



APPENDICES 6

6.1 APPENDIX A - LEGISLATION DEFINITIONS

Federal Legislation

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

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

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

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

State Legislation

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

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

AB-43 Traffic Safety (2021)

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

AB-285 Forecast Impacts of Emerging Technologies (2019)

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

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

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

AB-390 Pedestrian Crossing Signals (2017)

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

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

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

AB-712 Tenancy: personal micromobility devices (2023)

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

AB-773 Street Closures and Designations (2021)

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

AB-902 Traffic Violations and Diversion Programs (2015)

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

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

AB-1096 Electric Bicycles as Vehicles (2015)

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

AB-1193 Bikeways (2014)

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

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

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

AB-1266 Bicycle Guidance Signal Through an Intersection

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

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

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

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

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

AB-1909 Vehicles: Bicycle Omnibus Bill (2022)

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

AB-2147 Pedestrians (2022)

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

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

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

SB-1 Transportation Funding (2017)

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

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

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

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

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

SB-400 Clean Cars 4 All Program (2019)

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

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

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

SB-743 CEQA Reform (2013)

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

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

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

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

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

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

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

California Active Transportation Program

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

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

California Transportation Plan 2050 (2021)

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

Caltrans' Deputy Directive 64-R2 (2014)

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

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

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

CEQA for Bicycle and Pedestrian Plans

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

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

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

Design Information Bulletin 89-02 (Updated in 2022)

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

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

Executive Order N-19-19 (2019)

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

6.2 APPENDIX B - STAKEHOLDER LIST

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

6.3 APPENDIX C - SURVEY AND UTILITY INSERT

CITY OF BANNING ACTIVE TRANSPORTATION SURVEY

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



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

1 How would you best describe your relationship with the City of Banning? (Check all that apply)

<input type="checkbox"/> Resident	<input type="checkbox"/> Visitor
<input type="checkbox"/> Property owner	<input type="checkbox"/> Employee
<input type="checkbox"/> Business owner	<input type="checkbox"/> Other
<input type="checkbox"/> Student	

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

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

4 How do you get to work or school? (Check all that apply)

<input type="checkbox"/> Walk	<input type="checkbox"/> Drive	<input type="checkbox"/> Other
<input type="checkbox"/> Bike	<input type="checkbox"/> Vanpool	
<input type="checkbox"/> Bus	<input type="checkbox"/> Not applicable	

5 How do you get to your local parks and community centers? (Check all that apply)

<input type="checkbox"/> Walk	<input type="checkbox"/> Drive	<input type="checkbox"/> Other
<input type="checkbox"/> Bike	<input type="checkbox"/> Vanpool	
<input type="checkbox"/> Bus	<input type="checkbox"/> Not applicable	

6 Where would you like to see better walking and bicycling routes to? (Check all that apply)

<input type="checkbox"/> Schools	<input type="checkbox"/> Shopping Centers
<input type="checkbox"/> Parks	<input type="checkbox"/> Neighboring cities such as
<input type="checkbox"/> Community Centers	Beaumont
<input type="checkbox"/> Transit/Bus Stops	<input type="checkbox"/> Other

7 How often do you walk in your community?

<input type="checkbox"/> Daily	<input type="checkbox"/> A few times a year
<input type="checkbox"/> 3-4 days per week	<input type="checkbox"/> Never
<input type="checkbox"/> 1-2 days per week	

8 How often do you bike in your community?

<input type="checkbox"/> Daily	<input type="checkbox"/> A few times a year
<input type="checkbox"/> 3-4 days per week	<input type="checkbox"/> Never
<input type="checkbox"/> 1-2 days per week	

9 What would make it easier for you to walk more in your community? (Check all that apply)

<input type="checkbox"/> Wider sidewalks	<input type="checkbox"/> Street lighting
<input type="checkbox"/> Signalized pedestrian crossings	<input type="checkbox"/> Street trees
<input type="checkbox"/> Continuous sidewalks	<input type="checkbox"/> Multi-use paths
<input type="checkbox"/> Marked crosswalks	<input type="checkbox"/> Other

