

Summer 2023

Menifee Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training



Berkeley SafeTREC

Funding for this program is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

Table of Contents

Acknowledgements	1
Introduction	2
Safe System Approach	3
Background	4
Workshop Focus Area	4
Local Policies and Plans	5
Pedestrian and Bicycle Crash History	6
Pedestrian Crashes	7
Bicycle Crashes	7
Walking and Biking Assessments	8
Route 1: Garbani Road from MVMS to Evans Road	8
Route 2: Garbani Road from Murrieta Road to MVMS	18
Recommendations	25
Visioning Exercise	25
Community Recommendations	26
Project Team Recommendations	35
Appendix	39

Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Menifee a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Cahuilla and Luiseño peoples. We recognize that every community member of Menifee has, and continues to benefit from, the use and occupation of Cahuilla and Luiseño land.

Planning Committee

Arronda Douglas	Menifee Valley Middle School
Carlos Geronimo	City of Menifee
David Foust	City of Menifee
Dominic Tartaglia	City of Menifee
Doug Darnell	City of Menifee
Gary Oddi	Bike Temecula Valley
Gloria Sanchez	City of Menifee
Jenny McConville	City of Menifee
Jim Sellers	Menifee Union School District
Jonathan Nicks	City of Menifee
Josue Reyna	Menifee Valley Middle School
Julia Burch	Boys and Girls Club of Menifee Valley
Kara McGee	Menifee Union School District
Kori Jones	City of Menifee

This report was prepared by:

California Walks

Karen A. Rodriguez

<https://calwalks.org>

UC Berkeley Safe Transportation Research and Education Center

Katherine L. Chen

<https://safetrec.berkeley.edu>

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (Project Team) worked with the Planning Committee to develop workshop goals and tailor the curriculum to address the community's safety needs and priorities.

The City of Menifee requested a CPBST in Menifee to:

1. Assess pedestrian and bicycle safety near Menifee Valley Middle School;
2. Improve pedestrian and bicycle safety infrastructure for Menifee residents; and
3. Encourage and gather a broad range of community input to identify infrastructure priorities for future active transportation projects.

The Menifee CPBST workshop convened the larger local community on Wednesday, August 23, 2023 at the Menifee Valley Middle School. Seventeen participated in the workshop, including the City of Menifee, Menifee Union School District, Menifee Valley Middle School, Riverside University Health Systems - Public Health, and the Boys and Girls Club of Menifee Valley.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project and program implementation.

Free SafeTREC Data Resource

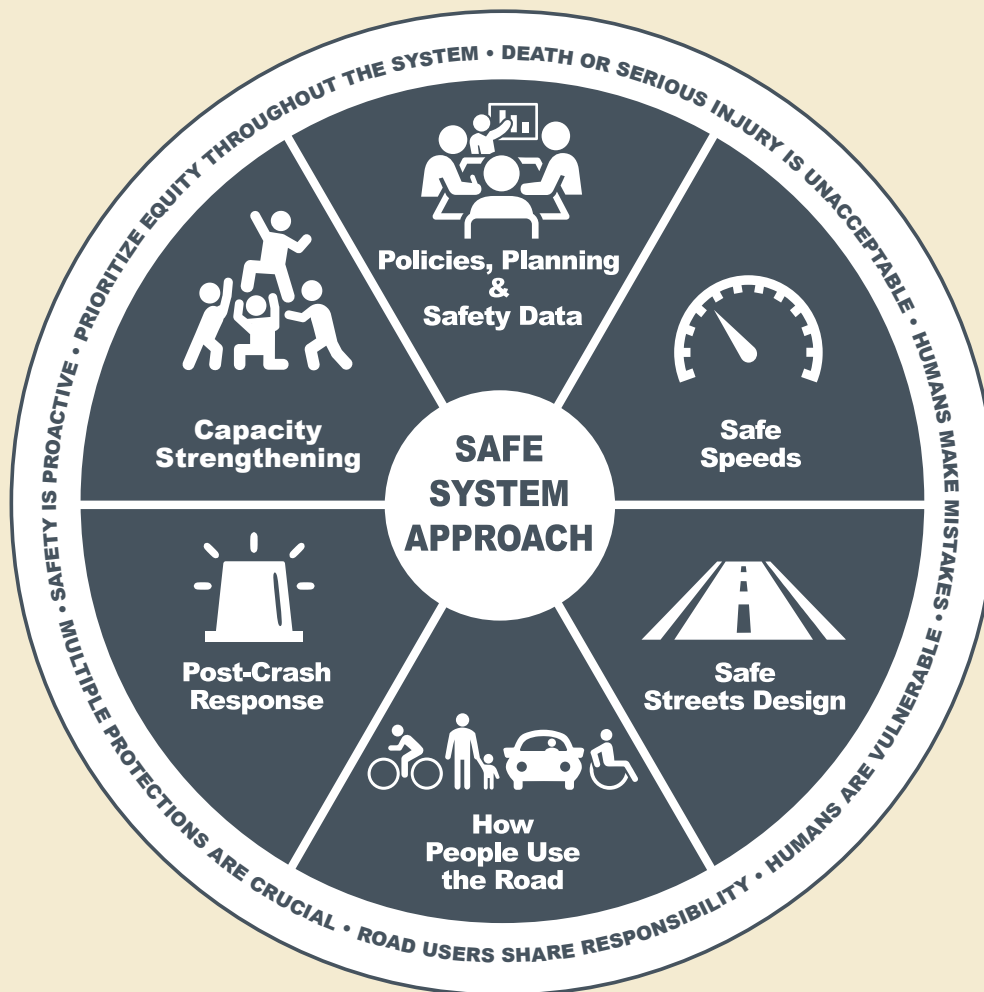
The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data.

Visit: <https://tims.berkeley.edu>

Safe System Approach

The Project Team adapted the Federal Highway Administration's Safe System framework to make them more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone.

For more information about the Safe System Approach, please review our [policy brief](#). To learn more about Safe System strategies, please review our [toolkit](#).



Background

Menifee Valley Middle School (MVMS) is located in the City of Menifee in Riverside County. Per the [California Office of Traffic Safety's Crash Rankings](#), in 2020, Menifee ranked 39th out of 61 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “one” indicating the worst crash rate). When looking at vulnerable road users, Menifee ranked 60th for pedestrian crashes and 53rd for bicyclist crashes (and 26th for bicyclists under the age of 15). Menifee ranked particularly high in other areas, including 10th for motorcycle crashes and 12th for the number of driving under the influence (DUI) arrests.

Workshop Focus Area

The Planning Committee was interested in improving road safety for students attending Menifee Valley Middle School, and identified a focus area from Holland Road on the north to Scott Road on the south and from Murrieta Road on the west to Bradley Road on the east. They chose these boundaries to include Paloma Valley High School, the Boys and Girls Club of Menifee Valley, Gale Webb Action Sports Park, and some pending housing development projects.

Per 2023 Esri Community Analyst estimates of the workshop focus area, over a quarter (28 percent) of the households have one or more persons with a disability. Nearly all households own a vehicle and rely on that as their primary mode of transportation as zero percent of adults reported commuting to work by walking, biking, or taking transit. While they are dropped off in the morning, many students walk, bike, or roll home at the end of the school day. The full demographic report from 2023 Esri Community Analyst data can be found in the appendix.

Local Policies and Plans

The [Menifee Active Transportation Plan](#) (ATP), adopted in 2020, is an action plan that recommends design and infrastructure changes to support the City of Menifee's multimodal goals for increasing walking, bicycling, and public transit. This plan also identifies programs that support the City's short-term and long-term active transportation goals. To improve bikeway infrastructure, the Menifee ATP recommends increasing the existing 16.5 miles of bikeway facilities to 183.3 miles through a comprehensive, low-stress network on major arterial and local streets. Major corridors, such as Murrieta Road and Bradley Road, are categorized under the Top Ten Bikeway projects to support biking safety and transportation through road widening projects and buffered (Class II) bike lane installation. The ATP also includes 19 pedestrian projects, including expanding sidewalk connectivity and high-visibility crosswalks in the Menifee Valley Middle School community.

The [City of Menifee Local Road Safety Plan](#) identifies areas within the City of Menifee that are at high risk for crashes and assesses future safety improvement projects to enhance the transportation network and reduce traffic fatalities and serious injury in Menifee. The Local Road Safety Plan focuses on 11 key intersections and recommends potential countermeasures to implement that are relevant to the safety concerns experienced in each focus area. This plan proposes various pedestrian safety measures such as Leading Pedestrian Intervals (LPI), sidewalks, lighting, and signals along this report's focus area of Murrieta Road and Holland Road.

