



MARIO SAUCEDO
Mayor

City of
REDLANDS

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909-798-7510
msaucedo@cityofredlands.org

MARC SHAW
Mayor Pro Tempore

PAUL BARICH
Council Member

EDDIE TEJEDA
Council Member

DENISE DAVIS
Council Member

May 5, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support for Redlands East Valley High School Safe Routes to School Improvements

Dear Ms. Taylor:

The City of Redlands (City) fully supports San Bernardino County's Active Transportation Program (ATP) application to implement critical Safe Routes to School (SRTS) improvements serving Redlands East Valley High School.

Although the Project is located in an unincorporated area of San Bernardino County adjacent to the City of Redlands, the City recognizes that these improvements will directly benefit students and families from both the City and surrounding communities who travel to Redlands East Valley High School.

The City recognizes the importance of safe, connected active transportation networks that support students, families, and the broader community. Areas surrounding school campuses often experience high traffic volumes, limited pedestrian infrastructure, and safety challenges that can discourage walking and bicycling.

The proposed improvements, including sidewalks, bicycle facilities, enhanced crossings, and traffic-calming measures, will significantly enhance safety and improve connectivity in the Project area. These enhancements will help reduce conflicts between vehicles and active transportation users, improve mobility, and support safer travel for students and residents.

The Project aligns with the City's goals to improve multimodal transportation, enhance safety, and support healthier, more sustainable communities. Investments in SRTS infrastructure also contribute to reduced congestion, improved air quality, and increased opportunities for active transportation.

The City of Redlands values the partnership with San Bernardino County and supports continued coordination to advance these improvements. We strongly encourage Caltrans to fund this Project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mario Saucedo', written in a cursive style.

Mario Saucedo
Mayor
City of Redlands



SAN BERNARDINO
COUNTY

Department of Public Works

ATTACHMENT J

State-Only Funding Request





Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

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Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

ATP Cycle 8

State Only Funding Request

Attachment J

REQUEST FOR STATE ATP FUNDING

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: 06/22/2026

Subject: Request for ATP State Funding

The San Bernardino County Public Works Department hereby requests ATP State funding for the following project:

PROJECT NAME: Redlands East Valley High School Safe Routes to School Project

PROJECT DESCRIPTION: (Describe specifically what work is being accomplished, including PPNO)

The Project will implement Safe Routes to School (SRTS) pedestrian safety improvements along the Colton Avenue corridor between Crafton Avenue and Opal Avenue, including key crossing locations at Beryl Avenue, King Street, Agate Avenue, and the Opal Avenue and Independence Avenue crossing serving Redlands East Valley High School (REVHS) in an unincorporated area adjacent to the City of Redlands in San Bernardino County. The Project focuses on primary student travel routes and school access locations where students regularly walk and roll during school arrival and dismissal periods. Improvements include 12 ADA-compliant curb ramps, 12 high-visibility crosswalks, including one midblock crossing, installation of one rectangular rapid flashing beacon (RRFB), and 700 LF of extended centerline delineators to improve pedestrian visibility, accessibility, crossing predictability, and driver awareness. These improvements address documented barriers to walking and rolling identified through the County's SRTS planning process and support safer access between REVHS, surrounding neighborhoods, and nearby community destinations.

PPNO:

JUSTIFICATION:

- A. Type of Work: (Infrastructure (IF)
- B. Project cost
\$685,000

BOARD OF SUPERVISORS

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Luther Snoke
Chief Executive Officer

C. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year, including all phases)

Fiscal Year	Phase	Funding Source	Amount (\$)
2027-2028	PA&ED	ATP	\$15,000
2028-2029	PS&E	ATP	\$70,000
2030-2031	Construction	ATP	\$491,000
Total ATP Request			\$576,000

A. State specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.

The Project is a focused Safe Routes to School pedestrian improvement project consisting of targeted crossing and accessibility enhancements near REVHS, including ADA-compliant curb ramps, high-visibility crosswalks, an RRFB, and centerline delineators. The Project does not involve right-of-way acquisition, utility relocation, or substantial environmental complexity. All proposed improvements are located within existing public right-of-way, which is expected to support a streamlined environmental review process. Requesting State-only ATP funding will accelerate Project delivery, reduce administrative and federal compliance burdens, and support timely implementation of critical pedestrian accessibility and crossing improvements serving students and the surrounding disadvantaged community. Use of State-only funds will allow the County to efficiently deliver these targeted improvements while minimizing unnecessary delivery delays and administrative costs associated with federal funding requirements.

