan recommended. Clear details about who and what are not provided.	Spot improvements and additional cost for maintenance projects are outlined in the non-motorized plan.
Performance Monitoring	Neither ATP or General Plan policies or white papers have intel on how to monitor performance of infrastructure.	Neither plan mention a performance monitoring system, approach, or plan to improve the overall pedestrian network.	Provide list of performance measures to evaluate but are limited to engagement, mobility, and placemaking.	Performance monitoring and performance measures not discussed.	Provide numbers and metrics to clearly measure progress for the project in the Non-Motorized Plan.
Priority Locations	ATP identifies priority locations and provides specific actions and strategies to implement projects.	Cities non-motorized plan includes top 25 routes for improvements along with key strategies to make improvements.	Locations clearly identified in Sustainable Transportation Plan along with strategies for implementing project changes.	Locations identified in the general plan, sidewalk plan, and strategies on how to improve.	Locations and improvements clearly outlined in the project plan.
Safety	Main goal in ATP and strong goals and objectives throughout the project like reducing collisions and fatalities for cyclist.	Safety is a key consideration in both plans. For priority locations to strategies, safety is keenly addressed throughout documents.	Safety measures for pedestrian infrastructure project are clearly outlined in Sustainable Transportation Plan.	Safety is a key consideration for city. Plans include strategies to address safety.	Safety common theme throughout city documents.
Transparency	Plans and policies don't particularly include how to promote transparency of data outside of education.	Neither plan mentions how to inform public about ongoing changes to projects, how to acquire data, and so forth.	Data transparency and education somewhat limited. Unclear of how to keep informing community about changes.	Information on how to improve transparency with the public is not clear in either plans or procedures established.	Education about programs highly encouraged; however, they don't mention how to maintain transparent dialogue with cities.

Table 4. Review of Peer Cities Existing Plans and Policies

Document Name	Summary/Goals
Fontana	
Fontana Active Transportation Plan (2017)	The City of Fontana developed this Active Transportation Plan to propel its overarching goal of becoming a community that is healthy, engaged, economically vibrant, family-oriented, and safe. The plan is to be used as a tool for implementing infrastructure improvements for better connectivity throughout Fontana and to surrounding cities and the region by providing safe and comfortable walking and bicycling linkages. The goals of Fontana's are to: increase and improve pedestrian and bicyclist access to employment centers, schools, transit, recreation; improve safety for active transportation users through the design and maintenance of infrastructure; maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure; increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips, improve accessibility for people of all ag es and abilities through public engagement, service delivery, and capital investments.
Fontana General Plan (2017)	The Fontana General Plan develops a vision for the city and focuses attention on the City's community values, sense of identity, and aspirations. The plan focuses on Fontana's vision as an opportunity city, a city with high quality of life, a place with lifelong learning opportunities, a diversified economy, recreational opportunities, walkable and revitalized downtown, more transportation choices, and a flourishing community.
Modesto	
Stanislaus Council of Governments Non-Motorized Transportation Plan (2021)	The Stanislaus Council of Governments' 2021 Non-Motorized Transportation Plan presents strategic recommendations, based on community input and technical analyses to improve non-motorized transportation in the Stanislaus region. Non-motorized transportation includes the use of walking, bicycles, electric bicycles, scooters, skateboards, and wheelchairs or other mobility-assistance devices. The plan aims to reduce congestion and vehicle miles travelled to lower GHG emissions, enhance opportunities for walking, bicycling, and other forms of non-motorized transportation, increase access to public transportation, develop a non-motorized transportation network that focuses on equity, make the Stanislaus region more competitive for statewide grand funding opportunities.
Modesto General Plan (2019)	The Modesto Urban Area General Plan addresses the collective challenges of the future. The General Plan presents a blueprint for the preservation of Modesto's "quality of life" while providing direction for the growth of business and industry to meet the needs of future generations in the Modesto community. The Circulation Element aims to provide transportation and circulation systems that adequately furnish intra-city and regional transportation needs. Alternatives to the drive-alone auto mode, such as light rail, mass transit, ride sharing, bicycling, trail systems, and telecommuting should be encouraged to reduce traffic congestion and vehicle miles traveled, and to enhance air quality.
Oxnard	

Document Name	Summary/Goals
Oxnard Sustainable Transportation Plan (2023)	This Sustainable Transportation Plan (STP) represents the City's vision for building an Oxnard where everyone can travel around the community while treading a little lighter on the environment, so it can be improved and preserved for years to come. The plan hopes to create more opportunities for active travel, more opportunities for community connection and investment across the City, long term cost savings by reducing demand for new roadway infrastructure, better air quality, fewer GHG emissions, and reduced vehicle miles travelled.
Oxnard General Plan (2022)	The Oxnard 2030 General Plan sets out a vision to guide future development in the City to the year 2030. This chapter, Sustainable Community, was added to better understand and address the cutting edge environmental and energy issues of climate change mitigation and adaptation, sea level rise, and energy conservation and generation ("green" buildings). This chapter also states the City's commitment to supporting implementation of Senate Bill 375 (Sustainable Communities Strategy Bill), the State's primary legislation related to local planning that implements Assembly Bill 32 ("California Global Warming Solutions Act").
San Bernardino	
San Bernardino County Transportation Authority (SBCTA) Comprehensive Sidewalk Connectivity Plan (2023)	The SBCTA Comprehensive Sidewalk Connectivity Plan expands on the county-wide sidewalk inventory that aimed at establishing an inventory baseline for pedestrian infrastructure. Phase II of the Comprehensive Sidewalk Connectivity Plan set out to collect, analyze, and deploy a more refined, detailed inventory of pedestrian infrastructure to help agencies identify sidewalk gaps, pedestrian obstructions, and infrastructure deficiencies. More importantly, this study's intent is to support each agency's ongoing efforts to ensure compliance with the Americans with Disabilities Act (ADA) as it relates to pedestrian facilities within the public right-of-way.
San Bernardino Active Transportation Plan (2022)	The San Bernardino Active Transportation Plan (San Bernardino ATP), also known as the "Plan", is a planning tool that helps the City of San Bernardino advance the vision of building a more walkable and bikeable future. In support of this vision, the Plan has five goals, including Connectivity, Local Access & Mobility, Safety, Health & Environment, Funding.
San Bernardino General Plan (2005)	The City of San Bernardino General Plan provides a blueprint for the City's growth and development. The plan addresses several issues, including physical development of the jurisdiction, the extent of land uses and supporting infrastructure, and social concerns identified in the housing element regarding housing affordability. The San Bernardino General Plan is currently undergoing a plan update.

Document Name	Summary/Goals
Santa Clarita	
Santa Clarita Non-Motorized Transportation Plan (2020)	The 2020 Non-Motorized Transportation Plan (NMTP) represents a renewed commitment by Santa Clarita to walking and biking. It builds on the previous NMTP, adopted in 2014, and helps advance our community toward a sustainable transportation system—a system which supports motor vehicle use, but also enables the use of streets by other modes, such as bicycling, walking, and transit. The NMPT has several goals including empowering residents to live a more active lifestyle, support increased access to neighborhood destinations, and help the community identify, develop, & maintain a complete bicycle and pedestrian network.
Santa Clarita General Plan (2011)	The General Plan serves as a foundation for making land use decisions based on goals and policies related to land use, transportation, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, noise impacts, public safety, infrastructure, and other related physical, social, and economic factors. In addition to serving as a basis for local decision making, the General Plan establishes a clear set of development guidelines for citizens, developers, neighboring jurisdictions and agencies, and provides the community with an opportunity to participate in the planning process. The purpose of this General Plan is to comply with state requirements and to provide the City with a comprehensive, long-range policy guideline for future development.

Next Steps

This memo summarized key plans and policies for the City of Moreno Valley, the region (SCAG), and the state (Caltrans) to contextualize ongoing mobility efforts that relate to this City of Moreno Valley Pedestrian Access Plan. As next steps, the team will conduct a traffic collision data analysis and existing pedestrian infrastructure inventory to identify high injury network corridors. The team will use the inventory to conduct additional engagement and receive feedback from residents about the project.

City of Moreno Valley
PEDESTRIAN ACCESS PLAN
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SCAG
INNOVATING FOR A BETTER TOMORROW

MORENO VALLEY
Pedestrian Access Plan

C. Existing Conditions Analysis

Memorandum – Existing Conditions Analysis

TO:	Wei Sun, City of Moreno Valley Anikka Van Eyl, SCAG
FROM:	Darryl DePencier, AICP, Kimley-Horn Fabian Campos, Kimley-Horn Julian Kaiser, Kimley-Horn
PROJECT:	City of Moreno Valley Pedestrian Access Plan
DATE:	March 7, 2025
SUBJECT:	Final Draft – Existing Conditions Analysis

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1. Introduction

1.1. Purpose of the Memo

This memo summarizes the existing conditions in the City of Moreno Valley and the Edgemont community to establish a baseline understanding of current infrastructure, areas with high propensity of pedestrian and cyclist collisions, and future land uses located near current and future land uses in the community. This memo sets the stage for existing and planned conditions to inform subsequent priority projects as part of the Moreno Valley Pedestrian Access Plan.

1.2. Project Overview

The City of Moreno Valley Pedestrian Access Plan aims to enhance connectivity, accessibility, and safety for pedestrians in the City of Moreno Valley, focusing on routes to major centers and identifying non-compliant American with Disability Act (ADA) locations, especially in the disadvantaged Edgemont Community. The plan focuses on improving connectivity, accessibility, and safety for pedestrians and other vulnerable road users such as people with disabilities, older adults, and children, particularly in the disadvantaged Edgemont Community. The plan also identifies non-compliant ADA locations and needed infrastructure improvements to promote walking and biking, reduce road congestion, and provide environmental and health benefits to the community.

1.3. Study Area

The City of Moreno Valley is a growing community located in Southern California. Located in Riverside County, Moreno Valley is known for its diverse population and strategic location near major transportation routes. Of the 47 census tracts in the city, 19% are considered Disadvantaged Communities (DACs). DACs are communities disproportionately burdened by multiple sources of pollution. The Edgemont Community, a community in the western portion of the city that endures connectivity, accessibility, and infrastructure challenges is a DAC. **Figure 1** below shows the regional location of the City of Moreno Valley, **Figure 2 shows** the boundaries of the Edgemont community, and **Figure 3** shows the CalEnviroScreen 4.0 communities in Moreno Valley.