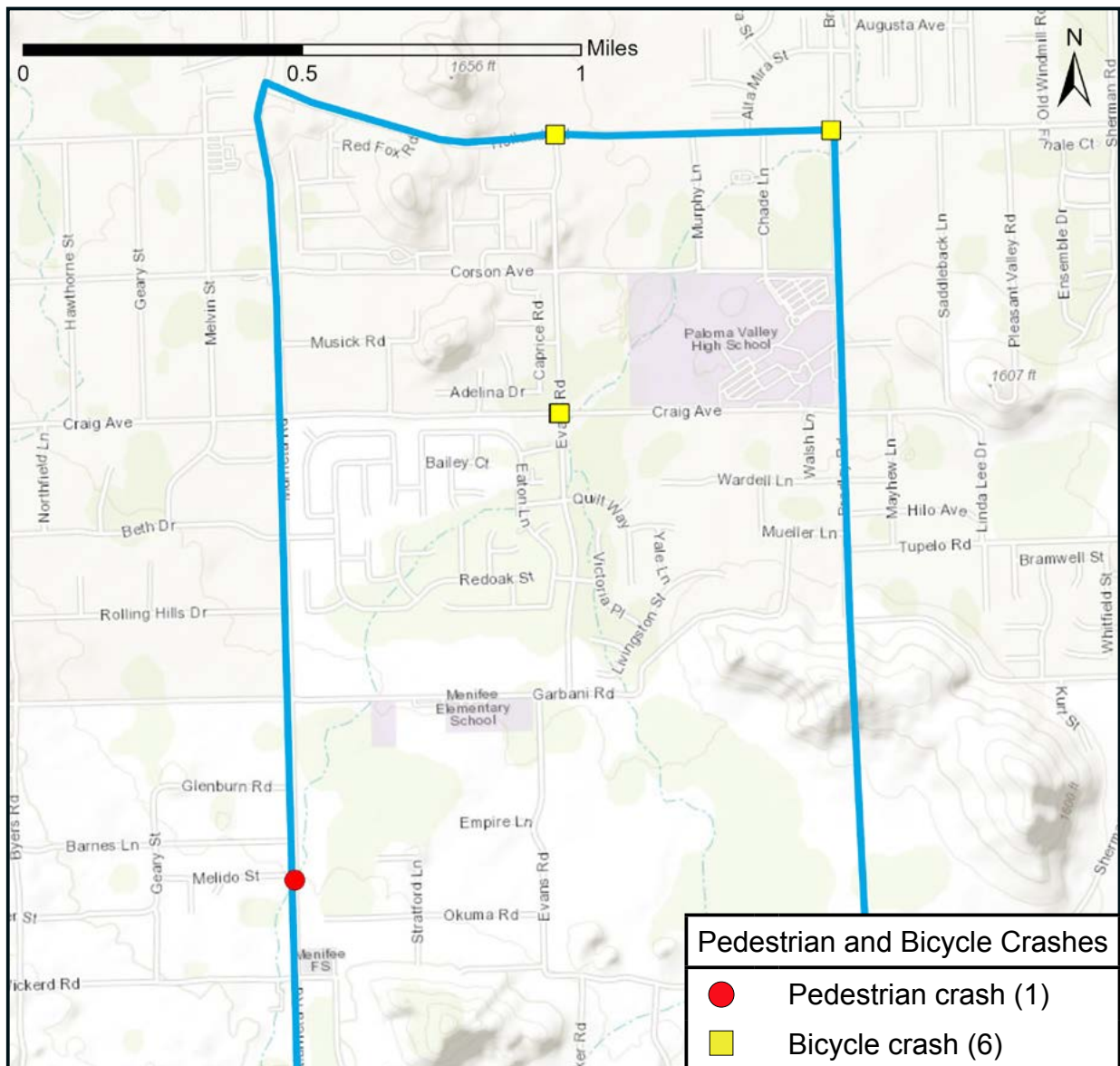
The City of Menifee is currently in the process of completing the [Menifee Complete Streets Plan \(CSP\)](#), which aims to improve access, mobility, and safety for all modes of travel throughout the City of Menifee. An interactive map on the City of Menifee website is accessible to the public to record walking, biking, accessibility, transit, and other mobility concerns.

The [City of Menifee General Plan](#) provides overall guidance and sets long-term goals for the City's future development. The General Plan also includes the [Circulation Element](#), which provides further guidance to meet local and regional mobility needs.

Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes that injured pedestrians and bicyclists in Menifee. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2013 to 2022. Crash data for 2021 and 2022 is provisional as of July 2023. A full discussion of the pedestrian and bicycle crash data can be found in the appendix.

The map below shows all of the crashes within the workshop boundaries in which a person was injured and that involved a pedestrian or bicyclist from 2018 to 2022.



*Pedestrian and Bicycle crash map for Menifee Valley Middle School workshop area
Data Source SWITRS 2018-2022. Data for 2021 and 2022 are provisional as of July 2023.*

Pedestrian Crashes

In the City of Menifee, there were 45 pedestrian crashes between 2018 and 2022, in which 11 people died and six people suffered serious injuries. Within the workshop area boundaries, there was only one pedestrian crash. In this crash, a male adult suffered a minor injury after failing to yield to a vehicle in a nighttime crash.

Two additional pedestrian crashes occurred within the workshop area between 2003 and 2012. Both were minor injury crashes that occurred on a Tuesday; one crash happened in the afternoon and the other was a nighttime hit-and-run where there were no street lights. The victims in these two pedestrian crashes were a female teen and a male young adult.

Of the three pedestrian crashes over the past twenty years, both nighttime crashes occurred on Murrieta Road, near Melido Road and Scott Road respectively. The other crash occurred near the Bradley Road/ Bristol Lane intersection.

Bicycle Crashes

In the City of Menifee, there were 45 bicycle crashes between 2018 and 2022, in which one person died and one person was seriously injured. Within the workshop area boundaries, there were six minor injury bicycle crashes. Five crashes occurred on or near Evans Road, including three near the Evans Road/Craig Road intersection and two near the Evans Road/Holland Road intersection. All six crashes occurred on a weekday, including three that happened in September. The most common primary crash factor was due to a driver failing to yield at a crosswalk, accounting for two crashes. Among the six victims of the bicycle crashes, all were bicyclists who suffered minor injuries. The majority of victims (83.3 percent) were teens between the ages of 14 and 17. Five of the six victims were male.

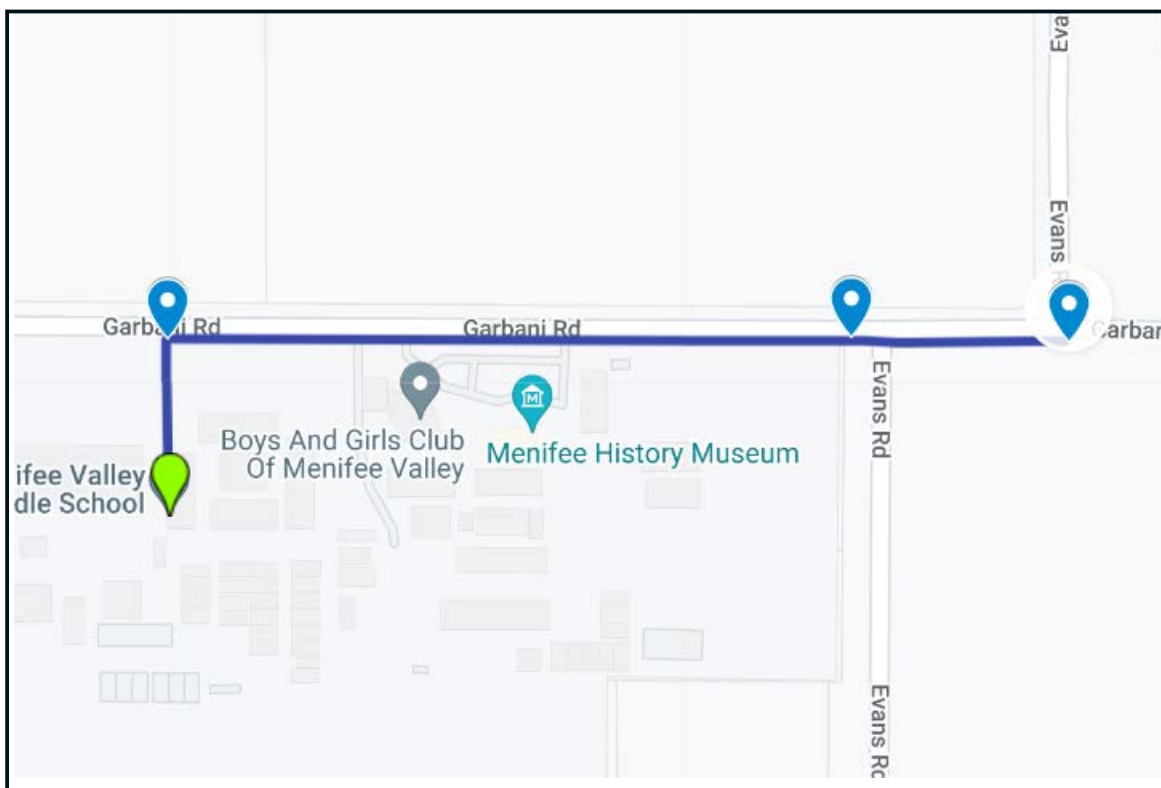
Five additional bicycle crashes occurred within the workshop area between 2003 and 2012. Unlike the more recent crashes, these crashes were concentrated along Bradley Road, Garbani Road, Holland Road, and Murrieta Road. There was one fatal crash near the Murrieta Road/Holland Road intersection, in which an adult male was killed. Two bike crashes on or near Garbani Road likely involved Menifee Valley Middle School students; these two crashes both involved a 12-year old, one female and one male, who both suffered a minor injury.

Walking and Biking Assessments

During the workshop, the Project Team and participants participated in walking and biking safety assessments along two routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessments.

Route 1: Garbani Road from MVMS to Evans Road

This route focused on Garbani Road and the Garbani Road/Evans Road intersection. Students, parents, and residents walk, bike, and travel along Garbani Road to access Menifee Valley Middle School and the local Boys and Girls Club of Menifee Valley. While a popular travel path for youth and parents, residents have significant safety concerns about students and community members traveling along Garbani Road into connector corridors such as Murrieta Road and Evans Road. This route was prioritized to allow community members the opportunity to identify areas to strengthen pedestrian and bicycle safety for students and assess safety concerns for the broader Menifee community.