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): Southern California Association of Governments

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):

Jeremy Johnson, P.E., Transportation Planning Engineering Manager
San Bernardino County Public Works Department



SAN BERNARDINO
COUNTY

Department of Public Works

ATTACHMENT K

Additional Attachments





Student Travel Patterns and Barriers to Walking and Biking

Student Travel Patterns



Student Travel Patterns

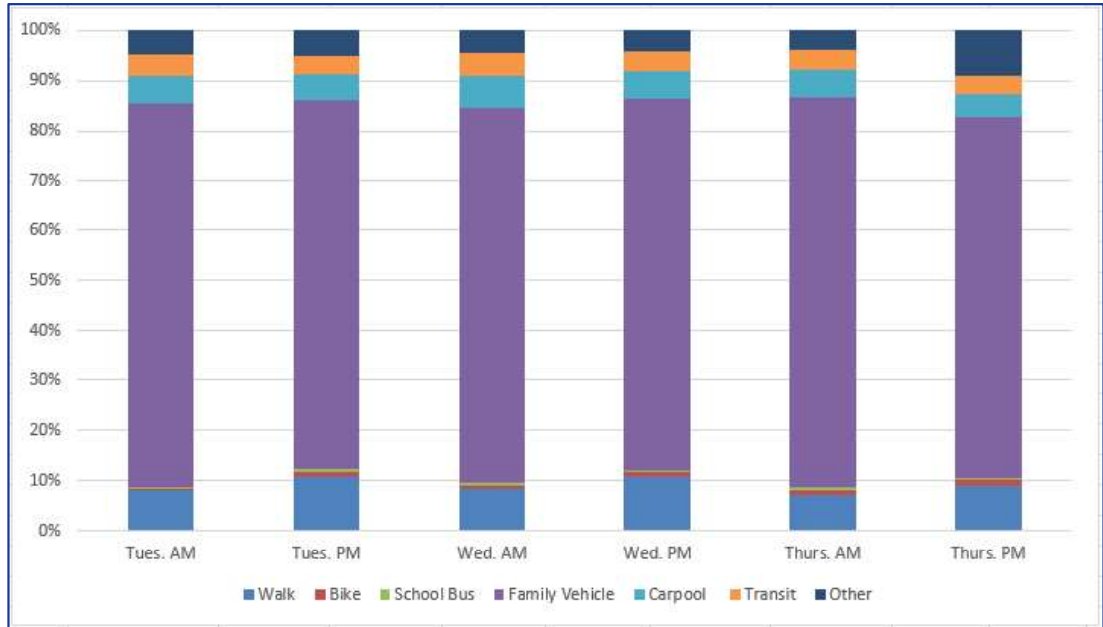
- Student travel tallies indicate that most students arrive and depart by family vehicle, while walking remains the second most common mode.
- Field observations confirmed that many students cross Colton Avenue near the school frontage, particularly during peak arrival and dismissal periods.
- Colton Avenue and Opal Avenue function as primary access routes and must safely accommodate students walking, biking, and being dropped off.
- The Project improves crossings, enhances traffic separation, and strengthens active transportation connections.