10 What would make it easier for you to bike more in your community? (Check all that apply)

<input type="checkbox"/> Protected or painted bike lanes on the street	<input type="checkbox"/> Street trees
<input type="checkbox"/> Bike paths away from street	<input type="checkbox"/> Bike parking
<input type="checkbox"/> Bike share	<input type="checkbox"/> Signalized pedestrian crossings
<input type="checkbox"/> Street lighting	<input type="checkbox"/> Other

11 What would make it easier for you to reach transit stops in the City of Banning and neighboring cities? (Check all that apply)

<input type="checkbox"/> Protected or painted bike lanes on the street	<input type="checkbox"/> Signalized pedestrian crossings
<input type="checkbox"/> Bike paths away from street	<input type="checkbox"/> Crosswalk improvements
<input type="checkbox"/> Street lighting	<input type="checkbox"/> Bus shelters
<input type="checkbox"/> Street trees	<input type="checkbox"/> Shuttle service
<input type="checkbox"/> Sidewalk improvements	<input type="checkbox"/> Other

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

13 What other methods of transportation/travel do you use? (Check all that apply)

<input type="checkbox"/> Wheelchair	<input type="checkbox"/> Rollerblading/skating
<input type="checkbox"/> Pushing stroller	<input type="checkbox"/> Not applicable
<input type="checkbox"/> Skateboarding	<input type="checkbox"/> Other
<input type="checkbox"/> Scooters	

14 What other forms of transportation would encourage you to visit destinations more frequently? (Check the one most important to you)

<input type="checkbox"/> Multi-passenger shuttle (i.e. vanpool)	<input type="checkbox"/> Bikeshare/electric bikeshare program
<input type="checkbox"/> Neighborhood Electric Vehicle (NEV)	<input type="checkbox"/> Scootershare program
	<input type="checkbox"/> Other

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

<input type="checkbox"/> Bicycling	<input type="checkbox"/> Vanpool/carpool programs
<input type="checkbox"/> Public transit	<input type="checkbox"/> Other
<input type="checkbox"/> On demand shuttles	

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

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

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

Name: _____

Email: _____



APPENDIX C CONTINUED

ENCUESTA DE TRANSPORTE ACTIVO PARA LA CIUDAD DE BANNING

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



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

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

2 ¿Cuál de los siguientes grupos incluye su edad?

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

3 ¿Hay estudiantes en el hogar?

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

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

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

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

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

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

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

7 ¿Con qué frecuencia camina en Banning?

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

8 ¿Con qué frecuencia anda en bicicleta en Banning?

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

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

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

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

- Carriles de bicicletas protegidos o pintados en la calle Árboles
- Carriles de bicicletas lejos de la calle Estacionamiento para bicicletas
- Bicicletas compartidas Pasos de peatones señalizados
- Alumbrado Otro _____

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

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

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

- Necesidad Desplazarse (al trabajo o a la escuela)
- Recreación o diversión Otro _____

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

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

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

- Servicio de transporte para varios pasajeros (vanpool) Bicicleta compartida/ eléctrica
- Vehículo eléctrico de la comunidad (NEV) Programa scootershare
- Otro _____

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

- Bicicleta Programas de vanpool/ carpool
- Transporte público Otro _____
- Shuttles en demanda

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

17 ¿Tiene algún otro comentario?

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

Nombre: _____

Email: _____



APPENDIX C CONTINUED



City of Banning ACTIVE TRANSPORTATION PLAN

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

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

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

Ciudad de Banning PLAN DE TRANSPORTE ACTIVO

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

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



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

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

6.4 APPENDIX D - CITYWIDE PROJECT LIST WITH ASSIGNED SCORES

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

APPENDIX D CONTINUED

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

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OVER \$9.99

L'S NOTHING
OVER \$9.99

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