Walking and Biking Assessment, Route One

Strengths

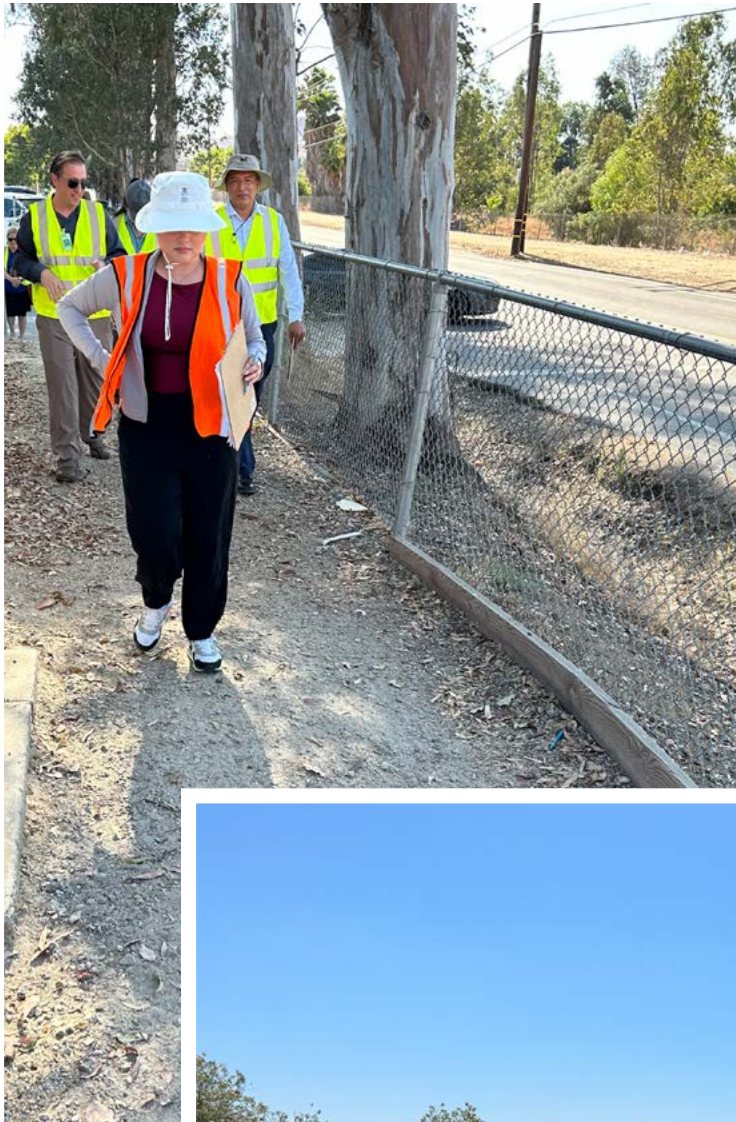
1. Menifee Valley Middle School (MVMS) is located towards the City's southern end, which in contrast to other city areas, is not surrounded by much commercial development that may cause extra vehicle congestion during arrival and dismissal times. MVMS administration has developed arrival and dismissal pick-up areas and routes to best accommodate students and parents and a crossing guard is placed in front of the school to further support arrival and dismissal. In addition to the designated crossing guard, MVMS has also implemented a safe walking route for students walking east on Garbani Road toward Evans Road. This walking route keeps students on school property, leading them along Gabarni Road, away from on-street traffic and vehicles.
2. Although Garbani Road lacks a complete sidewalk network, Menifee Union School District has installed an unofficial walk path that functions as a multi-use pathway. This walkway leads students towards Evans Road, which connects students to larger arterials in Menifee. Participants noted this path provides a physical separation between students and vehicles.
3. The local Boys and Girls Club of Menifee Valley is located next to Menifee Valley Middle School. This community center is conveniently located next to MVMS, which students can safely access by walking alongside the school's designated walking route. The Boys and Girls Club of Menifee Valley also transports students from other schools in the City to their site and hosts about 200 students daily for academic support and art, dance, and sports activities.
4. Along Evans Road, traveling northbound towards Craig Avenue, the road infrastructure drastically improves. Menifee residents benefit from a complete sidewalk and multi-use path. Pedestrians also benefit from trees that provide shade and plants that provide overall aesthetic placemaking benefits, making this road a comfortable path for pedestrians or bicyclists.



ABOVE: Planning Committee walking along the designated path near the Boys and Girls Club during the Site Visit.

RIGHT: Menifee Planning Committee members walk the Project Team through the designated safe route for students to use during dismissal time that leads students to a multi-use path along Garbani Road.





LEFT: Menifee Planning Committee members walk the Project Team through the designated safe route for students to use during dismissal time that leads students to a multi-use path along Garbani Road.

BELOW: View from Craig Avenue looking south towards Evans Road, including a sidewalk and bike lane



Concerns

1. Sidewalk network along Garbani Road is incomplete. Although Menifee Valley Middle School hosts over 1,000 students, the only area with paved sidewalks is on school property. Sidewalks are missing on the east and west ends of campus. Only a small portion of a sidewalk exists near intersections, such as the Garban/ Evans Road intersection. The paved portions of sidewalks that do exist are covered by dirt and debris that prevents the truncated domes from being seen or felt. The lack of sidewalks creates hazards for students and drivers during arrival and dismissal time; students who walk and bike are forced to interact with vehicles on the road. Garbani Road also lacks bicycle lanes to accommodate students, parents, or other Menifee community members who travel on bicycles.
2. To address the need for sidewalk connectivity, the Menifee Union School District installed a walking path located in front of the Boys and Girls Club of Menifee Valley to help students travel east along Garbani Road. Although this path physically separates students from vehicle traffic along Garbani Road, it is not ADA-accessible because it lacks a ramp to accommodate different mobility needs.
3. Garbani Road lacks pedestrian-scale lighting that makes pedestrians and bicyclists visible at all times of the day. Traveling east on Garbani Road, the lack of lighting is especially dangerous because students must cross the Garbani Road/Evans Road intersection, which has no lighting to call attention to their presence. The lack of pedestrian-scale lighting also impacts bicyclists who must share the road with vehicles.
4. Garbani Road is a two-lane road with no paved sidewalks, limited school zone signage, and only two school zone speed limit signs. Participants observed that vehicles seem to travel faster than the posted 25 MPH speed limits. Vehicles traveling southbound on Murrieta Road and Evans Road have no indication they are entering a school zone and must slow down for students using the road.



ABOVE: Students walking and biking on the unpaved sidewalk at Garbani Road towards Evans Road northbound.



LEFT: MVMS students walk and bike east on Garbani Road towards Evans Road. Eucalyptus trees cast a large dark shadow on Garbani Road which reduces visibility.

BELOW: Planning Committee members discussing the two walking path options: protected path in front of the Boys and Girls Club or the unpaved shoulder



ABOVE: One of the only two school zone and speed limit signs on Garbani Road

5. Due to the empty space that surrounds MVMS, parents park on empty lots near school property, which creates heavy uncontrolled vehicle traffic at various location points. During arrival and dismissal periods, vehicles trying to enter MVMS cause traffic congestion that extends north on Murrieta Road and Evans Road. Vehicles accumulate in front of MVMS and the empty lots next to the Boys and Girls Club, near Evans Road, waiting in their cars for their students to walk out instead of parking and picking up their students. This creates hazardous conditions for students walking and biking as vehicles take over non-official roads and enter the roadway in multiple different areas simultaneously. The lack of anticipated areas where students need to interact with vehicles creates a constant need for vigilance for those walking and biking who are unsure of when and where cars will enter and exit the many parking spaces and lots. Students often use the official dirt paths at the same time vehicles are leaving and exiting the school area, which further causes hazardous conditions for students and drivers and increases the possibility of crashes.
6. Evans Road is a popular corridor for students and parents at MVMS and it also connects northern and southern Menifee. However, the road is discontinuous, interrupted by a vacant undeveloped private property at the Garbani Road/Evans Road intersection. Because of this, Evans Road is split into northbound Evans Road and southbound Evans Road. There is an approximately 300 foot gap between the northbound and southbound Evans Road.



ABOVE: Vehicles parked on vacant lots near MVMS.

7. Students crossing the southern Garbani Road/Evans Road crosswalk face many challenges:

- a. The sidewalk on the south side is incomplete where it meets an undeveloped dirt lot. The dirt lot overtakes the sidewalk in places, covering the briefly paved sidewalk and truncated dome with gravel and dirt.
- b. The intersection lacks a high-visibility crosswalk for students crossing Evans Road. Vehicles traveling north on Evans Road only have a stop sign with a faded white line striping indicating where to stop. This is further compounded by most vehicles that roll through the stop sign, which the Project Team and Planning Committee observed during the site visit. Eastbound vehicles on Garbani Road making a right turn onto Evans Road do not have a stop sign at all, which increases the chances of near misses or crashes. Vehicles traveling this route also have a wide turn radius, which allows for high speeds and creates a blind spot where drivers cannot easily look out for students or pedestrians crossing the street.
- c. Parked cars often block the sidewalk on Evans Road and Garbani Road, especially at the dirt lot those picking up students use as unauthorized parking. The dirt lot does not have a clearly indicated entrance or exit, so cars park, enter, and exit spontaneously and unpredictably.
- d. The environment is uncomfortable because there is no shade on northern Garbani Road/Evans Road, despite trees and bushes. Due to the underdeveloped dirt lots that surround the area, flooding during rain is a concern as well as fires where there are high winds and hot weather.