Figure 1. City of Moreno Valley and Edgemont Community

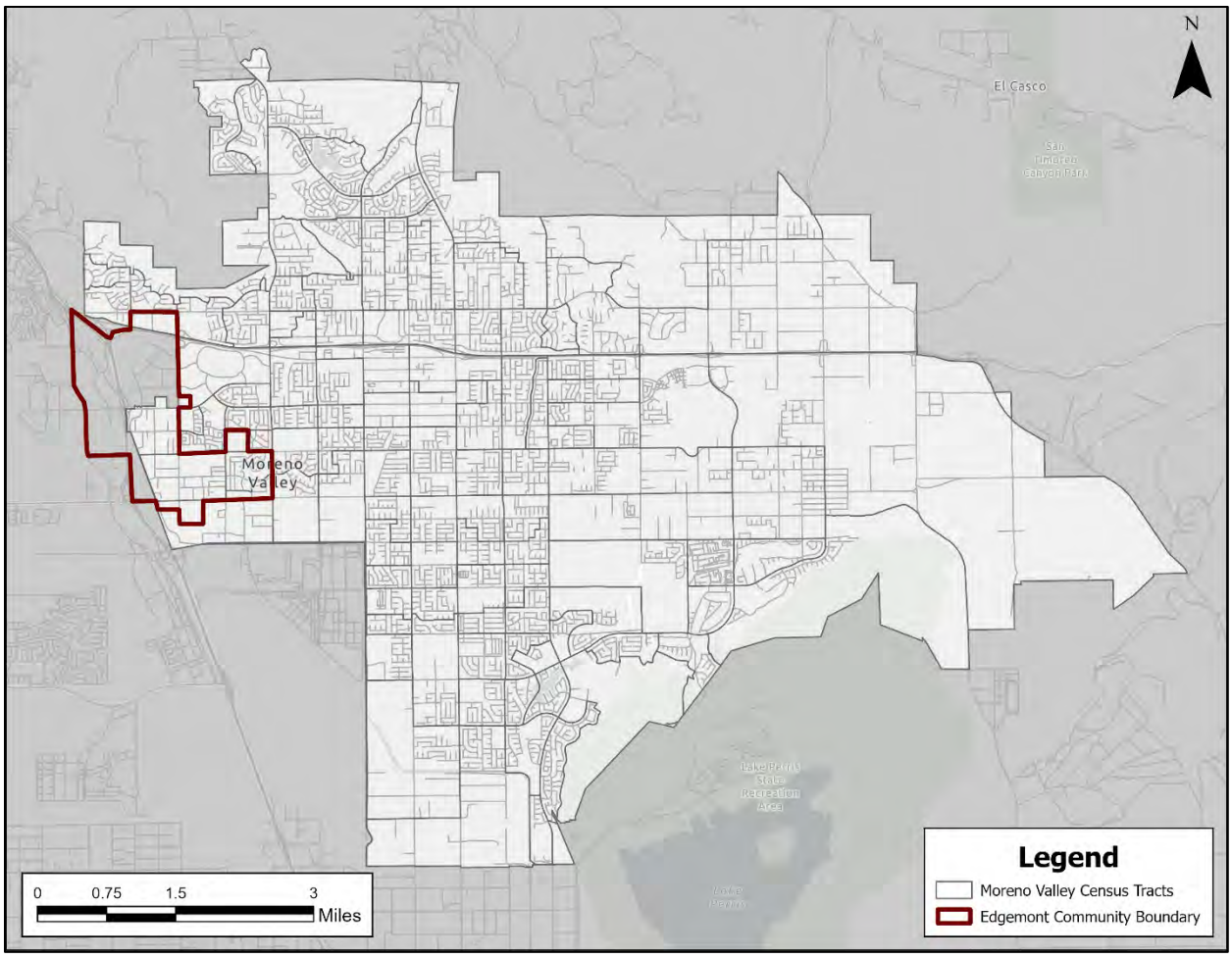


Figure 2. Edgemont Community Boundaries

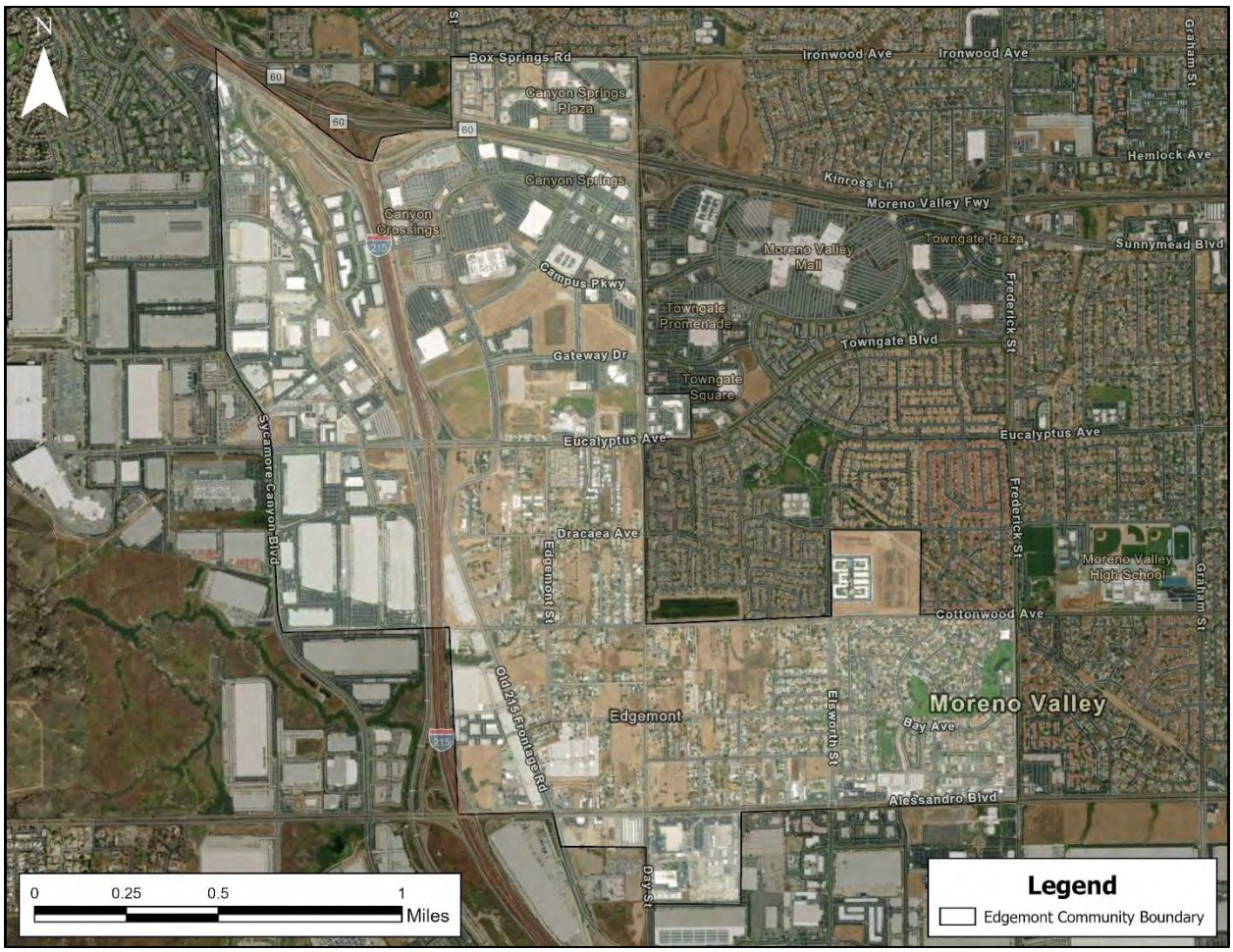
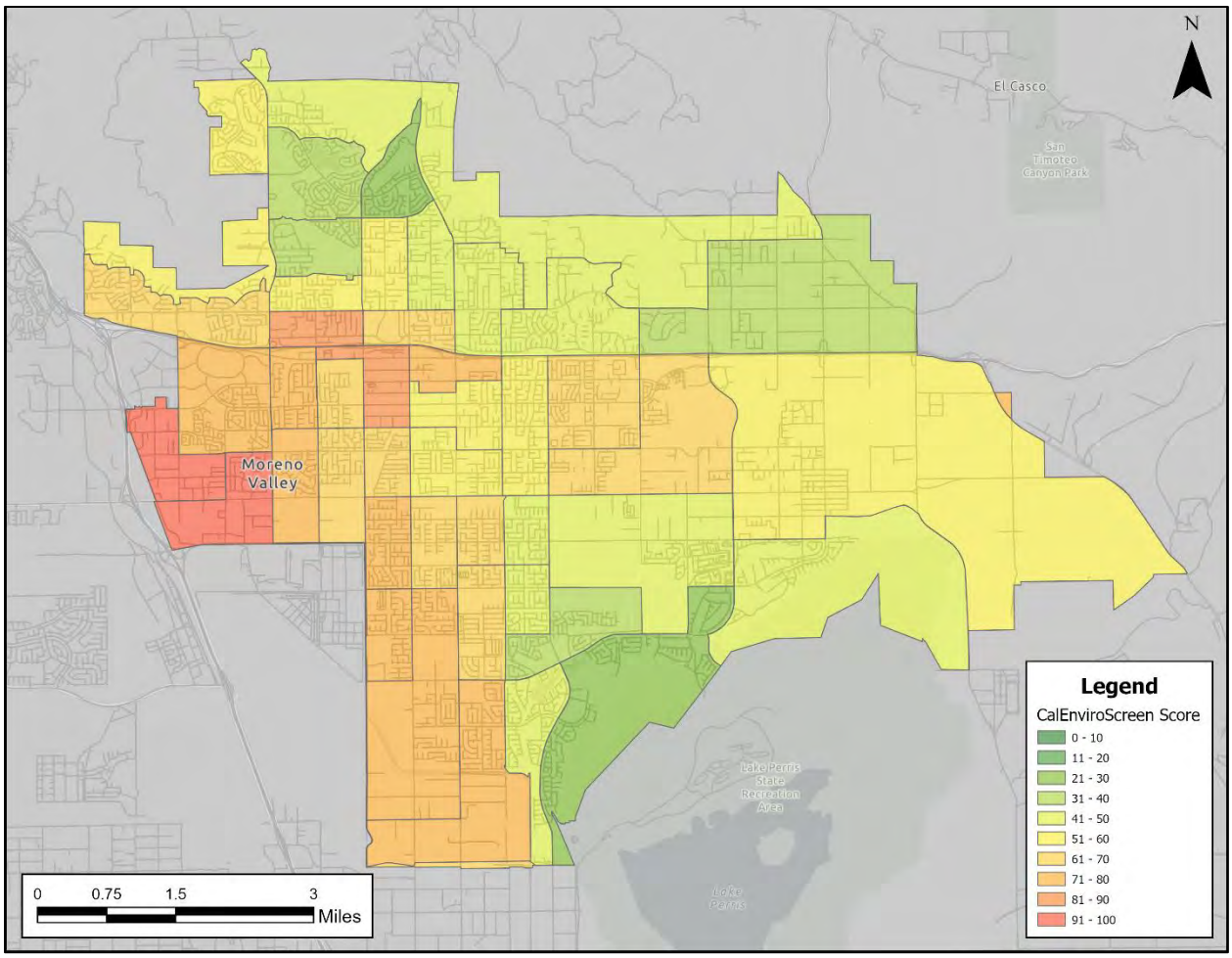


Figure 3. CalEnviroScreen 4.0 Communities in Moreno Valley



1.4. Community Profile

The City of Moreno Valley is relatively younger and more diverse than the state and County of Riverside. Approximately 26% of residents are under the age of 18% compared to 23% in the state and 25% in the county. Similar, nearly 87% of residents identify as Black, Indigenous, or People of Color (BIPOC) compared to 67% in the state and 70% in the county. Further, residents of Moreno Valley drive more, walk and roll less, have higher rates of homeownership, lower rates of poverty, and lower rates of zero-vehicle households compared to the state and county. These data suggest the need for targeted pedestrian infrastructure to facilitate walking and biking in the area. **Table 1** shows demographic data for the state, county, and Moreno Valley.

Table 1. Demographics in California, Riverside County, Moreno Valley, and Edgemont Community

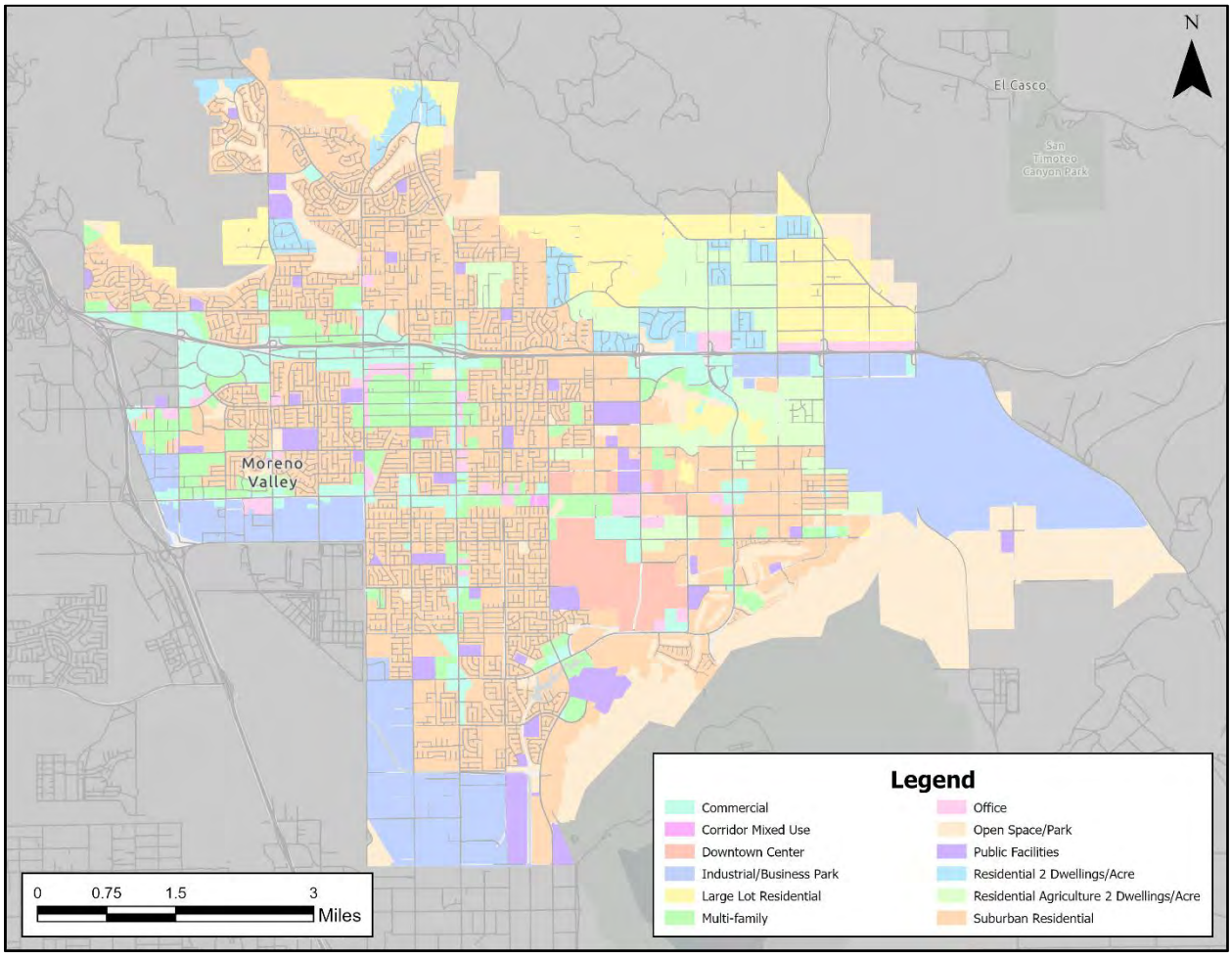
Metric	California	Riverside County	Moreno Valley	Edgemont Community
Percent Under 18	23%	25%	26%	17.70%
Percent Over 65	16%	16%	9%	3.88%
Percent BIPOC[1]	67%	70%	87%	51.72%
Percent Unemployed	5.5%	5.0	4.5%	2.0%
Percent Drive Alone to Work	67%	72%	78%	48.8%
Percent that Walk to Work	2.5%	1.4%	0.7%	0.2%
Percent that Bike to Work	0.8	0.4%	0.14%	0.4%
Percent with Disability	9%	9%	10%	0.5%
Percent in Poverty	12.0%	12.2%	10.7%	9.1%
Percent Owner-Occupied Households	56%	56%	62%	18.5%
Percent Renter-Occupied Households	44%	44%	38%	39.8%
Percent of Single-Parent Households	57%	58%	66%	18.5%
Percent of Renters Households with No Vehicles	5%	2%	2%	4.3%
Percent of Owner-Occupied Households with No Vehicles	2%	2%	2%	4.8%

1.5. Land Use

[1] BIPOC includes percent of people that identify as Black, Indigenous, and People of Color including Hispanic non-white

The total land area in Moreno Valley is approximately 42,917 acres, with the city limits encompassing 32,997 acres (51.6 square miles). Of the city limits, more than 37% is designated for residential land use, 32% of land is vacant, about 15% is designated for parks and recreation, 6.3% for public facilities, 5.7% for industrial uses, and 3.5% for commercial uses. Existing developments are primarily located in the western part of the city near Edgemont. **Figure 4** below shows the land use designations for the city.

Figure 4. Moreno Valley Land Use



1.6. Pedestrian Infrastructure

The Edgemont community lacks sidewalks and ADA-compliant curb ramps. Of all the parcels in the city, approximately 4,338 lack sidewalks. In the Edgemont community, 288 parcels lack sidewalks. Of the 18 non-compliant curb ramps in the city's main arterials streets, the majority are in Edgemont. **Figure 5** shows the parcels without sidewalks throughout the city; **Figure 6** shows the parcels without sidewalks in Edgemont. Figure 7

shows non-compliant curb ramps and pedestrian wayfinding. These maps demonstrate the need for improved pedestrian infrastructure in the city.

