



Temecula, CA



Award: Silver | Fall 2023
Award History:
 Previously Bronze since 2013.

Temecula's BFA Program Stats

of Local Bicycle Friendly Businesses: **0**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **0**
 California's Bicycle Friendly State Ranking: **#4**

The 5 Es Category Scores	Temecula	Max Score this round
Engineering	57.20%	79.3%
Education	41.54%	76.3%
Encouragement	46.34%	87.5%
Evaluation & Planning	29.56%	78.0%
Equity & Accessibility	12.29%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.3%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 35

Annual Average Bicyclist Fatalities in last 5 years: 1

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 110,003

Area: 37.28 square miles

Population Density: 2950.7 people/square mile

Land Classification:

Mixed Suburban/Urban

Poverty Rate: 9.5%*

Median Household Income: \$99,805*

Percent of the Population that Speaks a

Language Other Than English at Home: 27%*

Percent with Disability: 11%*

Percent of Households with No Vehicle Available: 25.1%*

*Source: https://data.census.gov/profile/Temecula_city,_California?g=160XX00US0678120

Temecula's Bike Links

Bike Network Map, if available:

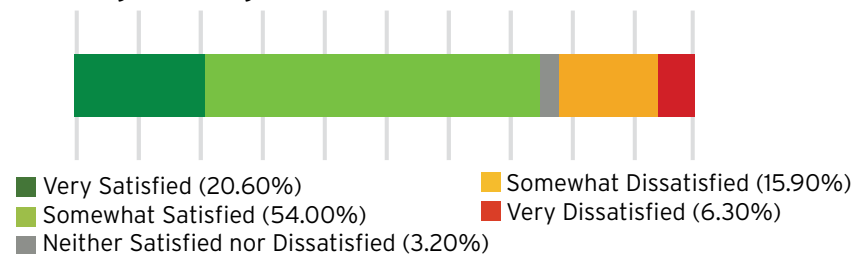
<https://temecula.maps.arcgis.com/apps/webappviewer/index.html?id=f92631d7435d41cf9115f9b2d3ee164f>

Bike Plan, if available:

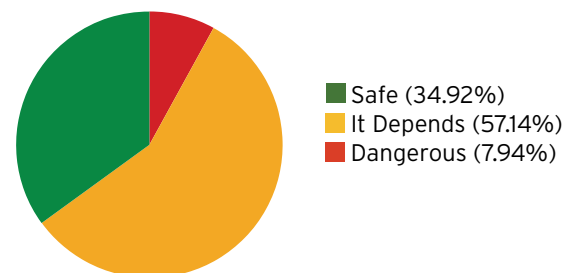
<http://temeculaca.gov/documentcenter/view/1971>

Fall 2023 BFC Public Survey Response Summary for Temecula, CA

How satisfied are you with how this community is designed for making bike riding safe? (n = 63)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 63)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 63)

1. More bike paths (38.10%)
2. Improve existing bike lanes to protected bike lanes (23.80%)
3. More bike lanes (12.70%)
4. Increase education for drivers (7.90%)
5. Reduce speeds through traffic calming and/or road diets (4.80%)

About this Report Card

The following scores are based on the online application submitted by Temecula in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Temecula earned a weighted score of 57.20% in the Engineering Category. Below is the full breakdown of points that Temecula earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Temecula's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	21.5 / 41 pts
	End-of-Trip Facilities	20.9 / 44 pts
	Bicycle Network	56 / 128 pts
	Network Maintenance	19.3 / 32 pts
	Bicycle Access to Public Transportation	7.4 / 23 pts
	Bike Sharing	0 / 24 pts
	Other Bicycle-Related Amenities	1 / 6 pts
	Regional Coordination	5 / 23 pts
Engineering Bonus Points	3 / 10 pts	

EDUCATION	<i>Temecula earned a weighted score of 41.54% in the Education Category. Below is the full breakdown of points that Temecula earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Temecula's Subcategory Points in Education
	Youth Bicycle Education	20.3 / 68 pts
	Adult Bicycle Education	17.4 / 47 pts
	Motorist Education	13.9 / 28 pts
	Bicycle Safety Education Resources	2.1 / 16 pts
	Inclusive Education	0.3 / 26 pts
	Education Bonus Points	0.5 / 7 pts

ENCOURAGEMENT	<i>Temecula earned a weighted score of 46.34% in the Encouragement Category. Below is the full breakdown of points that Temecula earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Temecula's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	3.8 / 17 pts
	Route-Finding Support	6.5 / 10 pts
	Bicycle Culture and Promotion	42.8 / 91 pts
	Access To Bicycle Equipment and Repair Services	7.6 / 35 pts
	Reducing Work-Related/Fleet VMT	2 / 11 pts
	Encouragement Bonus Points	0.5 / 7 pts

EVALUATION & PLANNING	<i>Temecula earned a weighted score of 29.56% in the Evaluation & Planning Category. Below is the full breakdown of points that Temecula earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Temecula's Subcategory Points in Evaluation & Planning
	Staffing And Committees	3 / 35 pts
	Public Engagement for Bicycle Planning	10 / 35 pts
	Planning, Funding, And Implementation	10 / 46 pts
	Evaluating The Bicycle Network	9.3 / 25 pts
	Evaluating Ridership	5.8 / 20 pts
	Evaluating & Improving Safety Outcomes	5.5 / 42 pts
Evaluation & Planning Bonus Points	1.4 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Temecula earned a weighted score of 12.29% in the Equity & Accessibility Category. Below is the full breakdown of points that Temecula earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Temecula's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	1.3 / 24 pts
	Equity Data Collection & Goals	0.1 / 27 pts
	Equity & Accessibility Policies & Plans	0.2 / 21 pts
	Equity & Accessibility in Engineering	5 / 44 pts
	Equity & Accessibility in Education	-0.8 / 52 pts
	Equity & Accessibility in Encouragement	8.8 / 42 pts
	Equity & Accessibility in Evaluation & Planning	6.1 / 51 pts
Equity & Accessibility Bonus Points	0 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Temecula's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.
- » Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards, as well as to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Continue to consider launching a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Begin the process of creating a new Bicycle Master Plan or updating your 2016 Multi-use Trails and Bikeways Master Plan. Regularly updating your bicycle plan is key to improving conditions for bicycling, adhering to evolving best practices and national standards, and institutionalizing processes for continual evaluation and improvement. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation. Ensure the new/updated plan includes specific and measurable goals and performance measures to track progress, is informed by an inclusive outreach and planning process, and is supported by a dedicated budget for implementation. Consider incorporating FHWA's Bikeway Selection Guide: https://bit.ly/FHWA_BikeGuide and NACTO's Urban Bikeway Design Guide: https://bit.ly/NACTO_BikeGuide
- » Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan and/or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components



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FEEDBACK TO IMPROVE, CONTINUED:

for addressing roadway safety. Look into the Safe Streets and Roads for All (SS4A) Planning and Demonstration Grants from the U.S. Department of Transportation for potential funding opportunities to support this work: <https://www.transportation.gov/grants/SS4A>.

- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Continue efforts to establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on this topic: https://bit.ly/FHWA_bikepedPMs.
- » Consider what other local community groups exist in Temecula who may be good potential partners to reach new audiences and build on existing bike education, encouragement, and engagement efforts. Question F4 on the BFC application provides a wealth of suggested community partners for you to consider, beyond the existing bike clubs and organizations that are already active in this space.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>