***RIGHT:** A parent parked on Garbani Road blocks the walk and bike path used by students. The car is darkly painted, and the location has low visibility.*



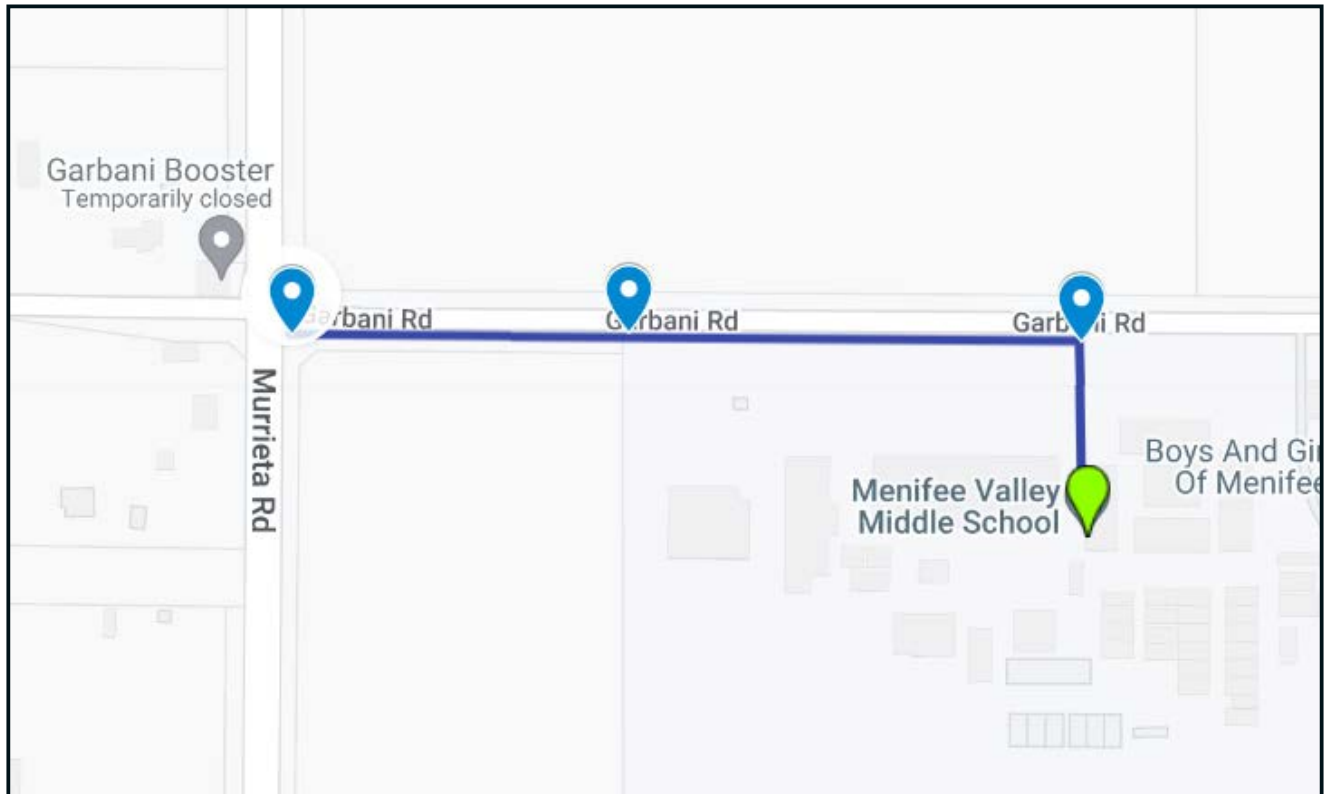
***LEFT:** Students walking and biking down Garbani Road while navigating heavy vehicle traffic.*

***RIGHT:** Parents park in the dirt lot at the Garbani Road/Evans Road intersection.*



Route 2: Garbani Road from Murrieta Road to MVMS

This route focused on the west end of Garbani Road, including the Garbani Road/Murrieta Road intersection. Garbani Road is the access point for students, their families, and community members attending Menifee Valley Middle School, the Boys and Girls Club of Menifee Valley, and the Menifee History Museum. Residents and commuters use Murrieta Road as a north-south connection as well as to bypass Interstate 215 congestion.



Walking and Biking Assessment, Route Two

Strengths

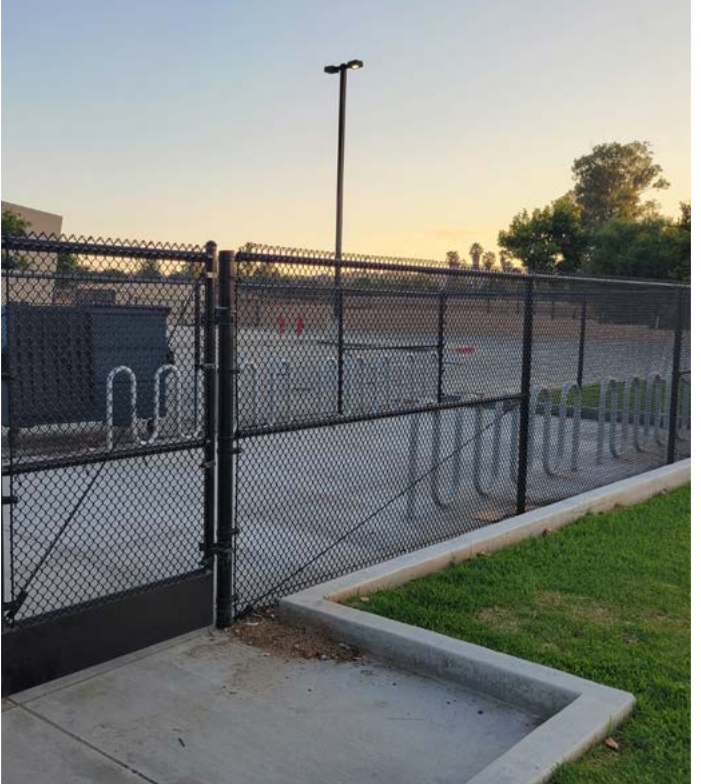
1. Bicycle parking is available for students and staff who choose to bike to the Menifee Valley Middle School campus. The school also has skateboard parking on-site.
2. Sidewalks with some tree canopy for shade are available on Garbani Road directly in front of the school. As Garbani Road is redesigned under the City of Menifee's Complete Streets policy and housing developments are built, there are potential opportunities to extend this sidewalk from its current width of six feet to eleven feet per the [City of Menifee Street Standards](#).



ABOVE: A bicyclist crossing the Murrieta Road/Garbani Road intersection where crosswalks are painted with continental markings.



ABOVE: Truncated domes in front of MVMS alert pedestrians of a driveway where vehicles may be present.



ABOVE: Bike parking inside a secure area at MVMS.

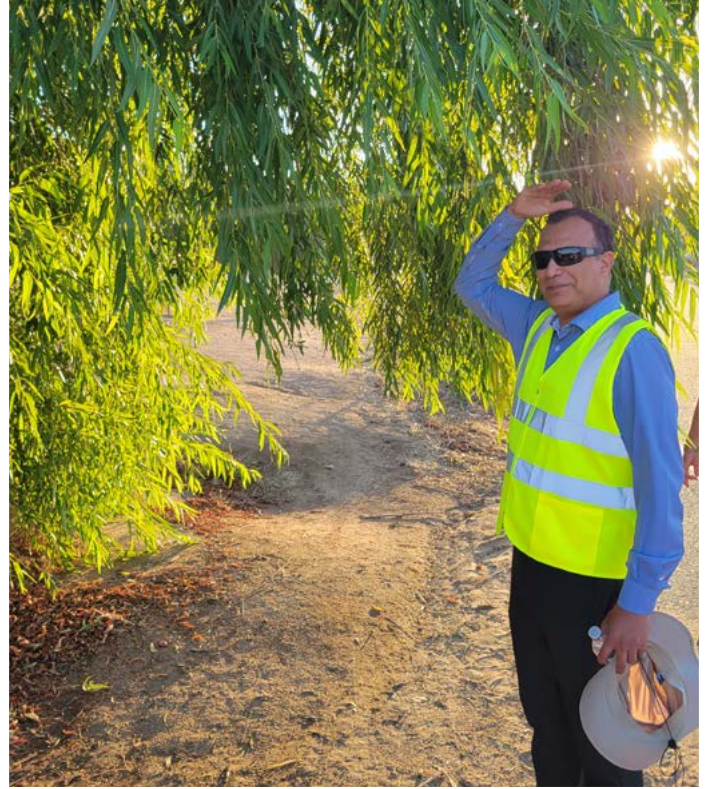
3. Menifee Valley Middle School has designated drop-off and pick-up lanes adjacent to the school parking lot. Truncated domes are available on both sides of the school's driveway to indicate to visually impaired pedestrians of the presence of vehicles.
4. A crossing guard is assigned to the Murrieta Road/Garbani Road intersection at arrival and dismissal times. All four corners of the intersection are paved with truncated domes, though the sidewalk is otherwise discontinuous. Crosswalks at the intersection have continental markings, which make them more visible to drivers.

Concerns

1. The north side of Garbani Road is an unpaved dirt shoulder with no tree canopy to provide shade in the hot summers. The sidewalk network is also incomplete on the south side of Garbani Road. It ends at the property line of Menifee Valley Middle School and becomes a dirt shoulder until the Garbani Road/Murrieta Road intersection, where there are only four paved corners. Participants shared that the dirt shoulders become muddy and flooded in the rainy season, making them inaccessible to anyone walking. Overgrown foliage currently blocks the public right of way. These factors discourage students from traveling within the separated road pathway.
2. In the dirt lot on the south side of Garbani Road and on the shoulder of the north side of Garbani Road between the school and Murrieta Road, debris, evidence of encampments, and dumping of larger items, which is prohibited, such as couches, obstruct the pathway of people walking and negatively impact perceptions of personal safety.
3. Guardians park in the dirt lot and on the shoulders on Garbani Road and encourage their students to dodge traffic at dismissal time.



ABOVE: Overgrown foliage obstructs the public right of way where the sidewalk ends and becomes a dirt shoulder.