Figure 5. Parcels without Sidewalk in Moreno Valley

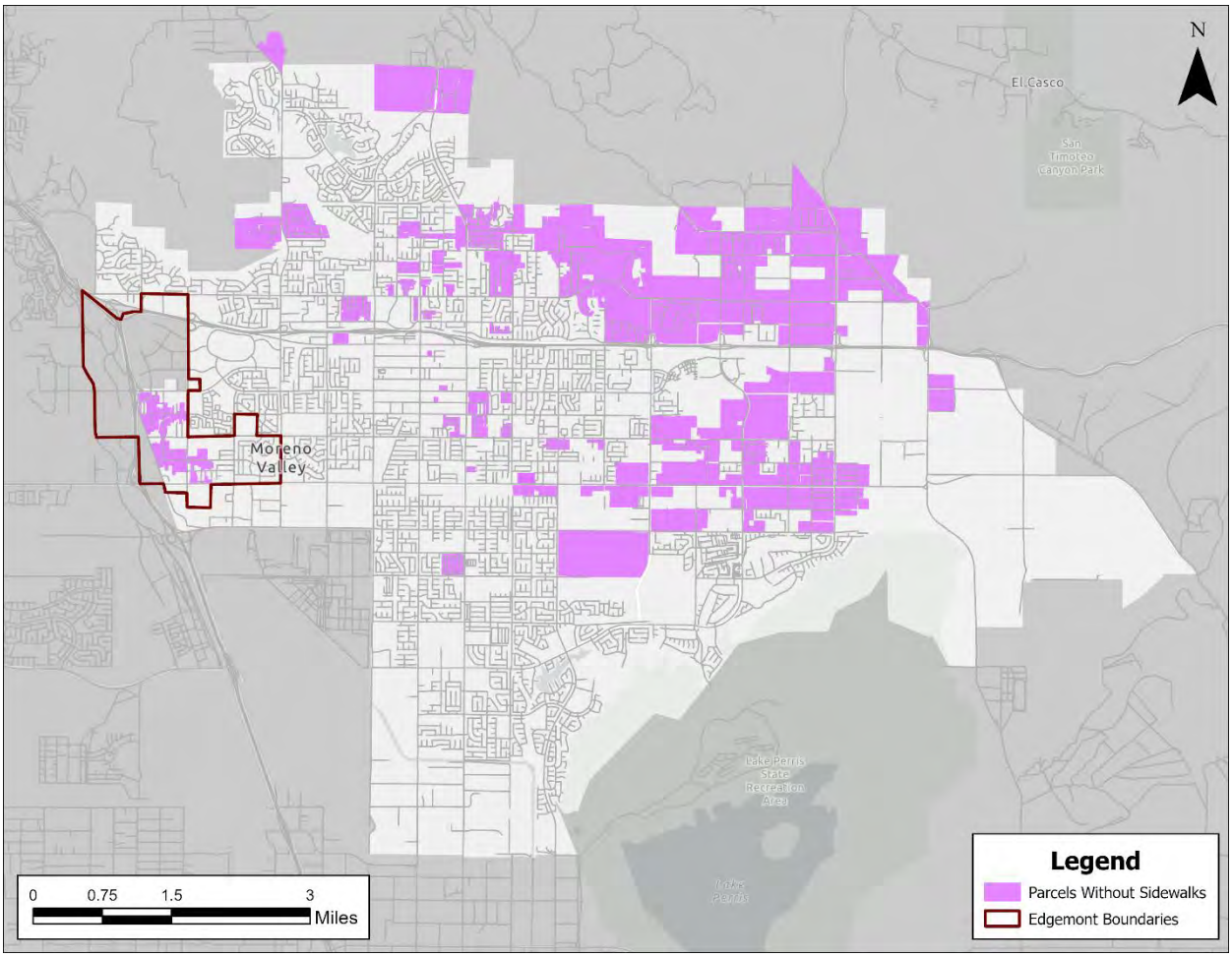


Figure 6. Edgemont Community Parcels without Sidewalks

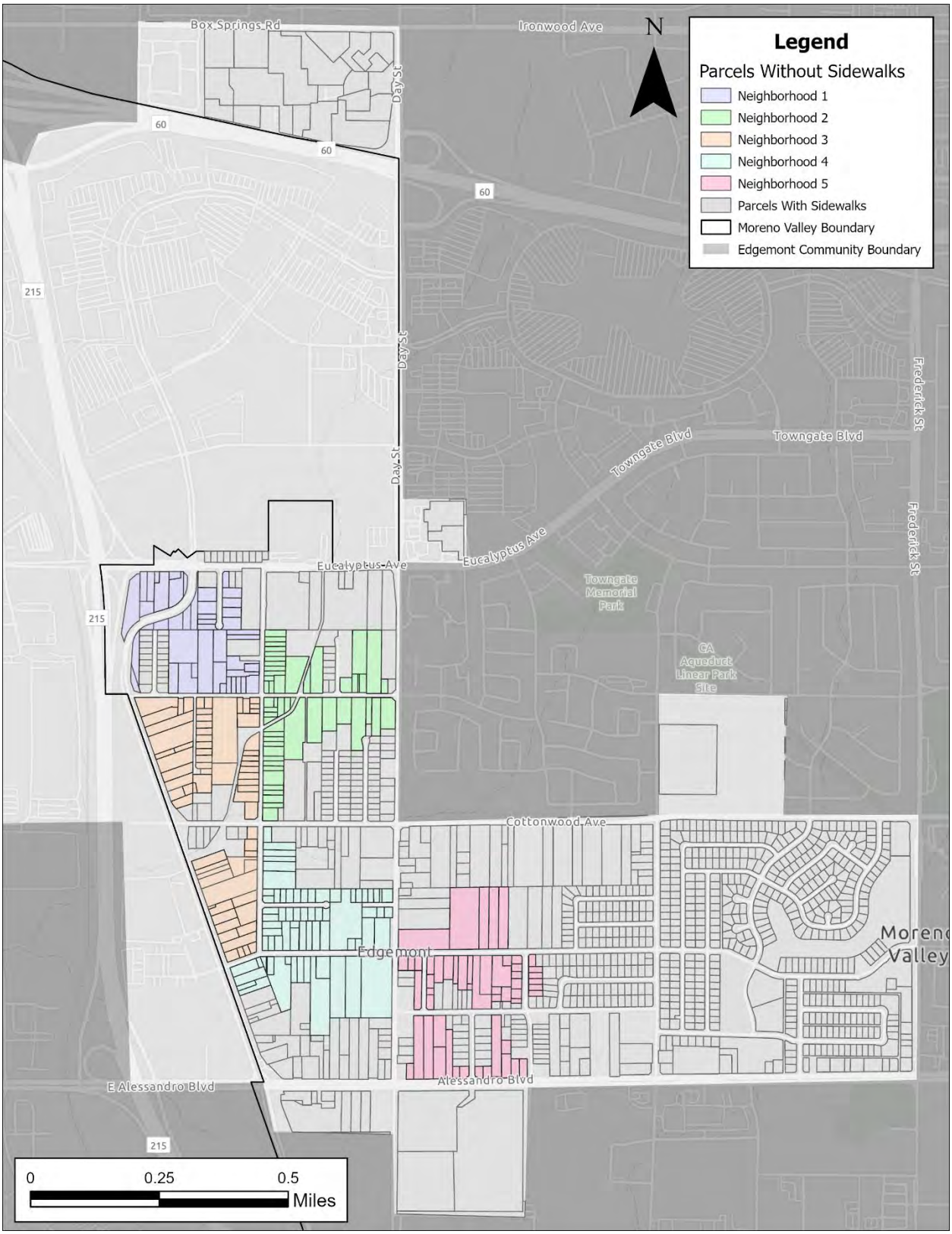
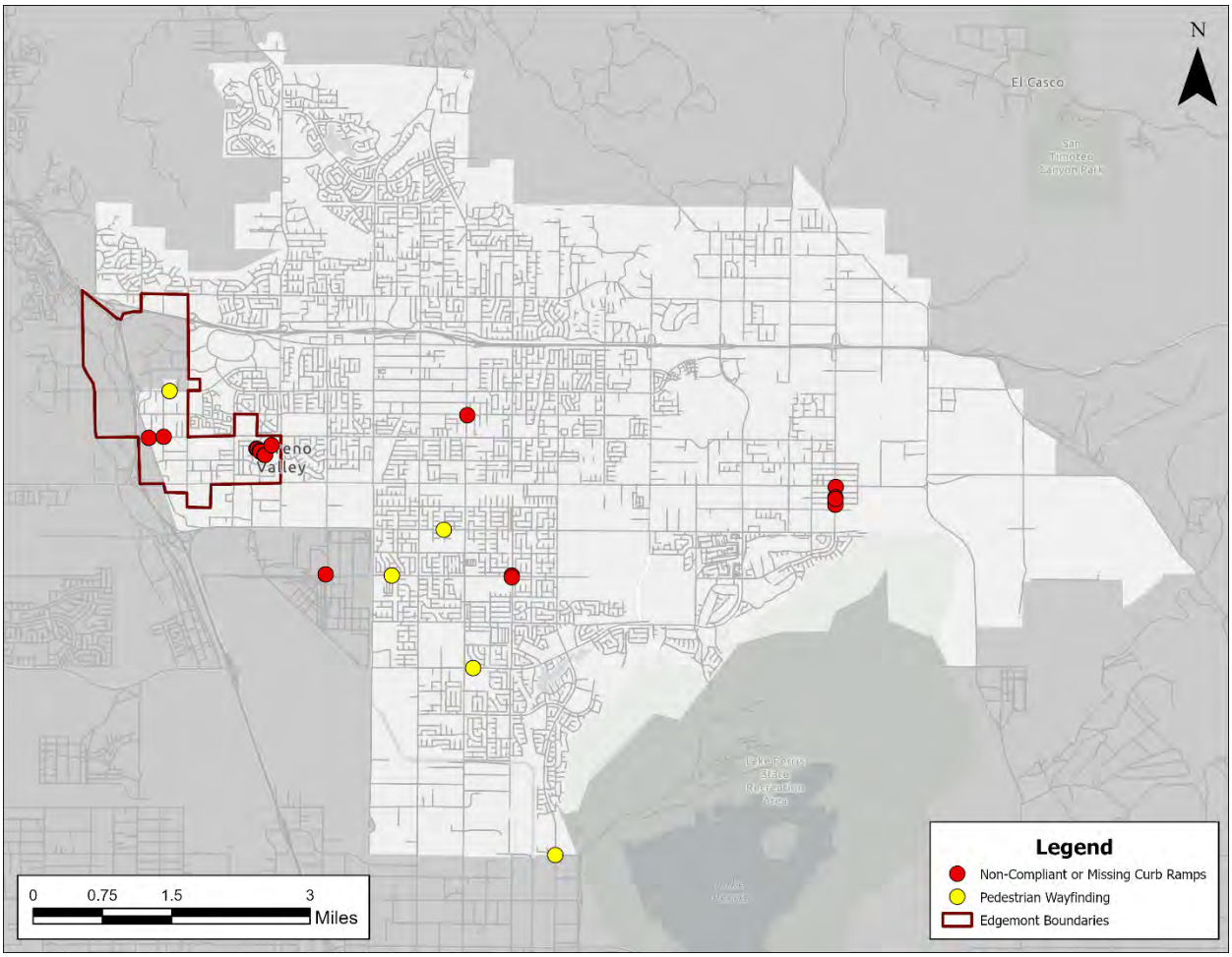


Figure 7. Non-Compliant ADA Ramps and Pedestrian Wayfinding along main Arterials



2. Analysis Methodology

This section details the approach the team took to identify the existing safety conditions and roadway network in the city and Edgemont community. The study used guidance from existing safety manuals and crash safety data from Transportation Injury Mapping System (TIMS) for the period from January 2019 to December 2023 to identify intersections with the highest needs in the City of Moreno Valley.

2.1. Roadway Network

The team used the California Department of Transportation (Caltrans) California Road System (CRS) GIS database to build the base roadway network used for the Crash Safety analysis. The team divided intersections and roadway segments into control and classification categories so that each set could have its own crash rates and be compared with similar facilities or control type. Information on intersection traffic control was provided by the city and included in the analysis network.

2.2. Crash Data

The team collected crash data from the Transportation Injury Mapping System (TIMS) for the period from January 2019 to December 2023. The team analyzed crash data to better understand the specific and systemic challenges the city endures on its streets. The team analyzed five years of data instead of the standard three years to provide better context to evaluate crash trends and patterns.

2.3. Crash and Network Screening Analysis

The American Association of State Highway and Transportation Officials (AASHTO) *Highway Safety Manual* (HSM) (2010) resents a variety of methods for quantitatively estimating crash frequency or severity at a variety of locations.[2] This manual is divided into four parts:

A. Introduction, Human Factors, and Fundamentals
B. Roadway Safety Management Process
C. Predictive Method
D. Crash Modification Factors

In Part B, Chapter 4, the HSM presents the "Network Screening Process," an approach agencies may can use to analyze the entire roadway network and identify and rank

[2] AASHTO, Highway Safety Manual, 2010, Washington D.C., http://www.highwaysafetymanual.org/Pages/About.aspx

locations that are most likely or least likely to realize a reduction in the frequency of crashes. The HSM identifies five main steps in the Network Screening Process:[3]

1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

Specifically, the Crash and Network Screening Analysis reviews the entire roadway network to identify and rank locations that are most likely or least likely to realize a reduction in the frequency of crashes. The analysis uses four main crash metrics:

1. Number of Crashes
2. Critical Crash Rate (HSM Ch. 4)
3. Probability of Specific Crash Types Exceeding Threshold Proportion (HSM Ch. 4)
4. Equivalent Property Damage Only (HSM Ch. 4)

First, the crash analysis established sub-populations of roadway segments and intersections that have similar characteristics. The team grouped intersections by their control type (Signalized or Unsignalized) and segments by their roadway category (Major Arterial, Primary Arterial, Secondary Arterial, Collector Arterial, Local). Next, the calculated individual crash rates for each sub-population and used the population level crash rates to assess whether a specific location has more than or less crashes than expected. These sub-populations also helped determine locations were unusual number of specific crash types occurred relative to typical crash patterns.

[3] AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.

Next, the network screening process ranked intersections and roadway segments by the number of crashes over the analysis period and identified areas that had more of a given type of crash than would be expected for that type of location. With these additional factors, the locations were further analyzed and assigned a new rank. These crash type factors included:

1. Crash injury including fatal, serious injury, other visible injury, complaint of pain, and property damage only
2. Crash type such as broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other
3. Environmental factors that contributed to crashes including lighting on the road, wet roads
4. Driver behavior like aggressive driving including speeding, following too closely, running red lights, changing lanes without signaling, and more
5. Driver impairment like driving under the influence of a substance

Finally, the new ranking system that included additional factors produced a short-list of locations based on crash activity, crash severity, crash patterns, location type, and area of the City of Moreno Valley. These crashes highlight the probability of those crash types exceeding the established threshold of 33%, the standard figure to demonstrate if a crash type exceeds normalized thresholds. To be statistically significant, only locations where more than two crashes occurred are represented. At locations with two or less crashes, random chance can account for crash history as much or more than specific roadway characteristics. A confidence level of 95% was used for the CCR Calculations. The short list provided the greatest variety of locations covering the widest range of safety opportunities for safety toolbox development. The intent is to populate the safety toolbox with mitigation measures that will be applicable to most of the crash activity in the city. The short list will ultimately be refined to 10 locations for mitigation analysis based on their application across the city.

2.4. Critical Crash Rate (CCR)

Another method to understand the cost of crashes to society incurred at a local level is the Critical Crash Rate (CCR). The Highway Safety Manual notes that the CCR provides a statistical review of roadway locations to determine where risk is higher relative to similar locations. The manual also notes the CCR is the first step in analyzing patterns that may suggest systemic issues that can be addressed at that a given location which can also be proactively to prevent new safety challenges from emerging at other locations.

To analyze the CCR, the team first established a city-wide crash rate for each facility population. These populations are broken into two categories with sub-categories:

1. **Intersection:**
    a. Signalized
    b. Unsignalized
2. **Roadway Classification:**
    a. Major Arterial
    b. Minor Arterial
    c. Collector
    d. Local

The team then calculated the individual crash rate for each location based on the associated traffic volume. The analysis used through-data count resources based on roadway classification to calculate traffic volumes. Next, the analysis established a Significance Threshold – the threshold was used to determine what level of exceedance (how much the crash rate exceeded the critical crash rate) a location must have based on traffic volume to provide a high level of confidence that the crash occurring at the location is not random. For this analysis, a confidence level of 95% was used. The local crash rates were then compared to Significance Threshold to see if each location exceeded the expected CCR and if so, by how much. After this analysis was completed, the locations were ranked by their categories according to that level of exceedance.

The CRR does not give a complete indication of the level of risk for those who use that intersection or roadway segment daily, however. The CCR compares the observed crash rate to the expected crash rate at a location based on facility type and volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted citywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. **Figure 7** below shows the Critical Crash Rate formula derived from the Highway Safety Manual.

Figure 8. Critical Crash Rate Formula (Highway Safety Manual (2010))

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

2.5. Equivalent Property Damage Only (ePDO)

The Highway Safety Manual also provides detailed guidance on the calculating the equivalent property damage only (EPDO) method. This method assigns weighting factors to crashes based on injury level (severe, injury, property damage only) to develop a property damage only score. The Highway Safety Manual describes the methodology for determining the probability that crash type is greater than an identified threshold proportion. This helps to identify locations where a crash type is more likely to occur.

The ePDO methodology first determines the frequency of a specific crash type at an individual location. Next, the methodology determines the observed proportion of that crash type relative to all crash types at that location. A threshold proportion is then determined for the specific crash type; HSM suggests utilizing the proportion of the crash type observed in the entire reference population (e.g. throughout the entire City of Moreno Valley). These proportions are then utilized to determine the probability that the proportion of a specific crash type is greater than the long-term expected proportion of that crash type.

In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This figure was then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This figure allows all locations to be compared based on injury crash costs. (Highway Safety Manual, Chapter 4). The probability of a specific crash type can be determined using crashes records with location data, and classifications of the locations (intersections or segments) studied. Figure 8 shows the ePDO formula applied to this analysis.

Figure 9. Probability of Specific Crash Types Exceeding Threshold Portion (Highway Safety Manual (2010))

$$P\left(p_i > \overline{p^*}_i \,/\, N_{observedj}, N_{observedj(TOTAL)}\right) = 1 - betadist\left(\overline{p^*}_i, \alpha + N_{observedj}, \beta + N_{observedj(TOTAL)} - N_{observedj}\right)$$

Where:

$\overline{p^*}_i$ = Threshold proportion

p_i = Observed proportion

$N_{observed,i}$ = Observed target crashes for a site i

$N_{observed,i(TOTAL)}$ = Total number of crashes for a site i

2.6. Crash Modification Factors (CMFs)

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.7, April 2024) encourages local agencies to pursue a proactive approach when identifying and analyzing safety issues and preparing to compete for project funding opportunities.[4] A proactive approach analyses safety in an entire roadway network through either a one-time network wide analysis or a routine analysis of the roadway network to identify the roads with the highest relative safety issues across all city roads.

To provide the most beneficial and competitive funding approach, the analysis should focus on both intersections and roadway segments and maintain consideration of roadway characteristics and traffic volumes when selecting any countermeasures. The result should reflect a list of locations that are most likely to benefit from cost-effective countermeasures, preferably prioritized by benefit/cost ratio analyses. The manual suggests using a mixture of quantitative and qualitative measures to identify and rank locations using both crash frequency and crash rates. These findings should then be screened for crash type and severity patterns to determine the cause of crashes and the potential effective countermeasures. Qualitative analysis should include field visits and a review of existing roadway characteristics and devices. The specific roadway context can then be used to assess conditions that may decrease safety at the site and at systematic levels.

The manual then notes countermeasures should use supporting Crash Modification Factors (CMFs). CMFs are a peer reviewed product of research quantifying the expected rate of crash reduction expected from a given countermeasure. If more than one

[4] The manual notes, "the California Department of Transportation (Caltrans) – Division of Local Assistance is responsible for administering California's federal safety funding intended for local safety improvements.