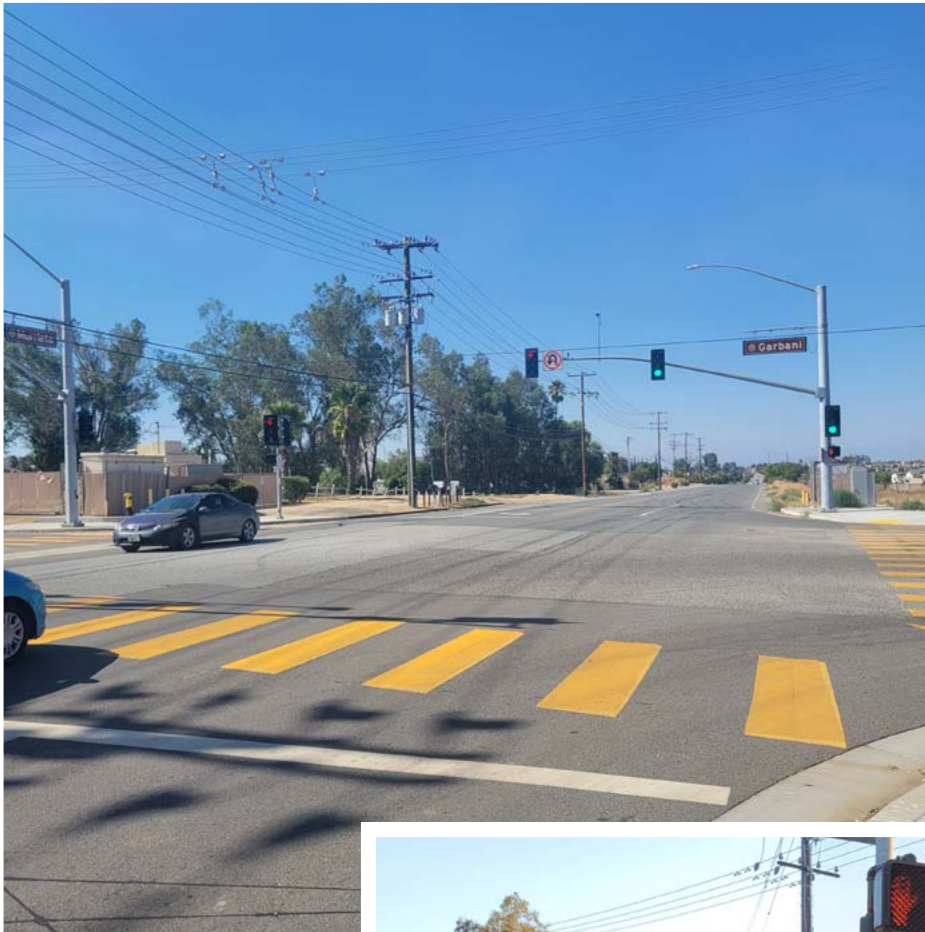


ABOVE: A participant stands in front of the overgrown foliage to provide context on how it obstructs the right of way.



ABOVE: Students, possibly a cross country team, run in the summer heat on the dirt shoulder of Garbani Road.

4. When Garbani Road is congested at dismissal times, drivers at the Garbani Road/Murrieta Road intersection engage in aggressive driving behaviors that put people walking and biking at risk of injury. Participants reported that:
 - a. Many drivers speed on Murrieta Road and that it “feels like an expressway.”
 - b. Some drivers tailgate to make the light when turning onto Garbani Road from Murrieta Road.
 - c. Some guardians queue in the left turn lane on southbound Murrieta Road to wait for their students but ignore the left turn light. This creates an environment where other drivers aggressively merge into the adjacent lane to make a left turn from the second lane.
 - d. Some drivers use the west side of the Garbani Road/Murrieta Road intersection to make a U-turn to access Garbani Road instead of following the right of way.
5. Crosswalks at the Murrieta Road/Garbani Road intersection are only marked at three legs to prioritize drivers turning left onto Garbani Road, as explained by a city engineer. While this reduces a potential point of conflict between road users, research suggests that pedestrians try to find the shortest path and it does not eliminate the risk of “multiple threat” crashes where a vehicle in one lane of a multi-lane stops for a person to cross but the driver in an adjacent lane fails to stop.
6. Murrieta Road is too far from the school campus to warrant school zone signage. As a result, drivers are not alerted in advance to the presence of students walking, biking, and skateboarding. Safety concerns are further exacerbated by the lack of sidewalks and bike lanes on Murrieta Road.
7. Both Garbani Road and Murrieta Road lack pedestrian-scale lighting, which makes visibility difficult for all road users during twilight hours before and after school.



LEFT: Three legs of the Murrieta Road/Garbani Road intersection have continental marked crosswalks.

BELOW: Participants discussing safety concerns at the Murrieta Road/Garbani Road intersection.



RIGHT: Incomplete sidewalks on the southeast corner of the Garbani Road/Murrieta Road intersection.



LEFT: Debris in the dirt lot west of MVMS.

RIGHT: Wide dirt shoulders where people walk on Murrieta Road with overgrown weeds and debris.

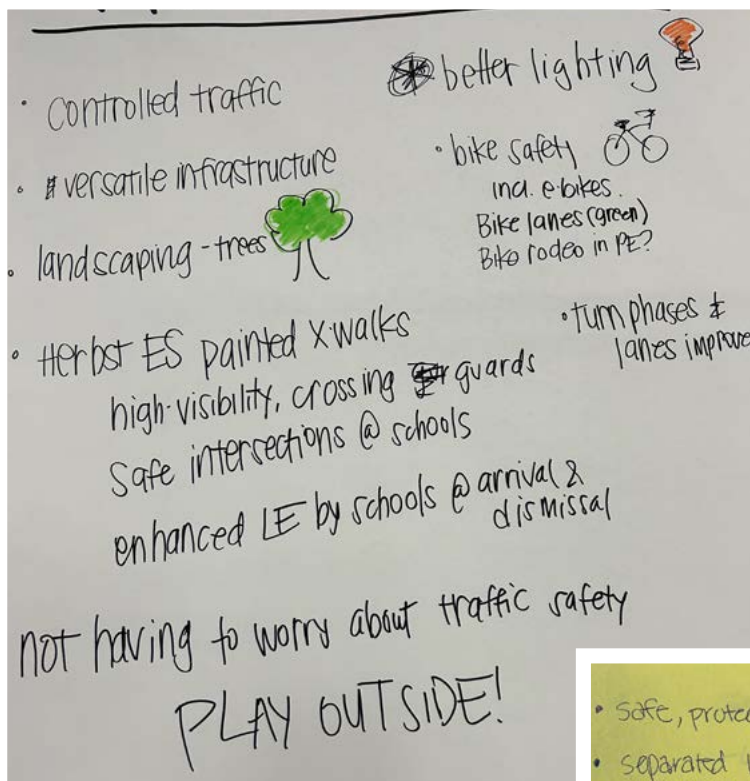


Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

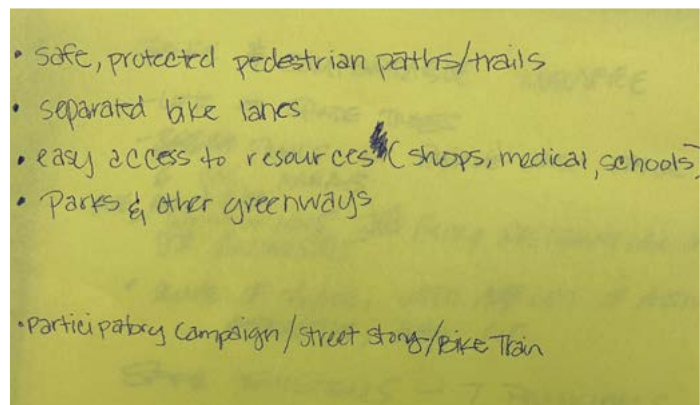
Visioning Exercise

Workshop participants were asked to envision how a healthy, safe, and welcoming community looks, feels, and sounds. They generated the following visions and ideas that were used to develop the community recommendations below.



LEFT: Participants shared that a safe and comfortable Menifee includes controlled traffic, versatile infrastructure, tree canopies, better lighting, bike and pedestrian safety, and high visibility crosswalks and safe intersections.

BELOW: Participants listed that a safe and comfortable Menifee would consist of safe, protected pedestrian paths/trails, separated bike lanes, easy access to resources (shops, medical, schools) parks, and other greenways.



Community Recommendations

Participants offered the following programmatic and infrastructure recommendations to create a safer environment for walking and biking. General priorities included:

Addressing School Zone Safety:

- Participants would like to see lane restriping along Garbani Road. Although Garbani Road is only a two-lane road with designated left turn lanes to access MVMS, the current lane stripings are faded, making it difficult for drivers to distinguish between lanes.
- Install right-of-way signage that includes yield and stop signs for vehicles to respect when pedestrians or bicyclists are crossing.
- Install school zone signage between 500-1000 feet of the school perimeter.
- Install speed humps along Garbani Road to prevent vehicles from speeding during arrival and dismissal hours.
- Install medians along Garbani Road to deter vehicles from jumping into lanes or making undesigned U-turns in the middle of Garbani Road.
- Develop public service announcements (PSAs) to share pedestrian and bicycle safety information during MVMS morning announcements.
- Remove debris and other items dumped in the empty lots and shoulders on Garbani Road.

Addressing Pedestrian and Bicycle Safety:

- Complete the sidewalk network throughout Garbani Road so students do not have to share the road with vehicles. Completing the sidewalk network along MVMS would greatly increase safety among students walking and biking.
- Install bike lanes along Garbani Road to give student bicyclists a dedicated space on the street.
- Install pedestrian-scale lighting along Garbani Road to improve pedestrian and bicyclist visibility.
- Install a [Rectangular Rapid Flashing Beacon](#) (RRFB) at the Garbani Road and Evans Road intersection to increase student visibility and encourage drivers to yield to students walking or biking crossing the street.
- Install bike lanes and sidewalks on Murrieta Road to provide dedicated space for those walking and biking.
- Apply for the temporary placement of a speed warning trailer at the Murrieta Road/Garbani Road intersection through the [City of Menifee app](#) to deter drivers from speeding.
- Develop PhotoVoice and/or [VideoVoice](#) campaigns to demonstrate the hazards students encounter while walking and biking to school and use these to advocate for safety improvements.

Community Education and Engagement:

- Recruit traffic volunteers for arrival and dismissal time to encourage vehicles to respect the right of way of students and encourage students to travel away from vehicular traffic. Another option is to have the Menifee Police Department present in the first week of school to help regulate traffic safety among drivers.
- Use already existing groups within the Menifee Valley Middle School community, like the Parent Teacher Student Association (PTSA), to conduct pedestrian, bicycle, or traffic safety trainings to teach pedestrian and bicycle safety best practices to parents and students.