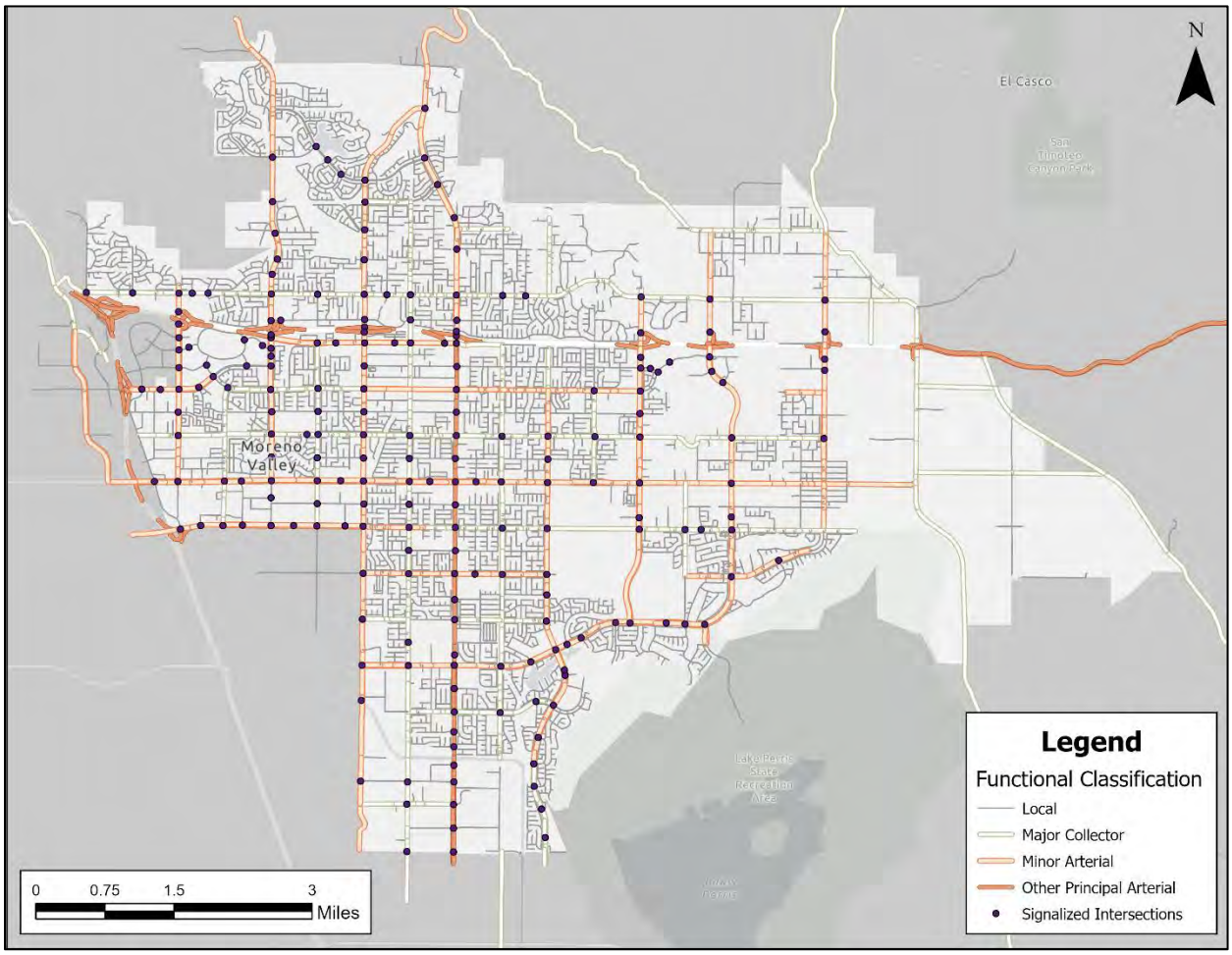
countermeasure is under consideration, the LRSM provides guidance on appropriate application of CMFs across a range of countermeasures.

3. Results

3.1. Roadway Network

The analysis used the California Department of Transportation (Caltrans) California Road System (CRS) GIS database to build the base roadway network for this analysis. The intersections and roadway segments were divided into control and classification categories so that each set could have its own crash rates and be compared with similar facilities or control type. Information on intersection traffic control was provided by the city and included in the analysis network. The crash analysis requires each intersection to be classified by type: Signalized or Unsignalized. **Figure 7** illustrates the City of Moreno Valley's roadway functional classification and intersection control type used in this study.

Figure 7. City of Moreno Valley's Roadway Functional Classification and Intersection Control Type



3.2. Crash Data

This section analyzed crash data from UC Berkeley's Transportation Injury Mapping System (TIMS) from January 1, 2019, to December 2023 to better understand crash trends and patterns on City of Moreno Valley streets.

3.2.1. Total Crashes

TIMS reported a total of 3,717 crashes during this timeframe. Most crashes occurred at intersections along main arterials in the city, particularly in the west side of the city where there are more developments and residents. Nearly 33% of all crashes were rear-end crashes, 30% broadside crashes, and 12% of included hitting an object. Crashes decreased from 2019 to 2020 but increased in subsequent years. Rear-end crashes were the most common type of crashes each year, followed by broad-side collisions, and hitting an object. These data suggest that the area can benefit from more targeted interventions to improve safety for drivers and those who walk and roll in the city. **Figure 8** shows total crashes in the City of Moreno Valley and Figure 9 shows the crash type by year.

Figure 8. Total Crashes (2019 -2023)

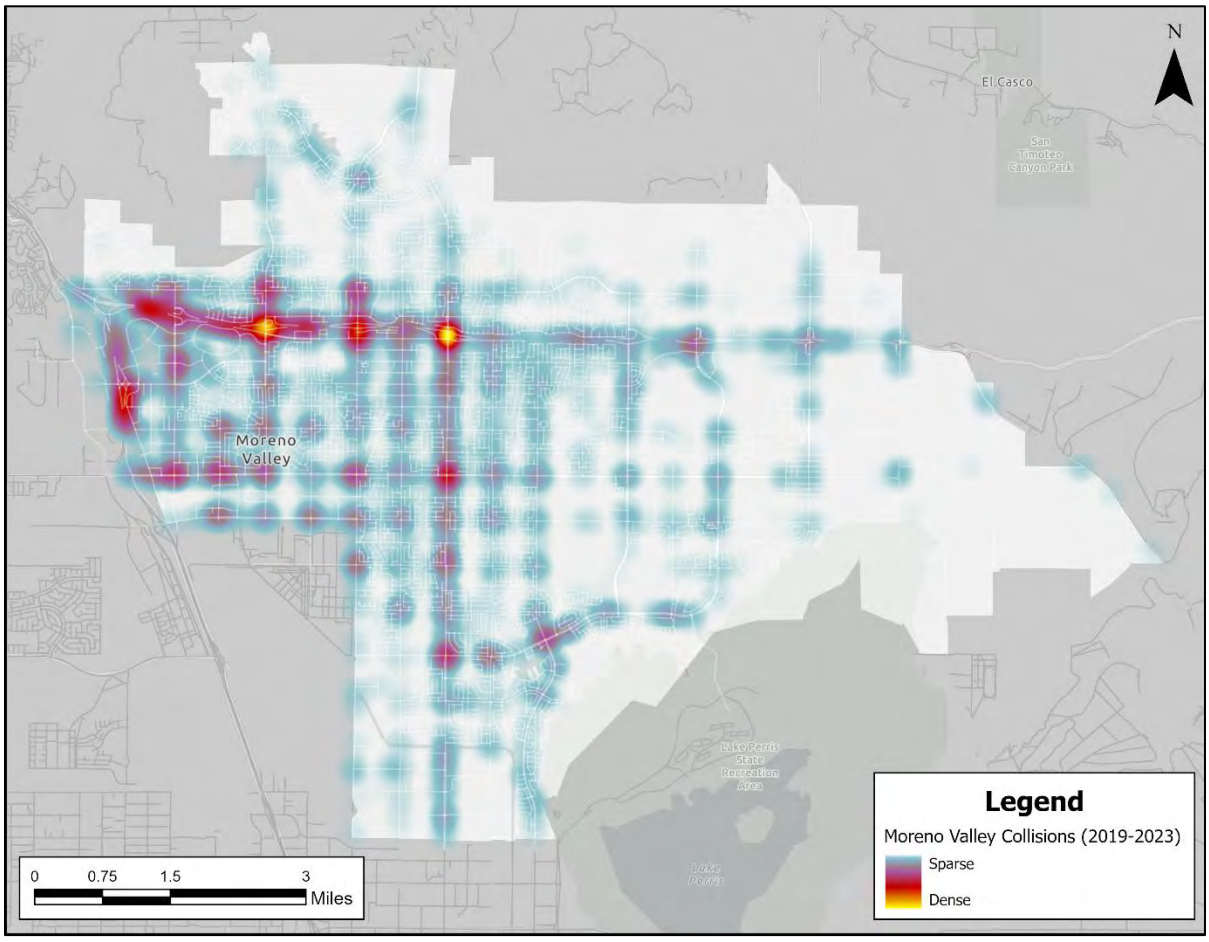
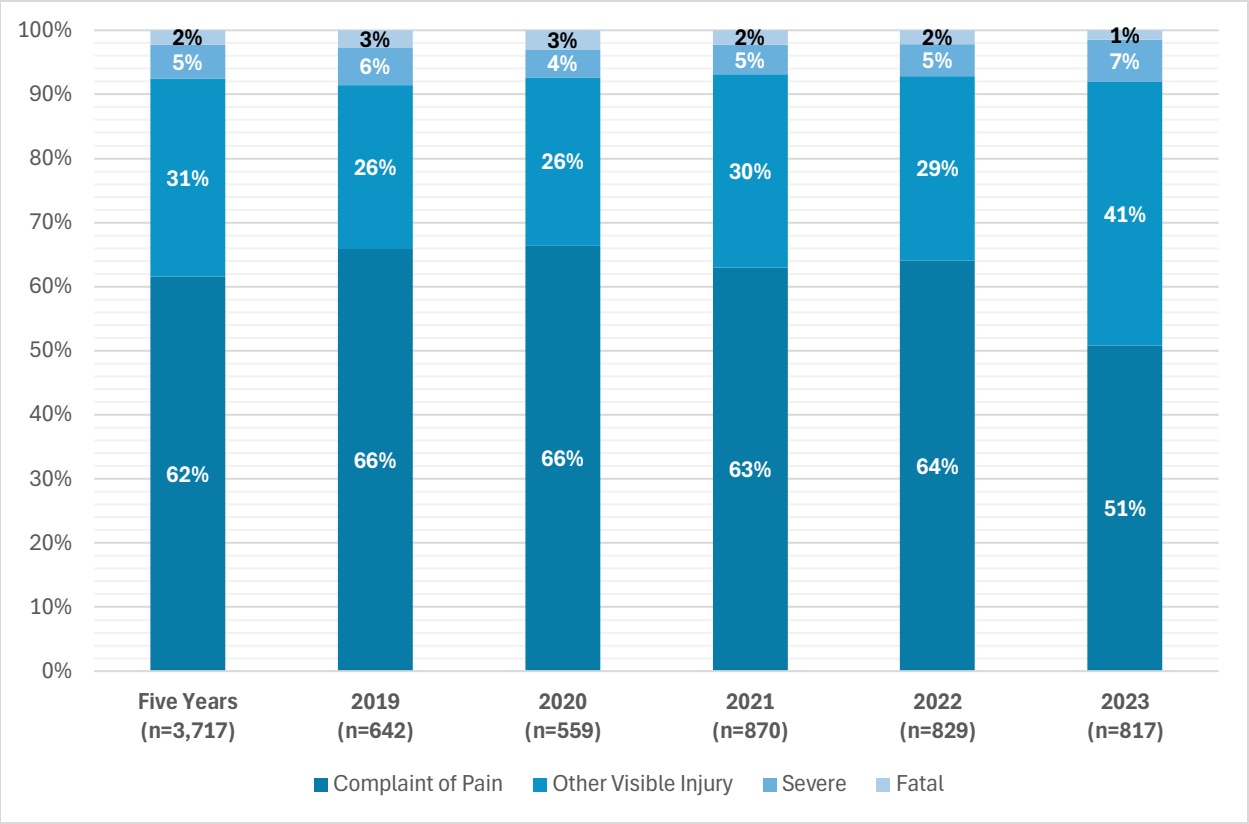


Figure 10. Crash Types by Year



3.2.2. Fatal and Serious Injuries

When looking at fatal and serious injuries during the five-year timeframe, most fatal and serious injuries occurred in the west side of the city near the Edgemont community. Approximately 2% (84) of crashes in the city were fatal and 5% (197) were severe. Fatal and severe crashes decreased in 2020 but then increased in the following years. The year 2023 had the largest number of overall fatal and severe crashes but 2021 had the largest proportion of fatal crashes out of all five years in the analysis. The increase in overall fatal and severe crashes suggest the persistent safety challenges the city faces that need to be addressed accordingly. **Figure 10** shows total crashes by severity type by year and **Figure 11** shows fatal and severe crashes by year.

Figure 11. Moreno Valley Fatal and Serious Injuries (2019-2023)

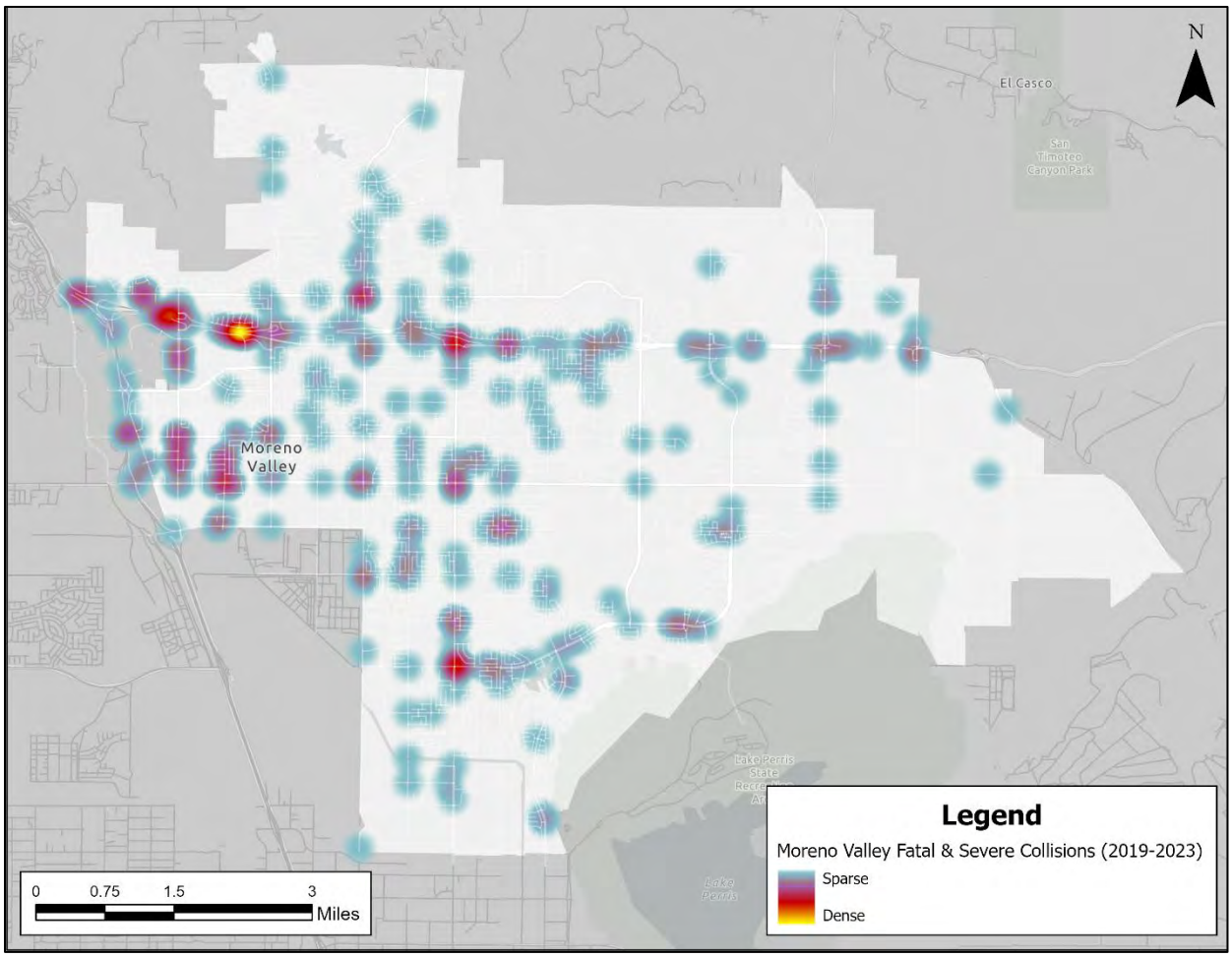


Figure 12. Total Crashes by Severity Type by Year

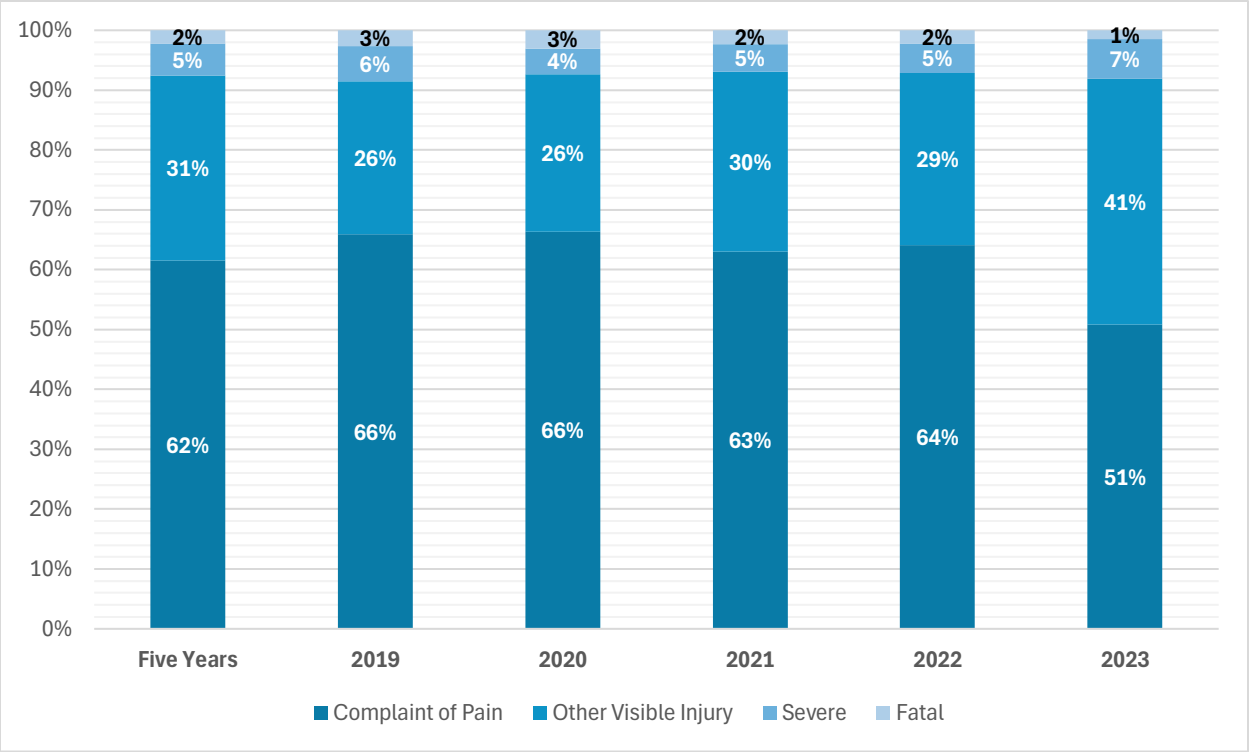
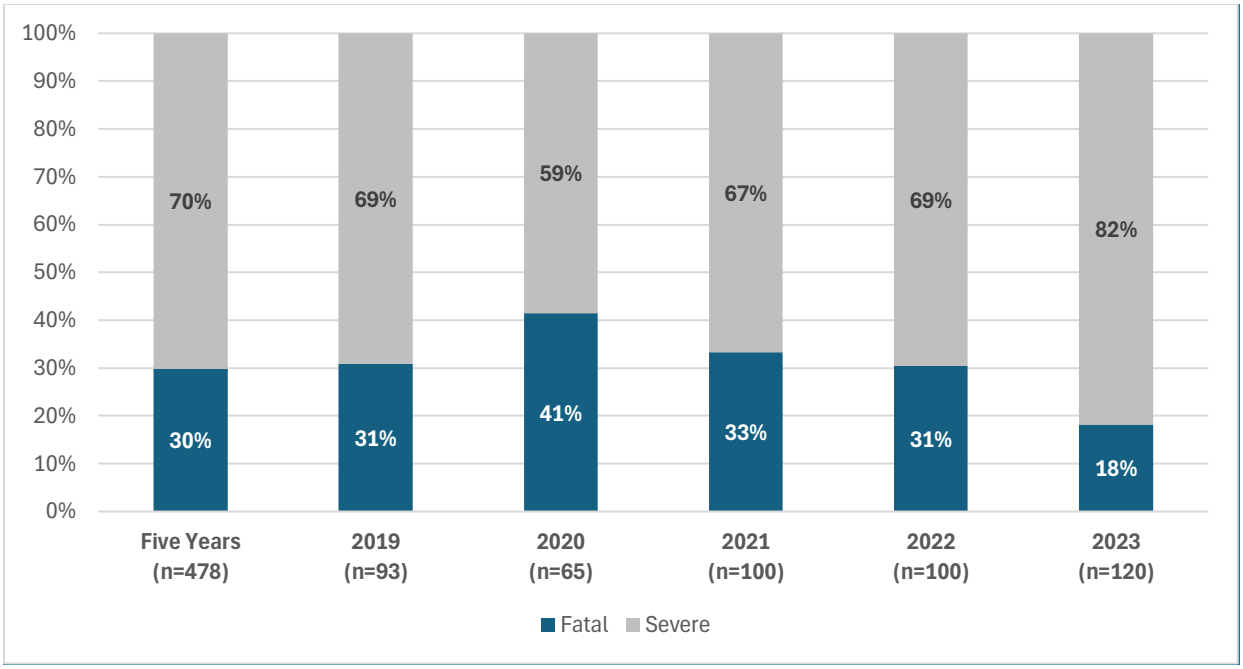


Figure 12: Fatal and Severe Crashes by Year



3.2.3. Cause of Crashes and Behavioral Driving

The highest recorded cause of crashes in Moreno Valley during the study period was Unsafe Speed at 30.40% (1,130) of crashes, followed by Improper Turning at 15.55% (578) and Automobile Right of Way at 14.31% (532). **Table 1** showcases the top causes of collisions in Moreno Valley.

Table 2: Cause of Crashes (2019 to 2023)

Primary Crash Factor	Percent of Crashes (n=3,717)
Unsafe Speed	30.40%
Improper Turning	15.55%
Automobile Right of Way	14.31%
Traffic Signals and Signs	13.88%
Driving or Bicycling Under the Influence of Alcohol or Drugs	11.62%
Pedestrian Violation	2.72%
Unsafe Lane Change	2.58%
Unsafe Starting or Backing	1.83%
Wrong Side of Road	1.32%
Unknown	1.24%
Other than Driver (or Pedestrian)	1.13%
Pedestrian Right of Way	1.10%
Following too Closely	0.81%
Improper Passing	0.62%
Other Hazardous Violation	0.46%
Other Improper Driving	0.35%
Impeding Traffic	0.03%
Hazardous Parking	0.03%
Other Equipment	0.03%

Aggressive and impaired driving are two important behavioral factors that often significantly contribute to crash patterns. Caltrans defines aggressive driving as behaviors that include speeding, tailgating, and running stop signs or red lights. Thes behaviors contributed to 45.09% (1,676) of the crashes in Moreno Valley during the study period.

Impaired driving is defined by Caltrans as any instance where a driver, pedestrian, bicyclist, or motorcyclist is under the influence of alcohol, illicit drugs, or prescribed or over-the-counter medication. 11.62% (432) of crashes in Moreno Valley during the study period occurred where the driver had been impaired.

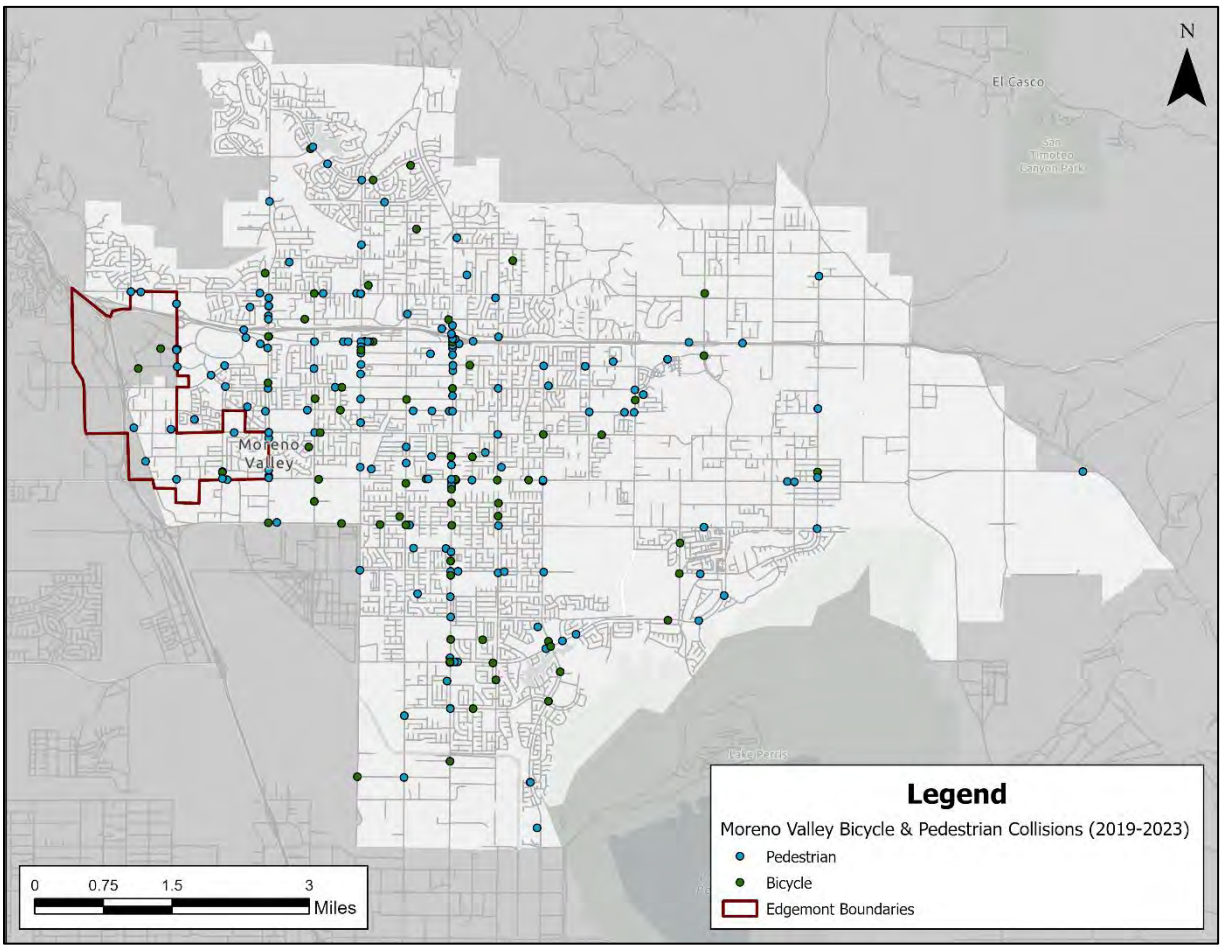
Table 2: Fatal & Severe Collisions by Mode Involved With (2019 to 2023)

Involved with	# of Serious Injury Crashes	# of Fatal Crashes
Other Motor Vehicle and Additional Object	1	1
Non-Collision	2	14
Pedestrian	29	27
Other Motor Vehicle	32	96
Motor Vehicle on Other Roadway	2	2
Parked Motor Vehicle	1	7
Bicycle	3	8
Fixed Object	13	39
Other Object	1	3
Grand Total	84	197

3.2.4. Pedestrians and Cyclists Crashes

Pedestrians and cyclists are particularly vulnerable to fatalities and severe injuries in the city. Most crashes that involved pedestrians and cyclists occurred along Perris Blvd. Of the 181 pedestrian crashes, 16% resulted in fatalities and 15% resulted in severe injuries. Of the 88 crashes involving cyclists, 3% resulted in fatalities and a 9% in severe injuries. Despite only accounting for 7% of crashes, pedestrian and cyclist-related crashes accounted for nearly 40% of all fatalities in the city. Approximately 60% of fatal pedestrian crashes occurred while a pedestrian was crossing a street outside of a crosswalk, 34% while a pedestrian was in the road, including the shoulder, and 7% while a pedestrian was crossing a crosswalk. **Figure 13** shows the location of pedestrian and cyclist-related crashes.

Figure 13. Moreno Valley Pedestrian and Bicycle Collisions



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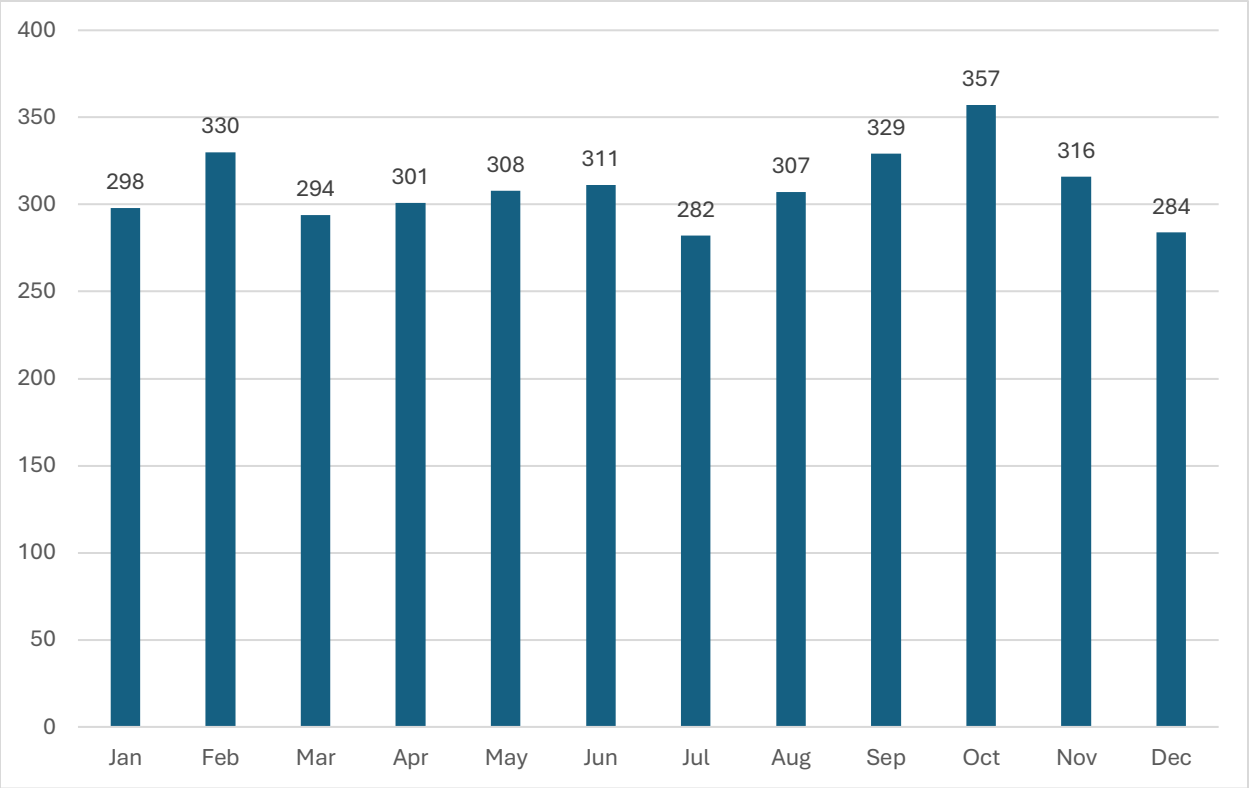
3.2.5. Lighting Availability and Time of Year

Of the 3,717 during the five-year period, 60% of crashes occurred during the daytime, 4% occurred during dusk or dawn hours of the day, and 40% occurred in the dark. Of the collisions that occurred in the dark, 85% had street lighting, 15% had no street lighting present, and 1% had non-functional streetlights. On a monthly basis, collisions increased slightly, with the highest increase in collisions beginning in July and peaking in October, before decreasing in November and December. July saw the least collisions throughout the year with 282. These data suggest the need for better infrastructure improvement to improve safety considerations for pedestrian in Moreno Valley. Figure 12 shows the collisions by month of the year.

Figure 13. Collisions by Month of the Year



3.2.6. Race

Some racial groups are disproportionately impacted by crashes relative to their population. Hispanic and Asian populations have lower crash rates relative to their population size. Black, White, and Other populations, however, have higher crash rates. For instance, Black residents account for 14% of the population but are involved in 22% of crashes in the city and despite only accounting for 1% of the population, populations that identify as other are involved in 4% of city crashes. This data suggests the need for deeper analysis to understand the factors contributing to these disparities and to address potential underlying causes effectively.

Table 3. Comparison of Citywide Demographics and Crash Parties Involved

Race	Total Population	Crashes by Race
Hispanic	65%	50%
Black	13%	22%
White	13%	17%
Other	1%	4%
Asian	5%	2%

3.2.7. Statewide Comparison

This analysis also compared the frequency of fatal and serious injury crashes Moreno Valley to state and county averages and Edgemont to state, county, and Moreno Valley averages. The City of Moreno Valley has approximately 12% more drug-impaired related crashes than the state average and 8% more than the county average. Similarly, the city has about 2% more fatal and serious injury crashes at intersections compared to the state and 6% more than Riverside County. The city also records 2% more fatal and serious injury crashes involving young drivers than the state average and 1% more than the county average. Additionally, the city has approximately 5% more pedestrian-related crashes compared to the county. Similarly, Edgemont has about 12% more impaired driver crashes than the state and 8% more than the county. Edgemont also has 4% more motorcycle crashes than the state, and 3% more than the county and city respectively. These data highlight the higher occurrence of drug, pedestrian, and young driver-related crashes compared to both the state and Riverside County averages, indicating a need for targeted interventions to improve street safety in the city. **Table 4** shows the comparison between statewide, Riverside County, and the city fatal and severe injury crashes.