- MVMS administration shares direct information with parents regularly to help cultivate a culture of traffic safety among parents and students who travel along Murrieta Road/Garbani Road and Evans Road. Suggestions included:
 - Including traffic, pedestrian, and bicycle safety-related topics in the weekly MVMS newsletter;
 - Updating school messaging to increase awareness among students on pedestrian and bicyclist best practices; and
 - Sharing pedestrian and bicycle safety events happening in the community.
- Provide more student engagement in schools by conducting school-focused events such as:
 - Student pedestrian and bicycle training with incentives such as free helmets, lights, and visibility accessories to create excitement amongst students;
 - Walking School Bus;
 - International Walk to School Day; and
 - Walk and Roll to School Day.
- Conduct bike rodeos and walking events to educate students and their families about general safety best practices and the rules of the road for all road users.
- Strengthen collaboration between the City of Menifee, Menifee Union School District, and Menifee Valley Middle School parents and students and identify opportunities for collaboration that celebrate and focus on pedestrian and bicycle safety as well as safe driving behavior along the school zone.
- Partner with Mt. San Jacinto College and the Menifee Police Department-Traffic Division to develop PSAs on pedestrian and bicycle safety to share with the community at large.

MVMS Walk and Roll Event

Project Goals:

1. Encourage students to walk or bike to school and learn more about pedestrian and bicyclist safety.
2. Create visibility amongst the Menifee community to follow the rules of the road to provide a safe environment for students who walk or bike to school.
3. Celebrate multimodal options for students walking and biking to school

The Menifee community expressed a desire to encourage MVMS students to walk and bike to school safely and this event can provide a safe way for students to try out walking or biking to school. The higher-than-normal presence of students walking and biking could also create a new awareness amongst drivers that they are entering a school zone with pedestrian and bicyclist presence. This event can also promote health and environmental benefits, as walking or biking to school may help promote an active lifestyle and reduce carbon emissions by limiting vehicle presence.

To ensure student safety, the Menifee Valley Middle School and Menifee Union School District staff must be present during the planning process and at the event. Specifically, they will take lead on coordinating among staff, parents, and students, as well as event logistics and safety measures. Other agencies that should be involved for support include the Menifee Public Works Department and the Menifee Police Department for traffic control. The MVMS Parent Teacher Organization can contribute additional support to school staff as walking and biking leads.

A [Walk and Roll event](#) is a one-day event during arrival and dismissal time. Although this is a one-day event, coordination for this event might begin up to 2 months before the event date. If the event is successful, a walk and roll event can be coordinated at the beginning of each school year or at the beginning of each fall and spring semester. If community members would like to provide more opportunities throughout the school year, walking or biking school buses can be created.

Continued on the next page

MVMS Walk and Roll Event, continued

Action Steps:

1. Formalize a Planning Committee and Identify Key Stakeholders:

In order to kick off the planning of this school event, Menifee Valley Middle School and Menifee Union District will work together to formalize a Planning Committee that will lead the development and carry out the planning of this event. They will also identify key collaborators to help them conduct the walk-and-roll event. This may include collaborating with the City of Menifee Public Works Department and the Menifee Police Department to implement safety measures and traffic control. MVMS will also incorporate parent leadership by inviting the Parent Teacher Organization (PTO) of MVMS to participate in leadership roles such as event coordinators, walk and bike captains, and support teams. Local businesses and organizations should be invited to participate as they can help contribute resources such as bike helmets and lights, food and drinks, prizes, or provide educational training before the event.

2. Identify Ideal Date and Location

MVMS will work with the PTO to identify the best date, starting point, and meetup location. During our action planning discussion, participants noted that Hidden Hills Park was centrally located near MVMS and could be an ideal location for students to meet prior to the event. Considerations such as accessibility/comfortability, length/difficulty, and safety must be considered, and a route with a complete sidewalk network and/or bike lanes should be prioritized. The event leads and coordinators should walk and/or bike the route before to ensure it is a comfortable and safe route for students. The date of the event should also best accommodate students and the capacity of school staff and parents.

Safe System Strategies:

Walking School Bus, Bike Rodeo, Bike Train, Community Walk or Bike Ride, Helmet/Light Distribution, Participatory Campaign

Resources:

[Bicyclists and Pedestrian Safety](#); [The Changing Mobility Landscape](#); [E-Scooter Safety](#); [Walk and Roll to School Days](#); [Walk Bike and Roll To School](#); [Walk and Roll to School Day Toolkit](#)

Continued on the next page

MVMS Walk and Roll Event, continued

3. Develop a Communication Plan

Once key partners, dates, and locations have been identified, MVMS should invite and encourage students to participate in the event. If possible, small gift incentives like helmets, lights, stickers, or light snacks and refreshments should be provided and may help encourage participation among students. A welcoming environment at the meetup location and MVMS can help create a sense of recognition among the MVMS community and encourage further participation in future events. To ensure as much participation as possible, flyers, email blasts, newsletter highlights, and a press release should be considered.

4. Future engagement strategy

MVMS should use this opportunity to involve MVMS parents and community members in a Traffic Safety committee as part of the PTO to further strengthen pedestrian and bicycle safety. This parent-led committee can also lead in developing local relationships with the Menifee Planning Department and Menifee Public Works Department to gather information on future street planning and policies and create future opportunities for students to develop safety skills by considering semester or yearly Walk and Roll events.

City of Menifee Traffic Safety Messaging Campaign

Project Goals:

1. Develop a safety messaging campaign aimed at the Menifee Valley Middle School neighborhood.
2. Create a culture of community accountability where neighbors work together to educate themselves and others on how to drive, walk, or bike around the neighborhood safely.
3. Reduce driver speeds and other risky driving behaviors.

This project seeks to create a community culture of safe driving and respect for people walking and biking through safety messaging and education campaigns to reduce the number of crashes related to speeding, reckless driver behavior, and failure to yield the right-of-way to pedestrians and bicyclists. In doing so, this builds awareness of the risks of speeding and can reinforce the need for safe road user behavior.

The following groups can be engaged: CPBST Planning Committee; Menifee Valley Middle School administration, parents, and students; Menifee Union School District; the City of Menifee Public Works, Community Services, and Police Departments; and the greater City of Menifee Community.

Action Steps:

1. Planning Committee members or school administration apply for a temporary speed warning trailer for the Murrieta Road/Garbani Road intersection through the [City of Menifee app](#) to bring awareness to driver speeds.
2. School administration engages with the Menifee Police Department for increased visibility at arrival and dismissal time several times a year to deter speeding and risky driving behaviors, especially of through traffic on Murrieta Road. Research suggests that residual effects remain post-enforcement for a period of time.

Continued on the next page

City of Menifee Traffic Safety Messaging Campaign, continued

3. Create a Safety Messaging Campaign to create awareness around traffic safety, especially around reducing driver speeds.
 - a. School administration works with Menifee Valley Middle School to create a contest where students help design safety messaging campaign components, including the message and artwork. This can be expanded to the Menifee Union School District if preferred.
 - b. School administration and parent volunteers print lawn signs with safety messaging and offer signs to neighbors to post in their front yards.
 - c. School administration and parent volunteers print safety messaging posters and attach to the school's fencing.
 - d. School administration and parent volunteers promote the safety messaging campaign through social media and word of mouth to increase awareness.
4. School administration connects with the City of Menifee Community Services Department to promote the Safety Messaging Campaign beyond the immediate school community, including with the new housing developments to ensure that student safety is a priority.

Safe System Strategies:

Bike Rodeo, Bike Train, Community Liaison/Promotores Campaign, Designated Safe Routes, Helmet/Light Distribution, Neighborhood Speed Awareness Program, Participatory Campaign, PhotoVoice/VideoVoice, Placemaking, Safety Messaging Campaign, Safe Routes to School (SRTS) Community Program, Walking School Bus

Resources:

[Pop-up Placemaking ToolKit](#); [Heads Up Safety Campaign](#); [Safety Tips for Pedestrians](#); [OTS Go Safely CA](#); [SCAG Go Human](#); [Media Narratives of Pedestrian & Bicyclist-Involved Crashes](#)

Continued on the next page

City of Menifee Traffic Safety Messaging Campaign, continued

5. School administration connects with Mt. San Jacinto College and the Menifee Police Department to develop public service announcements (PSAs) around safe road user behavior.
 - a. School administration works with Menifee Valley Middle School students to develop PhotoVoice and/or VideoVoice stories to highlight safety concerns they experience when walking and biking to school. The Project Team offers additional support on these campaigns through follow-up activities.

6. School administration, city staff, and RUHS work with parent volunteers to create an educational program on how parents can safely drive to and from school, how to pick up and drop off their children safely, and how to prioritize vulnerable populations like children and seniors walking around the neighborhood.
 - a. [RUHS](#) could provide additional support related to Safe Routes to School and offers bike rodeo programming.

Project Team Recommendations

The Project Team recommends the following for local stakeholder consideration.

Funding for Safe Routes to School Coordinator

The Project Team recommends Menifee Valley Middle School explore partnering with [Riverside County Department of Health](#), [Riverside University Health System- Public Health](#), [Southern California Association of Governments \(SCAG\)](#), the City of Menifee, and/or [Menifee Union School District](#) to apply for funding for a full-time Safe Routes to School Coordinator. Safe Routes to School (SRTS) is a multifaceted strategy that encourages walking and biking to school through infrastructure upgrades, safety education, and incentives for families and students. It enhances community safety, boosts student physical activity, and addresses arrival and dismissal issues. Having a dedicated staff member responsible for creating programs and organizing parents to advocate for change will be crucial to maintaining community momentum built during MVMS's CPBST planning and workshop. Additionally, MVMS should explore developing an SRTS Plan that outlines the best paths for students to walk and bike to and from school. This plan may change as the surrounding privately-owned land around MVMS becomes developed. The following resources can be referenced for additional information about SRTS programming:

- [Safe Routes to School Guide](#)
- [Starting and Running a Safe Routes to School Program, Safe Routes Partnership](#)
- [Safe Routes National Center for Safe Routes to School](#)
- [Safe Routes to School Policies in Rural School Districts](#)
- [Safe Routes to School: Minimizing Your Liability Risk](#)

Menifee Valley Middle School Placemaking Plan

As the City of Menifee continues to grow, infrastructure must be adapted to meet the evolving needs of the population. The Project Team recommends that Menifee Valley Middle School administration convene MVMS families, the City of Menifee, Menifee Union School District, and housing developers to develop a [placemaking](#) plan for MVMS, with special emphasis on the Garbani Road corridor between Evans Road and Murrieta Road. Placemaking is a participatory process for reimagining and reinventing a public space to better meet the needs of the people who live and use it. This project can build on the [Menifee Complete Streets Plan](#), which is currently underway.