Table 4. Comparison of Statewide and Riverside County Fatal and Severe Injury Crashes

Challenge Areas	Percent of Fatal and Serious Injury Crashes (2019 - 2023)				Edgemont Community Comparison (Percent Point Difference)		
	Statewide	Riverside County	Moreno Valley	Edgemont Community	Statewide	Riverside County	Moreno Valley
Aggressive Driving	34%	32%	32%	31%	-3%	-1%	-1%
Aging Drivers	13%	12%	6%	7%	-6%	-6%	1%
Bicyclists	7%	4%	4%	0%	-7%	-4%	-4%
Commercial Vehicles	7%	9%	7%	0%	-7%	-9%	-7%
Distracted Driving	4%	3%	3%	0%	-4%	-3%	-3%
Impaired Driving	19%	23%	31%	31%	12%	8%	0%
Intersections	25%	22%	28%	18%	-8%	-4%	-10%
lane Departures	41%	43%	35%	42%	1%	0%	8%
Motorcyclists	20%	21%	22%	24%	4%	3%	3%
Occupant Protection	14%	16%	13%	11%	-3%	-5%	-2%
Pedestrians	19%	14%	18%	9%	-10%	-5%	-10%
Work Zones	2%	4%	2%	0%	-2%	-4%	-2%
Young Drivers	12%	13%	14%	7%	-5%	-7%	-7%

3.3. Crash Network Screening Analysis Results

The Crash and Network Screening Analysis reviews the entire roadway in the City of Moreno Valley to identify and rank locations that are most likely or least likely to realize a reduction in the frequency of crashes. Following the Local Roadway Safety Manual (LRSM), each sub-population of locations was ranked according to the number of crashes.

Figure 13 shows the overall results of the crash network screening analysis, including the number of crashes at both intersection and mid-block roadway segments. **Tables 3 – Table 8 (below)** show the crash analysis results in Moreno Valley by crash type including signalized and unsignalized intersections and road segments including principal arterials, minor arterials, collector, and local roads. Specifically, the tables show the following crash analysis results:

- Table 3 - Signalized Intersections
- Table 4 – Unsignalized Intersections
- Table 5 – Principal Arterial Segments
- Table 6 – Minor Arterials Segments
- Table 7 – Collector Segments
- Table 8 – Local Segments

These crashes highlight the probability of those crash types exceeding the established threshold of 33%, the standard figure to demonstrate if a crash type exceeds normalized thresholds. The tables are separated into sub-sections visible by the blue gradient – the first two columns, Crashes and CCR, represent the level of crash activity in absolute terms, and as relative to other similar locations, respectively. The remaining columns show total crashes by type, to evaluate each sub-population and understand what proportion of crashes in the city are of a particular type. The team used two categories for comparison of each segment:

1. **Light Gray:** >50% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations within the City of Moreno Valley. Although these locations have a slightly higher probability of this crash type than their counterparts, they are not necessarily highly significant.
2. **Dark Gray:** >75% probability that this crash type is over-represented on this segment/intersection as compared to other characteristically similar locations

within the City of Moreno Valley. These locations are highly significant regarding the number of crashes occurring here and should be further investigated.

Most crashes are concentrated in the west side of the city, along signalized intersections on principal arterials. For instance, Table 3 shows that the Perris Boulevard and Sunnymead Boulevard intersection (which are both principal arterials) has the most crashes, with serious injury being overrepresented in this section relative to the city. Further, most intersections in the city had a range of 7-14 crashes per each intersection. Edgemont, however, had a higher propensity of crashes per intersection, with an average range of 15-27 crashes per intersection. Similarly, Edgemont also had the highest number of crashes per segment – one road segment had between 17-29 crashes per segment. Table 4 shows that the Elsworth Street and Cottonwood Avenue unsignalized intersection had the most crashes and more broadside collisions relative to the other unsignalized intersections in the city. Smaller, collector roads, such as Box Spring Road from Pinecone Lane to Day Street (Table 7) had the most crashes, and a higher CCR relative to the city. Finally, Canyon Springs Parkway had the highest crashes of local road segments, and a CCR differential above and ePDO significantly higher than comparable roads in the area. These data help visualize and indicate that intersections and road segments in Edgemont tend to be more at-risk for crashes. Further, these tables help demonstrate that specific interventions are needed to improve the safety conditions for pedestrians and cyclists in the area.

Figure 14. Crash Network Screening Analysis Crashes by Intersection and Segment

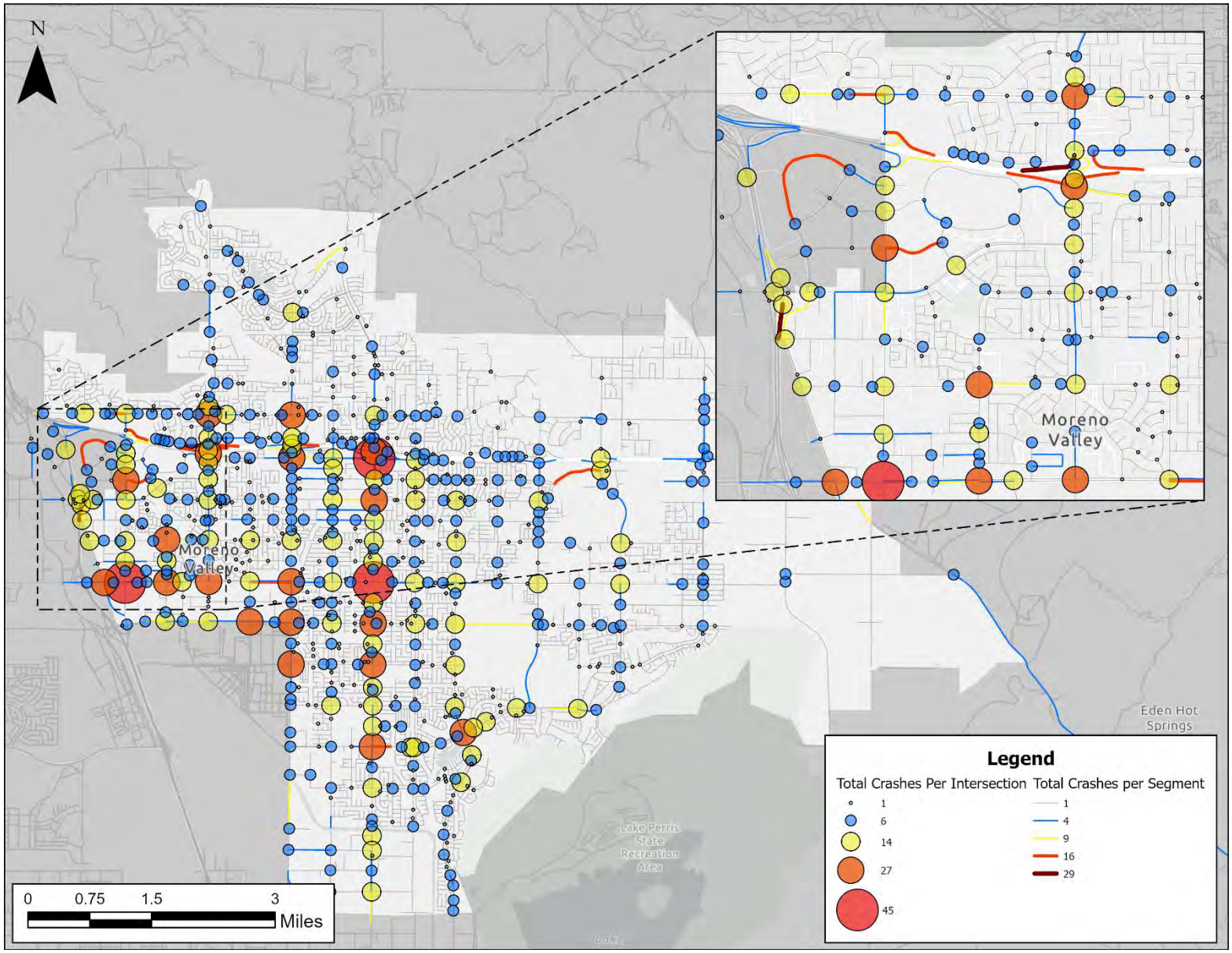


Table 3. Crash Analysis Results - Signalized Intersections

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Signalized Intersections																						
PERRIS BLVD & SUNNYMEAD BLVD	45	0.14354581	968		4	13	28		14	4	16	2	3		1	5	1	18		2		3
PERRIS BLVD & ALESSANDRO BLVD	37	0.14703361	747	1	2	1	24		14	4	12	1	2			2	3	18		4		2
DAY ST & ALESSANDRO BLVD	32	0.28370292	586	2		16	14		16	2	6	6				2		22				4
HEACOCK ST & IRONWOOD AVE	27	0.27674534	663	2	1	5	19		14	2	7	1	1			2	1	13		4		2
PERRIS BLVD & IRIS AVE	25	0.25584699	954	1	4	2	18		5	2	9	3	1		1	4	1	6		4	1	1
HEACOCK ST & SUNNYMEAD BLVD	24	0.43422803	174			6	18		9	3	7	1	2			2	1	7		3		2
ALESSANDRO BLVD & FREDERICK ST	23	0.04056887	317	1		4	18		8	1	1	1	1			2		1		4		
LASSELLE ST & IRIS AVE	22	-0.046489	320	1		6	15		13	2	5	1			1		3	1		3		
PIGEON PASS RD & IRONWOOD AVE	22	0.20431757	175			9	13		9	2	1	1						12		5		
HEACOCK ST & ALESSANDRO BLVD	21	0.02982874	473		2	6	13		5	2	8	3	3					14		2		3
ELSWORTH ST & ALESSANDRO BLVD	20	-0.0234066	467		2	6	12		1	2	6					2		6		4		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
DAY ST & GATEWAY DR	19	0.33659223	451		2	4	13		13	2	2					2		15				2
FREDERICK ST & SUNNYMEAD BLVD	19	-0.012633	283		1	2	16		3	2	11		1			1	1	12		2		1
HEACOCK ST & MEYER ST	18	0.16874603	445	2		4	12		8	2	4	1	2			1		1				
PERRIS BLVD & SR60 ON/OFF RAMP	18	-0.1438139	291		1	5	12		4		8	2	2			2		11		1		2
PERRIS BLVD & JOHN F KENNEDY DR	17	-0.062414	280		1	4	12		4	2	9		1			1	1	9		3	1	1
PERRIS BLVD & CACTUS AVE	17	0.02355772	126			5	12		6	1	6	2	2				1	13				
ALESSANDRO BLVD & OLD 215 FRONTAGE RD	17	-0.0778223	140			8	9		8	2	5	2						7		2		
GRAHAM ST & CACTUS AVE	16	-0.0610583	139			9	7		8		7		1					8		1		1
PERRIS BLVD & EUCALYPTUS AVE	16	0.0198855	111			3	13		8	2	4	2					1	1		1		1
HEACOCK ST & CACTUS AVE	15	-0.0384566	100			2	13		7	2	6						1	1				1
PERRIS BLVD & GENTIAN AVE	14	0.05945191	570	2	1	2	9		4		4	1	4			1		5		3		
GRAHAM ST & COTTONWOOD AVE	14	0.88236703	253		1	2	11		7		4	2				1		8		3		1
PIGEON PASS RD & HEMLOCK AVE	14	0.02096759	104			4	1		4	3	3	2				2		5		1		
PERRIS BLVD & IRONWOOD AVE	14	-0.0313901	262	1		4	9		8	1	3		2					6		1		2

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
COACHLIGHT CT & IRIS AVE	13	-0.0375194	252		1	3	9		5	1	2	2		1	1	1		1		1		
INDIAN ST & CACTUS AVE	13	0.0307463	419	1	1	5	6		7		4					2	1	9		1		1
ELSWORTH ST & CACTUS AVE	13	-0.0141981	102			5	8		7		3	1	2					8		3		1
FREDERICK ST & CACTUS AVE	13	-0.1296376	256		1	4	8		3	1	6	1	2				1	1		1		
FREDERICK ST & COTTONWOOD AVE	13	0.26642741	247		1	2	1		5	2	5					1	1	9		2		2
INDIAN ST & COTTONWOOD AVE	13	0.52362176	252		1	3	9		9	1	3							11		1		
PERRIS BLVD & FIR AVE	13	0.13557907	93			3	1		4		3	3	1			2		7		1		4
HEACOCK ST & RAMP	13	-0.0714404	102			5	8		2		6		2	2	1			8		2	3	2
KITCHING ST & ALESSANDRO BLVD	12	0.07644463	255	1		5	6		5		4	1	2				1	8		1		1
PERRIS BLVD & BAY AVE	12	-0.0362434	264	1		7	4		4	1	4	1	1			1	1	5		2		
PERRIS BLVD & DRACAEA AVE	12	-0.0688749	91			4	8		3	1	2	3			1	2	1	6				
CANYON SPRING PKWY & DAY ST	12	-0.1631615	82			2	1		5	1	6							7		1		
PERRIS BLVD & DELPHINIUM AVE	11	0.06195732	239		1	3	7		3		7					1		9				
KITCHING ST & CACTUS AVE	11	-0.0394973	389		2	1	8		5		1	2	2			1		7				
ALESSANDRO BLVD & VETERANS WAY	11	-0.095887	90			5	6		5		3	1	2					6		1		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
LASSELLE ST & ALESSANDRO BLVD	11	0.06133778	81			3	8		3		3	3				2		7		1		1
PERRIS BLVD & COTTONWOOD AVE	11	-0.0913943	81			3	8		5		5	1						8		1		
DAY ST & EUCALYPTUS AVE	11	-0.07344	76			2	9		4	1	4				2			6				2
SUNNYMEAD RANCH PKWY & HEACOCK ST	11	-0.0636009	81			3	8		5	2	3					1		5		2		2
PERRIS BLVD & KRAMERIA AVE	10	-0.1505938	79			4	6		5		2		1			2		7		1		
PERRIS BLVD & FILAREE AVE	10	-0.1400217	70			2	8		2	2	3	1	1			1		6		1		1
NASON ST & ALESSANDRO BLVD	10	-0.1050069	224	1		1	8		1		7	2						6		1		
DAY ST & COTTONWOOD AVE	10	0.25070566	714		4	4	2		8	2								2		6		2
FREDERICK ST & EUCALYPTUS AVE	10	-0.0972404	93			7	3		4		2	1	2			1	1	6		1		
DAY ST & CAMPUS PKWY	10	-0.1205673	555	2	1	4	3		4	1	2	1				2	1	6				1
FREDERICK ST & CENTERPOINT DR	10	-0.1386975	79			4	6		4		4		1			1		5		1		
HEACOCK ST & RAMP	10	-0.135362	65			1	9		1	1	5		3					4		2	1	2
PERRIS BLVD & RIVARD RD	9	-0.1159582	232		1	4	4		4		1		3				1	4				
LASSELLE ST & COLLEGE DR	9	-0.1860588	232		1	4	4		5		2		2				2	7		1		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
KITCHING ST & IRIS AVE	9	-0.1029742	213	1			8		6		3							8		1		1
INDIAN ST & ALESSANDRO BLVD	9	-0.185496	227	1		3	5		6	1	2						1	3		2		
HEACOCK ST & COTTONWOOD AVE	9	-0.0653957	78			5	4		2		5		1	1				7		2		1
NASON ST & EUCALYPTUS AVE	9	-0.1619131	69			3	6		4		3					1		7				3
HEACOCK ST & HEMLOCK AVE	9	-0.06761	69			3	6		3		3	1	1		1			4		2		1
DAY ST & BOX SPRINGS RD	9	-0.0960718	64			2	7				7	2						7				
CLARK ST & BOX SPRINGS RD	9	0.02834442	69			3	6		2		2		3			2		2		1		2
PERRIS BLVD & GROVE VIEW RD	8	-0.2061008	58			2	6		3		3	1	1					5		1		
LASSELLE ST & KRAMERIA AVE	8	-0.1595109	63			3	5		6		2						1	4		1		
CAM FLORES & IRIS AVE	8	-0.159674	212	1		1	6		3		3	1				1		6				
NASON ST & IRIS AVE	8	-0.1839406	63			3	5		6		1		1					5				
LASSELLE ST & GENTIAN AVE	8	-0.1113114	67			4	4		5		2		1					8				1
LASSELLE ST & JOHN F KENNEDY DR	8	-0.0938968	49				8		3		2	1		1		1		5				1
LASSELLE ST & CACTUS AVE	8	-0.1384188	58			2	6		1		5		1		1			4				
PERRIS BLVD & BRODIAEA AVE	8	-0.1667655	58			2	6		4		4						1	6		1		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
MORENO BEACH DR & ALESSANDRO BLVD	8	-0.0621552	58			2	6		3	1	3	1						5		1		
OLD 215 FRONTAGE RD & EUCALYPTUS AVE	8	-0.1844176	58			2	6				8							8				
MORENO BEACH DR & EUCALYPTUS AVE	8	-0.1218517	53			1	7		4		3			1			1	6		1		
INDIAN ST & SUNNYMEAD BLVD	8	0.01902366	72			5	3		5		1	1	1					5		2		
PERRIS BLVD & SAN MICHELE RD	7	-0.2228432	56			3	4		3		3				1			3		1		
ALESSANDRO BLVD & GRAHAM ST	7	0.14411862	52			2	5		1	1	4	1						3		1		
LASSELLE ST & COTTONWOOD AVE	7	0.45183247	206	1		1	5		6				1				1	5				
MORENO BEACH DR & COTTONWOOD AVE	7	-0.077831	43				7		2		5							7				1
TOWNGATE BLVD & MEMORIAL WAY	7	-0.209048	52			2	5		4	1	1					1		3				1
TOWNGATE BLVD & FREDERICK ST	7	-0.2069434	47			1	6		2	1	4							5				
FREDERICK ST & RAMP	7	-0.198461	206		1	1	5		2	1	2		2					3		2	1	1
HEACOCK ST & SAN MICHELE RD	6	0.1372961	46			2	4		4		2						1	3		1		
LASSELLE ST & AVENIDA DE PLATA	6	-0.1945835	46			2	4		3		2					1	1	5				

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
VIA DEL LAGO & MORENO BEACH DR	6	-0.2219644	200		1	1	4		3			2				1		5				
LASSELLE ST & BAY AVE	6	1.08010519	41			1	5		1	2	2		1					3		1		1
HEACOCK ST & DRACAEA AVE	6	-0.2077281	46			2	4		3		2	1						4		1		
NASON ST & FIR AVE	6	-0.2056665	46			2	4				5			1				3		1		
GRAHAM ST & SUNNYMEAD BLVD	6	-0.0612427	41			1	5		1	1	2		1			1	1	4				
PERRIS BLVD & ELDER AVE	6	-0.183875	46			2	4		3	1	2							5				
PERRIS BLVD & NANDINA AVE	5	-0.2516757	44			3	2				3			1	1			2				
LOS CABOS DR & IRIS AVE	5	-0.1955335	194		1	1	3		2		2		1					5				
IRIS AVE & NASON ST	5	-0.2471806	198		1	2	2		4	1								1		2		
KITCHING ST & JOHN F KENNEDY DR	5	-0.1859698	49			4	1		3		1					1		4				
INDIAN ST & JOHN F KENNEDY DR	5	-0.0987278	203		1	3	1		3	2								3		1		
COVEY QUAIL LN & ALESSANDRO BLVD	5	-0.2402497	35			1	4		1		1		2			1	1	2		1		
FREDERICK ST & BAY AVE	5	-0.1426387	40			2	3				4		1					4		1		
NASON ST & COTTONWOOD AVE	5	-0.2202169	198		1	2	2		1	2		1	1					2		1		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
AUTO MALL DR & MORENO BEACH DR	5	-0.2063051	44			3	2		2		3							3			1	
COTTONWOOD AVE & NASON ST	5	-0.2350891	40			2	3		1	1	2	1						4				
HEACOCK ST & EUCALYPTUS AVE	5	-0.2233036	30				5		2		3							3		1		
HEACOCK ST & FIR AVE	5	-0.2024652	40			2	3		2	1	1					1		1			1	
INDIAN ST & IRONWOOD AVE	5	-0.1718861	189	1			4		1		1	1	2					3				
PIGEON PASS RD & COUGAR CANYON RD	5	-0.1485064	40			2	3		2		2					1				2		
SUNNYMEAD RANCH PKWY & OLD LAKE DR	5	-0.1194989	40			2	3		1			1	1		1	1	1			1		
LASSELLE ST & AVENIDA CLASSICA	4	-0.2554731	34			2	2				2		2					3		1		
INDIAN AVE & SAN MICHELE RD	4	0.18927141	183		1		3		1		1		1			1		2				1
PERRIS BLVD & SUBURBAN LN	4	-0.2539511	38			3	1		2		1		1					2				
PERRIS BLVD & RED MAPLE LN	4	-0.2621034	183		1		3		2	1	1							2		1		
JOHN F KENNEDY DR & MORENO BEACH DR	4	-0.2636802	29			1	3		2		1	1						3		1		
GILBERT ST & CACTUS AVE	4	-0.2512293	34			2	2		1	1	1			1			1	3		1		

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
MORENO BEACH DR & CACTUS AVE	4	-0.2539566	188	1		1	2		3		1							3				
COMMERCE CENTER DR & CACTUS AVE	4	-0.2333022	24				4			1	2	1								1		
NASON ST & E HOSPITAL RD	4	-0.2381557	24				4		2	1		1						4				
VETERANS WAY & CACTUS AVE	4	-0.2655084	29			1	3			1	3							3		1		
GRAHAM ST & BRODIAEA AVE	4	-0.0989988	29			1	3		3						1		1	4				
HEACOCK ST & BRODIAEA AVE	4	-0.2343782	24				4		4									4				1
HEACOCK ST & BAY AVE	4	-0.2290064	24				4				3	1						2		1		
KITCHING ST & COTTONWOOD AVE	4	-0.1655637	34			2	2		1		2					1		3				
NASON ST & DRACAEA AVE	4	-0.2579119	29			1	3		1		2					1		3				
GRAHAM ST & EUCALYPTUS AVE	4	-0.2090653	192		1	2	1		1			1	2					2		1		
FREDERICK ST & BRABHAM ST	4	-0.2570319	183		1		3		3	1								2		1		1
BACK WAY & SUNNYMEAD BLVD	4	-0.0086982	24				4		1	1	1		1					2		1		
REDLANDS BLVD & IRONWOOD AVE	4	-0.2489669	341		2		2		1		1	1	1					1		1		
BARCLAY DR & IRONWOOD AVE	4	-0.24135	24				4		1		3							4				

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
NASON ST & IRONWOOD AVE	4	-0.1579452	29			1	3		1	1		2						1				
PIGEON PASS RD & SWAN ST	4	-0.2619372	29			1	3		2		1		1					2		1		
LASSELLE ST & ROJO TIERRA	3	-0.2827874	23			1	2			1	1	1						2				
LASSELLE ST & VIA XAVIER LN	3	-0.2828228	181	1		1	1		2	1								2				
INDIAN ST & DELPHINIUM AVE	3	-0.2386697	181	1		1	1		1		1		1					1		2		
NASON ST & CACTUS AVE	3	-0.2833171	23			1	2				3							2				
OLIVER ST & CACTUS AVE	3	-0.2467082	23			1	2		3									3				1
INDIAN ST & BRODIAEA AVE	3	-0.2633314	18				3		2	1								1		1		
FLAMING ARROW DR & ALESSANDRO BLVD	3	-0.2813395	18				3				2					1		3				
MORRISON ST & ALESSANDRO BLVD	3	-0.2820306	23			1	2		2			1						3				
INDIAN ST & BAY AVE	3	-0.2218355	23			1	2		1			1		1				2		1		
DAY ST & DRACAEA AVE	3	-0.2388459	23			1	2		1		2							3				
MORENO BEACH DR & TRAIL RIDGE WAY	3	-0.2823731	177		1		2		1		1				1			2				1
ELSWORTH ST & EUCALYPTUS AVE	3	-0.2674803	177		1		2		1		1					1		1				

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
MORENO BEACH DR & IRONWOOD AVE	3	-0.2490324	23			1	2		3									3				
INDIAN ST & HEMLOCK AVE	3	-0.2473201	27			2	1		2	1								1				
ATHENS DR & IRONWOOD AVE	3	-0.2795132	27			2	1		1			1	1					1		2		1
DAVIS ST & IRONWOOD AVE	3	-0.2465094	18				3		2		1							2				
GRAHAM ST & IRONWOOD AVE	3	-0.2733062	177		1		2		1		1		1				1	2				
PIGEON PASS RD & CLIMBING ROSE DR	3	-0.2813139	23			1	2		1	1	1							1				
PIGEON PASS RD & WESTERN RIDGE RD	3	-0.2833276	23			1	2		1			1	1					1				
SUNNYMEAD RANCH PKWY & VILLAGE RD	3	-0.2660315	27			2	1		3									3				1
PERRIS BLVD & SUNNYMEAD BLVD	45	0.14354581	968		4	13	28		14	4	16	2	3		1	5	1	18		2		3

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Table 4. Crash Analysis Results - Unsignalized Intersections

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Unsignalized Intersections																						
ELSWORTH ST & COTTONWOOD AVE	18	0.79687714	119			2	16		16		2							1				2
INDIAN ST & GENTIAN AVE	13	1.28003456	98			4	9		1		2	1						3		1		1
BLUECHIP CIR & IRIS AVE	11	0.3475554	95			6	5		9		1		1				1			1		1
RAMP & RAMP	11	0.02388554	85			4	7		1	2	7		1					8		3	2	
OLIVER ST & IRIS AVE	10	0.09613176	238		1	4	5		8	1			1					7		1		
RAMP & RAMP	10	0.35590852	6				1			2	8							8				2
OLD 215 FRONTAGE RD & DRACAEA AVE	10	0.56833629	79			4	6		2		4	2		2				4		2	5	
KITCHING ST & EUCALYPTUS AVE	10	0.34510691	229		1	2	7		9							1		4		2	1	1
CHESAPEAKE RD & IRONWOOD AVE	10	0.26851429	70			2	8		4		3	2	1					2				
OLD 215 FRONTAGE RD & COTTONWOOD AVE	9	0.50757189	69			3	6		7	1			1							1		
KITCHING ST & FIR AVE	9	0.40349437	64			2	7		8		1							4				
DAY ST & BAY AVE	8	0.11697045	692	2	2	2	2		6		2							4		2		
ELSWORTH ST & BAY AVE	8	0.12437442	683		4		4		6				2					4				
INDIAN ST & EUCALYPTUS AVE	8	0.6356837	58			2	6		5		3							3		1		1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
RAMP & RAMP	8	0.56333685	216		1	2	5			3	4			1				4				
RAMP & I 215	8	-0.0394936	216		1	2	5				5		3					4		2	1	1
MORENO BEACH DR & RAMP	8	0.69395814	226		1	4	3				3		5					1		3	2	1
PERRIS BLVD & SANTIAGO DR	7	0.01025122	206		1	1	5		5	1	1						2	2		3		
LASSELLE ST & EUCALYPTUS AVE	7	0.32111214	47			1	6		5			1	1					4		1		
INDIAN ST & WEBSTER AVE	7	0.34536192	47			1	6		6				1					2		1		2
KITCHING ST & SUNNYMEAD BLVD	7	0.28755274	364	1	1	1	4				2	1	3	1				3			1	1
PIGEON PASS RD & SEA BROOK LN	7	0.08085455	56			3	4		5			1	1							1		
SADDLEBROOK LN & KRAMERIA AVE	6	0.23207532	60			5	1		2	2		1			1		1	4				
UNNAMED ROAD & UNNAMED ROAD	6	10.7848898	195		1		5		5			1										
ELSWORTH ST & GOLDENCREST DR	6	0.18287463	204	1		2	3		6									1		1		1
RAMP & E ALESSANDRO BLVD	6	-0.0977402	354		2		4		2	1	3							4				
WORLD LOGISTICS CENTER PARKWAY & ALESSANDRO BLVD	6	0.81448985	46			2	4		1		1		3	1				2		1	1	
ELSWORTH ST & ADRIENNE AVE	6	0.19132355	46			2	4		2	2						2	2					2

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
COURAGE ST & BAY AVE	6	0.82560929	46			2	4		4			2										
KITCHING ST & BAY AVE	6	0.3639021	50			3	3		6									3				
VOUGHT ST & COTTONWOOD AVE	6	2.52234296	363		2	2	2						6					4		2		
LANCASTER LN & EUCALYPTUS AVE	6	0.03778311	46			2	4		6									2				2
LASSELLE ST & DRACAEA AVE	6	0.76673668	36				6		3	1	2							6				1
HEACOCK ST & WEBSTER AVE	6	0.01304452	209		1	3	2		1	1	1	1		1		1	1	1				
MORRISON ST & ELDER AVE	6	2.86097044	41			1	5				2		4					1		1	1	1
PIGEON PASS RD & SR60 ON RAMP	6	-0.0358142	41			1	5			2	3				1			3			1	1
ROMFORD CT & KINROSS LN	6	28.1846758	204		1	2	3			2	4							4			2	
CROFTBORO RD & WOODBORO AVE	5	30.8840913	35			1	4			1	2	1			1		2	2				
MORENO BEACH DR & BRODIAEA AVE	5	0.01087956	198		1	2	2		2	1	1		1					1		1		
PERRIS BLVD & GLORIA ST	5	0.02174827	198	1		2	2		2		1	1				1				1		
INDIAN ST & ATWOOD AVE	5	0.05693077	35			1	4		3		2						1	2				
RUNNING DEER RD & EUCALYPTUS AVE	5	0.15371842	203		1	3	1		2		1		1		1		1	1				

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
INDIAN ST & FIR AVE	5	0.13860989	40			2	3		4	1								2		1		1
NASON ST & RAMP	5	-0.0376916	35			1	4		1		4							4				
RAMP & RAMP	5	0.17907409	203		1	3	1		1				3	1				1		1		
DOUGLASIS CT & BOX SPRINGS RD	5	0.0112787	40			2	3		2		2	1						2		1		
FALCON LN & ELDER AVE	5	2.02753032	203	1		3	1				4		1					1		4	1	
CORPORATE CENTRE PL & CANYON SPRINGS PKWY	5	0.20575746	35			1	4		3		1	1						4				
KITCHING ST & PLUMERIA LN	4	5.4356775	34			2	2						4					1		2	1	
PELICAN LN & IRIS AVE	4	-0.0442045	38			3	1		2				1			1						
LASSELLE ST & LA BARCA RD	4	-0.0676883	29			1	3						4					2				2
INDIAN ST & KATRINA AVE	4	0.34502647	24				4		1			1	1									
GILMAN SPRINGS RD & ALESSANDRO BLVD	4	-0.0493647	29			1	3		1		3							1			1	1
PEPPER ST & ALESSANDRO BLVD	4	-0.1065114	34			2	2		2				2							2		
LINDA CT & ALESSANDRO BLVD	4	-0.1141917	24				4		2		2							2				2
KITCHING ST & BRODIAEA AVE	4	0.19895064	38			3	1				1		1		1	1	1	2		1		
PEARL LN & ALESSANDRO BLVD	4	0.06627416	29			1	3		1		2	1						2			2	

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
WILMOT ST & ALESSANDRO BLVD	4	0.31392351	29			1	3		2		1					1		1				
BRANDT DR & ALESSANDRO BLVD	4	-0.1149228	38			3	1		4									1				1
GRANT ST & SHERMAN AVE	4	7.75584786	34			2	2		2		2							2				
GLORYBOWER ST & COTTONWOOD AVE	4	0.68416854	24				4		4													
EDGEMONT ST & COTTONWOOD AVE	4	4.07606557	43			4			4													
PAN AM BLVD & COTTONWOOD AVE	4	0.35624918	24				4		4									2				
PERRIS BLVD & ATWOOD AVE	4	-0.1086753	29			1	3				3					1		2				
PERRIS BLVD & MYERS AVE	4	-0.1050202	29			1	3		2	2										1		
REDLANDS BLVD & EUCALYPTUS AVE	4	-0.0102754	34			2	2				1	1	2					2		1		1
LASSELLE ST & FIR AVE	4	0.49988238	29			1	3		1	1						2				1		1
VALLEY SPRINGS PKWY & CANYON SPRINGS PKWY	4	0.60594566	29			1	3		2	1		1						3				
MORRISON ST & FIR AVE	4	0.46244348	183		1		3		2		1					1		1		1		
RAMP & RAMP	4	0.85113699	341		2		2						2	2				2		2	3	
WILLOW TREE AVE & SUNNYMEAD BLVD	4	5.35949212	341		2		2			2			1	1							1	