The Project Team suggests the following safety improvements for consideration as part of the placemaking plan:

- Complete the sidewalk network on both sides of Garbani Road;
- Install bike lanes on Garbani Road; and
- Implement safety improvements at the Garbani Road/Evans Road intersection: paint continental or ladder crosswalk markings, install rectangular rapid-flashing beacons (RRFB), and assign additional staff to direct traffic.

The Project Team recommends that the City of Menifee reevaluate the design of the Murrieta Road/Garbani Road intersection as they implement safety improvements prioritized in the Active Transportation Plan. With concerns about unsafe driver speeds and traffic volume, people walking and biking need greater levels of protection. Some safety improvements to consider include:

- Adding a marked crosswalk to the missing leg would reduce crossing distances and reinforce that people walking and biking are a priority.
- Installing raised crosswalks on Murrieta Road would reduce driver speed and make people crossing more visible to drivers.
- Installing bulb-outs at this intersection would reduce the crossing distance, reduce driver speed, and make more people visible. A temporary demonstration, such as using the [SCAG Kit of Parts](#), the [Pop-Up Place Making Tool Kit](#), or [Pop-Up Recipes for Bike Lanes](#) can be used to build broader community support. A quick-build bulb-out project can then be installed as a more permanent fixture at a lower price. Lower-cost project materials can include paint, bollards, or planters.

- As the City moves to install bike lanes on Murrieta Road, consider if additional features like bike boxes, bicycle signal heads, and bike sensors can also be installed to support people biking. The City of Menifee could also consider developing an [Adopt-a-Bike Path Program](#) to strengthen relationships with local organizations as well as offer an opportunity for businesses and residents to have more ownership over your city

The Project Team recommends that the City of Menifee conduct a community-wide lighting audit to identify inadequately lighted areas for safety improvements. While various facets of the community have different preferences related to the level of illumination, this audit would highlight where the needs and, consequently, safety benefits would be greatest. Roadway and pedestrian-scale lighting can improve the visibility of people crossing the street and accessing the community's schools and green spaces. This audit will inform the City about its lighting needs, allowing for broader capital improvements, and may also be used to request support from developers as new housing is constructed.

Active Transportation Education

The Project Team recommends developing further collaboration between Menifee Valley Middle School, parents, and students through engaging active transportation education events, workshops, and/or training. Because some safety improvements might require long-term planning, pedestrian and bicycle safety training can help create a short-term solution that helps mitigate near misses and improve safety among motorists picking up students and students walking or biking home to and from school. For MVMS, engaging community-wide or school-specific events may include:

- Education and trainings for [bike](#), [e-bike](#), and e-scooter;
- [Bike Trains](#); and/or
- [Walking School Buses](#).

MVMS can also partner with local partners like [Bike Temecula Valley](#), [Menifee Bicycles](#), and the [Boys and Girls Club of Menifee Valley](#) to bring an array of resources and localized knowledge to students and parents.

Promote Continued Collaboration on Active Transportation Safety

The Project Team recommends continued collaboration between Menifee Valley Middle School staff and parents, Menifee Union School District, and the City of Menifee to build on the momentum of the CPBST workshop. Strengthening the relationship between the listed partners is key to ensuring pedestrian and bicycle safety for all Menifee community residents. Each partner holds specialized knowledge and influence in the Menifee community that can engage a broad range of Menifee community members to get involved in pedestrian and bicycle safety and best practices. Many of the Community Recommendations express the need for cross-collaboration to ensure successful engagement in the Menifee community. Potential opportunities for collaboration include:

- Form a traffic safety committee as part of the Menifee Valley Middle School Parent Teacher Student Association (PTSA). This traffic safety committee can help lead, develop, and organize pedestrian and bicycle safety educational events at MVMS and hold community-wide events for middle school students. They can also engage community partners and help convene a broader community coalition, as appropriate.
- Data collection education or events can be a way to ensure accurate and up-to-date records of pedestrian and bicycle safety are recorded. As expressed during the CPBST, data collection is crucial for city agencies and school districts to learn more about safety concerns and apply to the appropriate funding sources. A coordinated effort, using Street Story or the Menifee Complete Streets Plan Map, between the City of Menifee, Menifee Valley Middle School and Menifee Union School District to collect data from students and parents who travel along Murrieta Road, Garbani Road, and Evans Road can assist in strengthening future Active Transportation Plan grants.

Appendix

- CPBST Site Visit Data Presentation
- ESRI Community Analyst

Menifee CPBST Site Visit Pedestrian and Bicycle Crash History

July 12, 2023

Katherine Chen, kchen@berkeley.edu



Berkeley SafeTREC

What is a pedestrian crash?



Pedestrian-motor vehicle crash

- Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

One crash may result in multiple pedestrian victims.

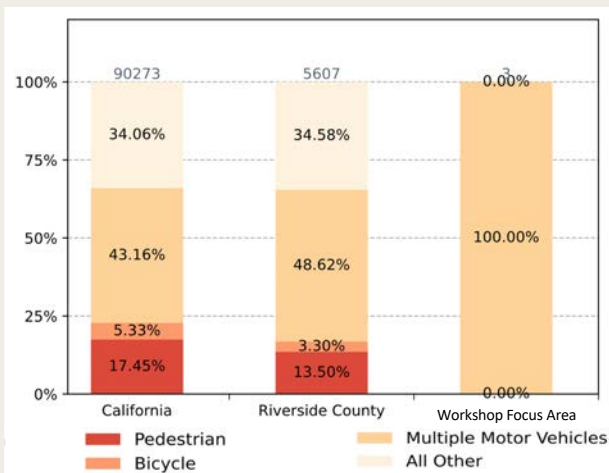
What is a bicycle crash?

Bicycle-motor vehicle crash

- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

How does Menifee compare to other areas?

Fatal and Serious Injury Crashes by Involvement 2018-2022



- All fatal or serious injury crashes in the workshop focus area of Menifee involved multiple motor vehicles.
- No fatal or serious injury crashes in the workshop focus area of Menifee involved pedestrians or bicyclists.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.

Overview of crashes in Menifee, 2018-2022

- 50 crashes in the workshop focus area, including:
 - 1 pedestrian crash
 - 6 bicycle crashes
- Crashes concentrated several main corridors

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.



Overview of Pedestrian and Bicycle Crashes in Menifee, 2018-2022

- Crashes concentrated around Paloma Valley High School
- Crashes concentrated on Evans Road (5), Craig Avenue (3), and Holland Road (3)
- Multiple crashes near the Evans Road / Craig Avenue and Evans Road / Holland Road intersections

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.



Pedestrian Crashes 2018-2022



- Minor injury crash near Murrieta Road / Melido Street intersection
- No other police reported pedestrian crashes

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.

Pedestrian Crashes 2018-2022



- March 2021 nighttime crash



- CVC 21954: pedestrian failure to yield to a vehicle at a crosswalk
- Pedestrian was on the shoulder
- No street lights



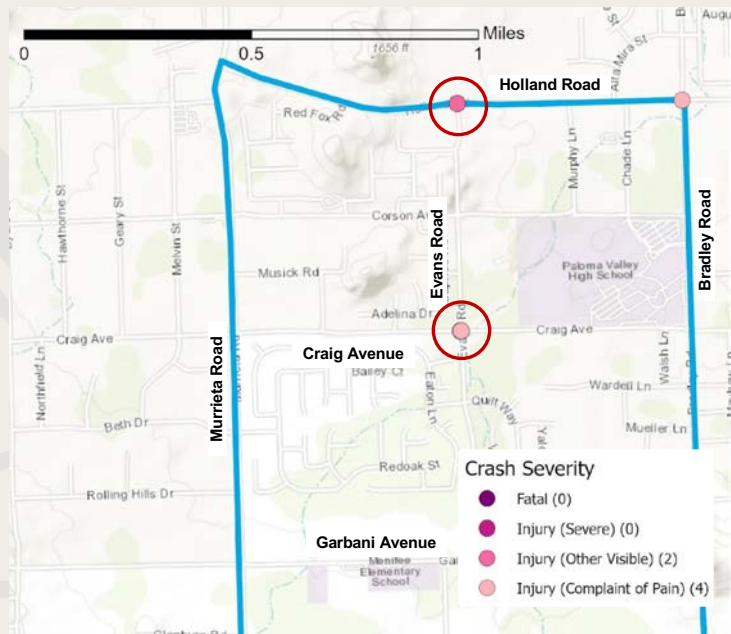
- 1 pedestrian injured in 1 pedestrian crash and suffered a minor injury
- Victim was a 32 year old male

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.

Bicycle Crashes 2018-2022

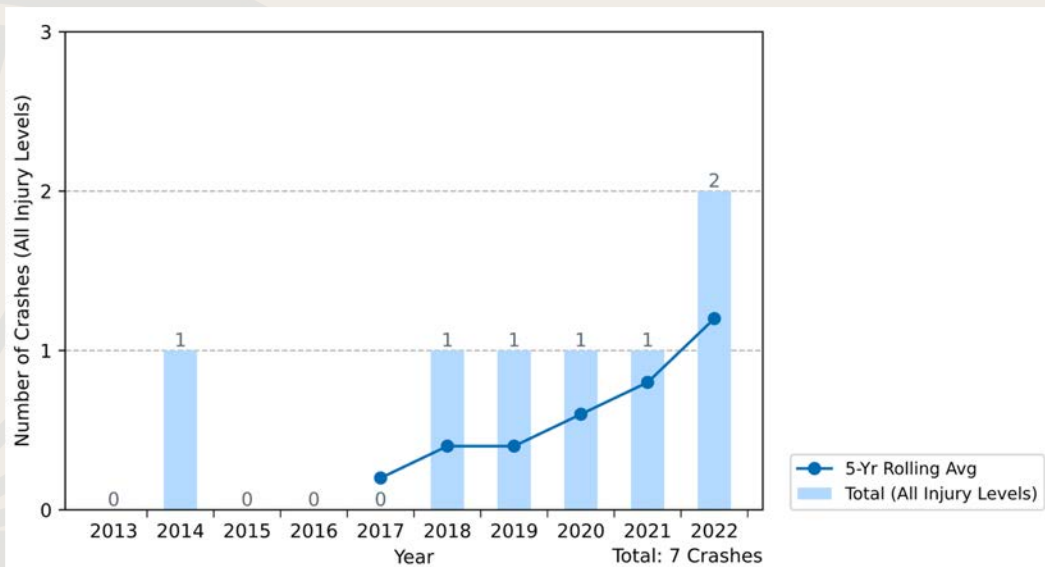
Five of the six crashes occurred near Evans Road

- Three crashes were near Craig Avenue / Evans Road
- Two crashes were near Holland Road / Evans Road



Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.

Bicycle Crashes 2013-2022



Data source: Statewide Integrated Traffic Record System (SWITRS) 2013-2022. 2021 and 2022 data are provisional as of July 2023.

Bicycle Crashes 2018-2022



- Weekday crashes
- No clear time of day pattern
- Three crashes in mid-September; two in the summer



- No clear pattern related to types of violation
- CVC 21950 was the most common violation with two crashes
driver failure to yield to pedestrian at a crosswalk



- 6 bicyclists injured in 6 bike crashes; all suffered minor injuries

Victim Demographics

- 83.3% male
- 83.3% age 14-17

Data source: Statewide Integrated Traffic Record System (SWITRS) 2018-2022. 2021 and 2022 data are provisional as of July 2023.

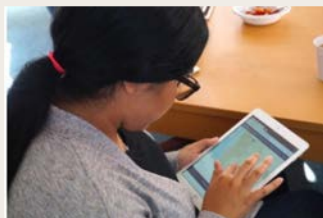
Additional Resources

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

streetstory.berkeley.edu



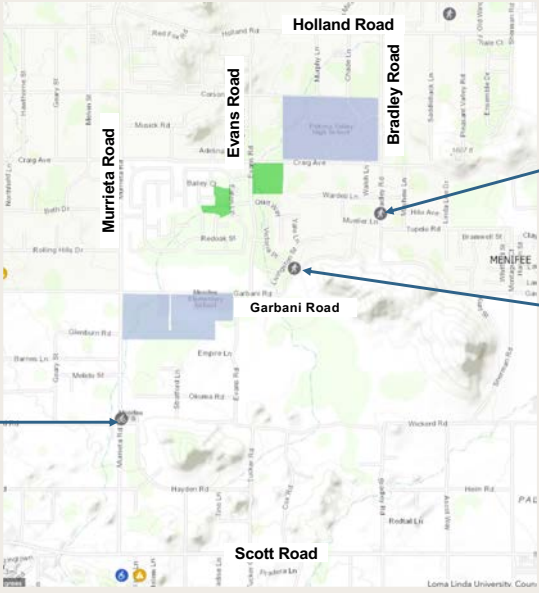
Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

tims.berkeley.edu

Menifee ATP Map Survey Data



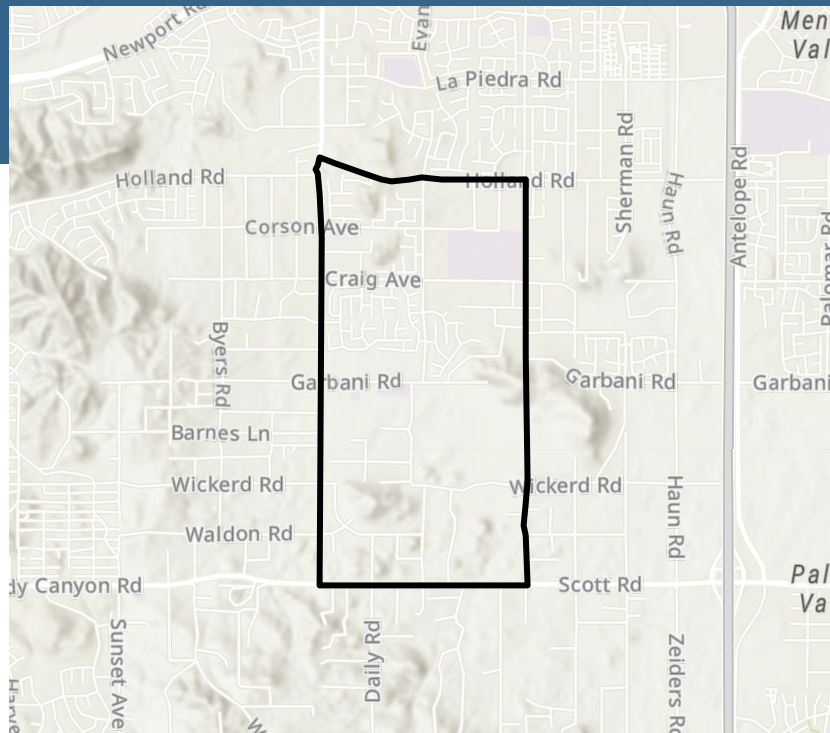
WebPoints: Bike
 TYPE: Bike
 Comments: safe bike path for kids to ride to MHS and Paloma from Hayden Rd

WebPoints: Walk
 TYPE: Walk
 Comments: Need sidewalks on Bradley between Tubelo and Craig for students to walk to school at Paloma High School.

WebPoints: Walk
 TYPE: Walk
 Comments: We need sidewalks on Bradley between Tubelo and Craig so students can walk to school at Paloma High School.

Menifee (MVMS)

Community Pedestrian and Bicycle Safety Program



Key Facts



28%

Households with 1+ Persons with a Disability

Vulnerable Population



9%

Population 65+



0%

Households without a vehicle



3%

Households Below the Poverty Level

Commute Profile



0%

Took Public Transportation



6%

Carpooled



0%

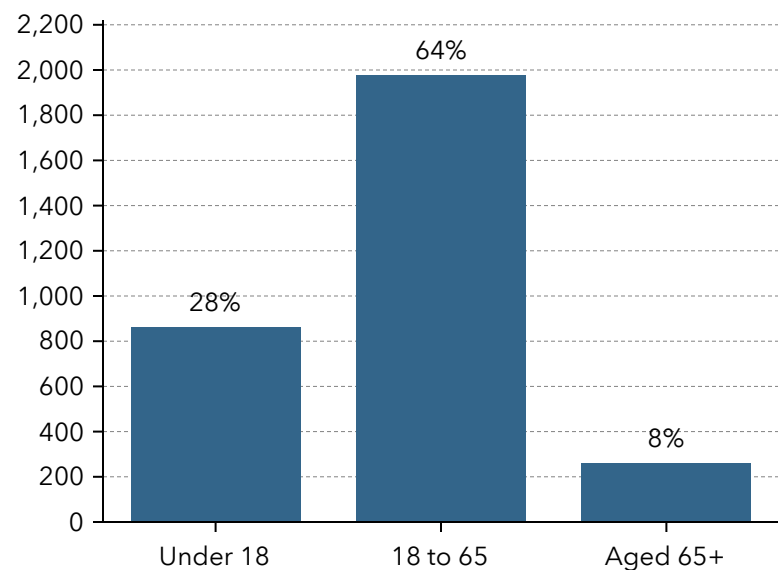
Walked to Work



0%

Bike to Work

Population by Age



2023 Race and ethnicity (Esri)

The largest group: White Alone (49.19)

The smallest group: Pacific Islander Alone (0.29)

Indicator ▲	Value	Diff
White Alone	49.19	+9.61
Black Alone	6.87	+0.38
American Indian/Alaska Native Alone	1.42	-0.40
Asian Alone	7.52	+0.16
Pacific Islander Alone	0.29	-0.04
Other Race	16.00	-11.21
Two or More Races	18.71	+1.51
Hispanic Origin (Any Race)	39.01	-12.24

Bars show deviation from 06065 (Riverside County)

Household Income (2021)

Income Bracket	Count	Percentage
Median Household Income	\$129,811	
Median Household Income < \$10,000	11	2%
Median Household Income \$10,000 - \$14,999	10	1%
Median Household Income \$15,000 - \$19,999	6	1%
Median Household Income \$20,000 - \$24,999	1	0%
Median Household Income \$25,000 - \$29,999	8	1%
Median Household Income \$30,000 - \$34,999	0	0%
Median Household Income \$35,000 - \$39,999	4	1%
Median Household Income \$40,000 - \$44,999	16	2%
Median Household Income \$45,000 - \$49,999	10	1%
Median Household Income \$50,000 - \$59,999	33	5%
Median Household Income \$60,000 - \$74,999	43	6%
Median Household Income \$75,000 - \$99,999	64	9%
Median Household Income \$100,000 - \$124,999	121	18%
Median Household Income \$125,000 - \$149,999	72	10%
Median Household Income \$150,000 - \$199,999	195	28%
Median Household Income \$200,000+	93	14%

Thank you for your interest in the Community Pedestrian and Bicycle Safety Training Program.

For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or
<https://www.calwalks.org/cpbst>

For questions, please email:

safetrec@berkeley.edu or cpbst@calwalks.org

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.



California Walks
Stepping Up for Health, Equity, & Sustainability

Berkeley **SafeTREC**