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
HEACOCK ST & POSTAL AVE	4	-0.090375	24				4		2		2											
RIPARIAN WAY & KINROSS LN	4	7.9094139	29			1	3				3		1					4				
HERITAGE DR & KINROSS LN	4	4.72434326	24				4			2	2							2				
PERRIS BLVD & HEMLOCK AVE	4	-0.0593486	24				4			1	2	1						2				
PIGEON PASS RD & CHAMBRAY DR	4	-0.0741291	188		1	1	2		2		1					1	1					
YELLOW IRIS WAY & IRONWOOD AVE	4	-0.0736019	24				4				4							4				
HERITAGE DR & IRONWOOD AVE	4	-0.0813635	29			1	3		3			1								1		
PINE CONE LN & BOX SPRINGS RD	4	-0.049513	24				4				2		2					2				
LASSELLE ST & CAM QUINTANA	3	-0.1145292	186		1	2							3									
BLUEBERRY RD & JOHN F KENNEDY DR	3	-0.0271911	177		1		2		1	1		1										
VINEHILL ST & JOHN F KENNEDY DR	3	-0.0150664	23			1	2				1	1		1								
HEACOCK ST & DELPHINIUM AVE	3	-0.0943597	181	1		1	1		3													
UNITY CT & CACTUS AVE	3	-0.1065875	23			1	2			1	1		1					1				1
PERHAM DR & CACTUS AVE	3	-0.1133042	27			2	1		1		1	1						1				

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
REDLANDS BLVD & CACTUS AVE	3	-0.085626	27			2	1		1			1				1		1				
SAMS LN & ALESSANDRO BLVD	3	-0.0980921	23			1	2		1		1	1						1				1
REDLANDS BLVD & ALESSANDRO BLVD	3	-0.1037208	18				3		2				1							1		
MORRISON ST & BAY AVE	3	-0.0321319	23			1	2		3									1				1
REDLANDS BLVD & DRACAEA AVE	3	-0.1088265	18				3		1	1			1					1		2		
FLAMING ARROW DR & BAY AVE	3	0.75850148	340		2	1			3								2					
PERRIS BLVD & SAINT CHRISTOPHER LN	3	-0.1275123	27			2	1				1		2									
KITCHING ST & DRACAEA AVE	3	-0.0103218	27			2	1		3									2				
INDIAN ST & DRACAEA AVE	3	-0.0329328	18				3		3									2			1	1
HELMSDALE ST & DRACAEA AVE	3	0.2762541	23			1	2		1				1		1							
NASON ST & BLOOMFIELD RD	3	-0.1074841	18				3				1		1		1		1	1				1
SUNNYMEADOWS DR & EUCALYPTUS AVE	3	-0.0505756	23			1	2				3							3				
INDIAN ST & MYERS AVE	3	-0.0590917	18				3				1		1		1			3			1	
ALDI PL & EUCALYPTUS AVE	3	7.35337796	181		1	1	1		1	1			1					2				1
SHIRAY RANCH RD & FIR AVE	3	0.52297526	23			1	2			2	1						1					

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
NINEBARK ST & FIR AVE	3	0.30607216	23			1	2		1			1	1									
CANYON PARK DR & CAMPUS PKWY	3	0.1263434	18				3		2						1		1	2				
HERITAGE WAY & TOWN CIR	3	-0.0054546	18				3		2			1						1				
BROADLEAF LN & SUNNYMEAD BLVD	3	-0.1338945	23			1	2			1	1		1					1			3	
RAMP & RAMP	3	-0.0862707	177		1		2		1		1		1					2				
LORAINE TERR & SUNNYMEAD BLVD	3	0.14543065	23			1	2				2					1		1		1		
FOXHOUND CIR & ELDER AVE	3	0.98772179	23			1	2			1	1		1					1			1	
OLIVE WOOD PLAZA DR & SUNNYMEAD BLVD	3	-0.0869248	23			1	2		1	1			1									1
KITCHING ST & ELDER AVE	3	0.26511549	23			1	2		1	1						1		1				
CLL SOMBRA & HEMLOCK AVE	3	0.31212387	18				3		1		1	1						1				
HYTHE ST & KINROSS LN	3	4.45184242	23			1	2				2		1					2				
RAMP & RAMP	3	-0.1371616	181		1	1	1				1		2					1		1	1	1
CARNATION LN & HEMLOCK AVE	3	0.35873166	23			1	2		1	2							1					
OBISPO DR & PACE DR	3	12.0686404	27			2	1			1				2						1	1	1

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
EDGEMONT ST & BOX SPRINGS RD	3	-0.1031741	18				3				2		1					2			1	
MEDLEY DR & IRONWOOD AVE	3	-0.1090954	181		1	1	1		1				1			1						
REDLANDS BLVD & JUNIPER AVE	3	-0.1205761	177	1			2				2					1		2		1	1	
HEACOCK ST & BADGER SPRINGS TRL	3	-0.1129128	181		1	1	1		2				1									
CANYON VISTA RD & SUNNYMEAD RANCH PKWY	3	-0.0514794	177	1			2		2				1				1					
SUNNYMEAD RANCH PKWY & PEPPER GRASS WAY	3	-0.1002485	23			1	2		1		1					1		1		1		
VIA DEL NORTE & SUNNYMEAD RANCH PKWY	3	0.01935715	27			2	1					1	2					2				

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Table 5. Crash Analysis Results – Principal Arterial Segments

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Principal Arterial																							
PERRIS BLVD	FIR AVE - SUNNYMEAD BLVD	12	5.3848676	181		1	1	1		8		1	1				2		1		1		
PERRIS BLVD	BRODIAEA AVE - ALESSANDRO BLVD	9	0.5457124	223		1	2	6		1	1	4		1			2	1	3		1		1
PERRIS BLVD	GROVE VIEW RD - HARLEY KNOX BLVD	8	0.1856777	58			2	6		3		3		2					3		1		1
PERRIS BLVD	IRIS AVE - SANTIAGO DR	4	0.063258	24				4		1	1	2							3				1
PERRIS BLVD	RED MAPLE LN - IRIS AVE	4	0.0218377	24				4		3		1							1				
PERRIS BLVD	CACTUS AVE - BRODIAEA AVE	3	-0.1586142	18				3		1		2							2				
PERRIS BLVD	COTTONWOOD AVE - DRACEA AVE	3	-0.1439254	23			1	2		1	1	1							1				
PERRIS BLVD	JFK DR - DELPHINIUM AVE	3	-0.149485	23			1	2		1	1		1										

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Table 6. Crash Analysis Results - Minor Arterial Segments

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Minor Arterial																							
ALESSANDRO BLVD	GRAHAM ST - HEACOCK ST	13	645.60523	346	2		1	1		5		6	1	1				1	6		2		1
IRIS AVE	PERRIS BLVD - WEDOW DR	12	2.3608195	712	2	2	1	7		6		1					5		2			1	1
E ALESSANDRO BLVD	GRANT ST - ELSWORTH ST	8	0.9036473	76			6	2		4		4									4		
HEACOCK ST	HEMLOCK AVE - IRONWOOD AVE	8	0.5577286	63			3	5		2		2	4						3		1		
CACTUS AVE	COMMERCE CENTER DR - ELSWORTH ST	7	7326.8618	360	1	1		5		2		4		1					3		1		1
SUNNYMEAD BLVD	FREDERICK ST - OLIVEWOOD PLAZA	7	1.1418583	47			1	6		3		3		1					2		1		
IRIS AVE	TURNBERRY ST - OLIVER ST	7	5681.9997	369		2	2	3		4	1		1	1				1	1		1		
DAY ST	EUCALYPTUS AVE - DRACEA AVE	6	2.6304144	46			2	4				4		2					6				2
ALESSANDRO BLVD	PERRIS BLVD - FLAMING ARROW DR	5	0.6619401	35			1	4		3		1		1				1					
CACTUS AVE	VETERANS WAY - FREDERICK ST	5	-0.076796	44			3	2			2	1		2					2				
RIVERERRIS BLVD	HEMLOCK AVE - ELDER AVE	5	0.8987787	35			1	4		2			2				1						
EUCALYPTUS AVE	INDIAN ST - PERRIS BLVD	5	3.9602985	44			3	2		4				1							1		1
HEACOCK ST	MARIPOSA AVE - KRAMERIA AVE	5	0.2064758	40			2	3		1	1	1	1	1									

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
HEACOCK ST	RECHE VISTA DR - PERRIS BLVD	5	0.2017771	40			2	3		3	1	1							2		1		1
SUNNYMEAD BLVD	HEACOCK ST - BACK WAY	5	1.3198435	189	1			4		2	1						2	1					
DAY ST	SR60 WB ON/OFF RAMP - BOX SPRINGS RD	4	0.3209228	341		2		2				2					2		2				
E ALESSANDRO BLVD	OLD 215 FRONTAGE RD - I-215 NB ON/OFF RAMPS	4	0.1974663	24				4		2		1		1					2				
CACTUS AVE	FREDERICK ST - GRAHAM ST	4	-0.1902602	34			2	2				2		1			1				1		
SUNNYMEAD BLVD	BEACON DR - LORAINE TERR	4	0.703443	34			2	2		2							2						
PIGEON PASS RD	COUGAR CANYON RD - OLD LAKE DR	4	-0.0496145	188		1	1	2				2	1	1					2		1		1
EUCALYPTUS AVE	EDGEMONT ST - DAY ST	4	0.0095267	24				4				4							4				
ALESSANDRO BLVD	ELSWORTH ST - VETERANS WAY	4	0.1479992	351	2		2			2							2						
PIGEON PASS RD	HEMLOCK AVE - CHAMBRAY DR	4	0.2590729	34			2	2		3		1							1				
REDLANDS BLVD	DRACEA AVE - ENCELIA AVE	4	0.3376991	192	1		2	1				1			2		1		1		1	2	
FREDERICK ST	EUCALYPTUS AVE - DRACEA AVE	4	0.1173309	38			3	1				4							3				
HEACOCK ST	POPPYSTONE DR - MEYER ST	4	0.0377792	192		1	2	1				3	1								1		

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
PERRIS BLVD	VIA VON BATSCH - KALMIA AVE	4	-0.0045761	183		1		3				3	1						4				
HEACOCK ST	SUNNYMEAD BLVD - WEBSTER AVE	4	0.5159486	188		1	1	2			1		1	1			1				1		
CACTUS AVE	GILBERT ST - HEACOCK ST	3	-0.0320062	18				3				3							2		1		
CACTUS AVE	ELSWORTH ST - VETERANS WAY	3	-0.1977824	27			2	1		2		1							1				
CACTUS AVE	GRAHAM ST - GILBERT ST	3	4499.9862	23			1	2		1		1		1					1		1		
HEACOCK ST	NANDINA AVE - CITY BOUNDARY	3	9.6302973	181		1	1	1					1	2					2			3	
HEACOCK ST	MEYER ST - DELPHINIUM AVE	3	0.0216597	23			1	2			1	2							2				
MORENO BEACH DR	BROADIAEA AVE - ALESSANDRO BLVD	3	0.0203493	23			1	2		2		1							2				
PIGEON PASS RD	CHAMBRAY DR - IRONWOOD AVE	3	0.2075606	27			2	1				2					1		2				
IRIS AVE	EMMA LN - PERRIS BLVD	3	0.9148655	18				3		1		1		1							1		
EUCALYPTUS AVE	DAY ST - ARBOR PARK LN	3	-0.0539641	27			2	1						3							2		
MORENO BEACH DR	COTTONWOOD AVE - MORENO BEACH DR	3	-0.2584302	186	1		2				1		1		1				2			1	
FREDERICK ST	COTTONWOOD AVE - DRACEA AVE	3	0.0110854	23			1	2		1		1		1							2		

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
SUNNYMEAD BLVD	INDIAN ST - SR60 EB OFF RAMP	3	0.5671079	186		1	2					1		2					1				1
LASSELLE ST	LA BARCA RD - IRIS AVE	3	-0.1107528	27			2	1		2		1						1					

Table 7. Crash Analysis Results - Collector Segments

Facility	Limits	Crashes	Local CCR Differential[1]	EPDO[2]	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet
Collector																							
BOX SPRINGS RD	PINE CONE LN - DAY ST	12	2.8179433	91			4	8		6		4		2					2		4		
GILMAN SPRINGS RD	EUCALYPTUS ST - VIRGINIA ST	7	0.7391868	210		1	2	4		2	2		1		2				1		2	2	
BOX SPRINGS RD	CLARK ST - EDGEMONT ST	6	0.768699	671	2	2		2		2		2					2						
COTTONWOOD AVE	ELSWORTH ST - PAN AM BLVD	6	15.746671	363	2		2	2				2		2			2						
CACTUS AVE	LASSELLE ST - NASON ST	5	0.0465724	35			1	4		3		2							2				
SUNNYMEAD BLVD	SR60 EB ON RAMP - KITCHING ST	4	0.3350985	24				4		1		1		2					2				

INDIAN ST	ALESSANDRO BLVD - BAY AVE	4	1.065648	188		1	1	2		1			2				1						1
WORLD LOGISTICS CENTER PARKWAY	EUCALYPTUS AVE - SR-60 EB ON/OFF RAMP	4	1.8373911	29			1	3		2			2										
GILMAN SPRINGS RD	BIG NASH RD - SOBOBA RD	3	-0.147037	27			2	1					2	1								1	1	
IRONWOOD AVE	DAY ST - ATHENS DR	3	0.2455523	18				3				3							3				1
INDIAN ST	HEMLOCK AVE - SUNNYMEAD BLVD	3	0.4144958	177		1		2		1		1			1				1		1		
INDIAN ST	SUPERIOR AVE - CITY BOUNDARY	3	3376.3533	181		1	1	1						3					1		2	1	
IRONWOOD AVE	OLIVER ST - MORENO BEACH DR	3	0.6210313	32			3							2		1			1		1	2	

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Table 8. Crash Analysis Results - Local Segments

Facility	*Limits*	*Crashes*	*Local CCR Differential[1]*	*EPDO[2]*	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	*PDO*	*Broadside*	*Sideswipe*	*Rear End*	*Head On*	*Hit Object*	*Overturned*	*Other*	*Pedestrian*	*Bicycle*	*Aggressive*	*Distracted*	*Impaired*	*Dark*	*Wet*
Local																							
CANYON SPRINGS PKWY	CORPORATE CENTRE PL - CORPORATE CENTER PL	14	5.8356698	108			5	9		11	1			2					1				
GATEWAY DR	DAY ST - MEMORIAL WAY	12	5.5354524	27			2	1		9	1		2										

EUCALYPTUS AVE	STONE RUN WAY - MORENO BEACH DR	11	0.6443047	95			6	5		8	1		1				1		1				1
OLD 215 FRONTAGE RD	DRACAEA AVE - EUCALYPTUS AVE	8	1.2051477	67			4	4		4			2		2				4		2		
PRIDE ST	COURAGE ST - COURAGE ST	4	373.6569	43			4				2		2						2				
CENTERPOINT DR	TOWN CIR - FREDERICK ST	4	0.9667321	34			2	2		1	1						2		1				
SAN MICHELE RD	HEACOCK AVE - INDIAN AVE	4	1.1572748	34			2	2		3				1									
TOWN CIR	CAMPUS PKWY - MEMORIAL WAY	4	1.7184472	34			2	2		2				1		1			1		1		
HEMLOCK AVE	CALLE SOMBRA - GRAHAM ST	3	1.9662717	18				3				2						1	2				
BAY AVE	PRIVATE DRIVE - OLD 215 FRONTAGE RD	3	115.37506	186		1	2			1	1			1									
EASTRIDGE AVE	SYCAMORE CANYON BLVD - BOX SPRINGS BLVD	3	0.702351	27			2	1		1		1		1					1		1		
CANYON SPRINGS PKWY	CORPORATE CENTRE PL - CORPORATE CENTER PL	14	5.8356698	108			5	9		11	1			2					1				

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

4. Next Steps

This memo summarized the existing conditions in the City of Moreno Valley and the Edgemont community to establish a baseline understanding of current pedestrian infrastructure, areas with high propensity of pedestrian and cyclist collisions, and areas with high crash rates relative to the entire roadway network. Using crash data and the crash screening network analysis, this memo also identified locations in the city and in Edgemont that require specific interventions to improve safety for those that walk and roll on the city roadway network. As next steps, this study will:

- Engage Edgemont residents to receive input on the roadway intersections to ensure safety interventions respond to local community needs
- Develop countermeasures and improvements for the top 10 unsignalized and signalized intersections that can be adopted across other roads to best improve roadway safety
- Propose a pedestrian roadway network that facilitates the goals of the study
- And identify funding measures to promote an improved roadway network for residents that walk and roll across in the city.