Department of Public Works

Student Travel Patterns

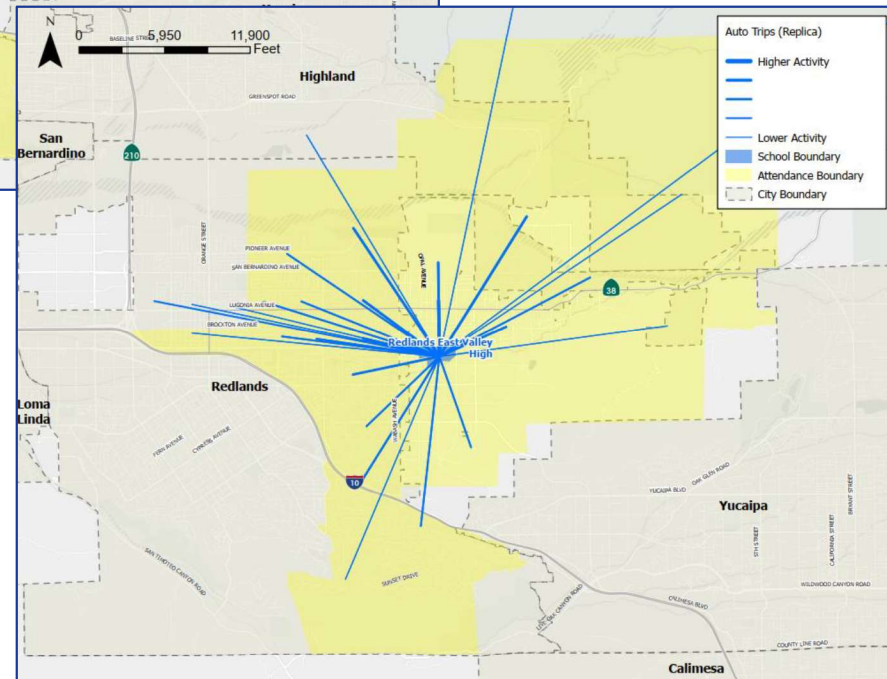
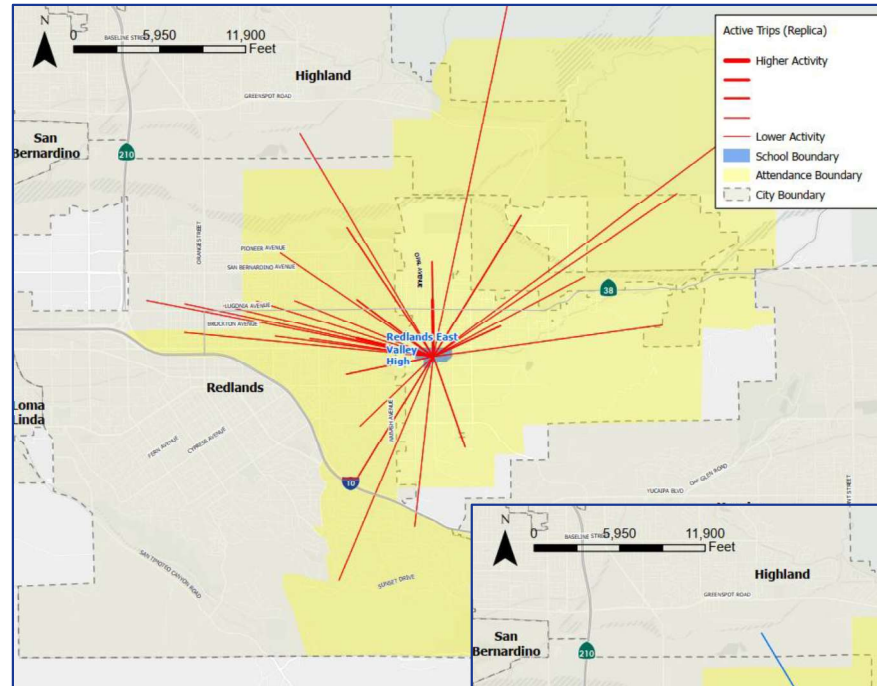
Mode	Tues. AM	Tues. AM	Tues. PM	Tues. PM	Wed. AM	Wed. AM	Wed. PM	Wed. PM	Thu. AM	Thu. AM	Thu. PM	Thu. PM
Walk	30	8.0%	40	10.9%	30	8.4%	38	10.8%	25	7.2%	33	9.1%
Bike	1	0.3%	3	0.8%	2	0.6%	3	0.8%	3	0.9%	4	1.1%
School Bus	2	0.5%	2	0.5%	2	0.6%	1	0.3%	2	0.6%	1	0.3%
Family Vehicle	287	76.7%	272	73.9%	269	75.1%	263	74.5%	271	78.1%	261	72.1%
Carpool	20	5.3%	19	5.2%	23	6.4%	19	5.4%	19	5.5%	17	4.7%
Transit	16	4.3%	13	3.5%	16	4.5%	14	4.0%	13	3.7%	13	3.6%
Other	18	4.8%	19	5.2%	16	4.5%	15	4.2%	14	4.0%	33	9.1%
Total	374	100.0%	368	100.0%	358	100.0%	353	100.0%	347	100.0%	362	100.0%
Total Responses	2162											



Active and Auto Travel Patterns

Active Travel Patterns (Red) and Auto Travel Patterns (Blue)

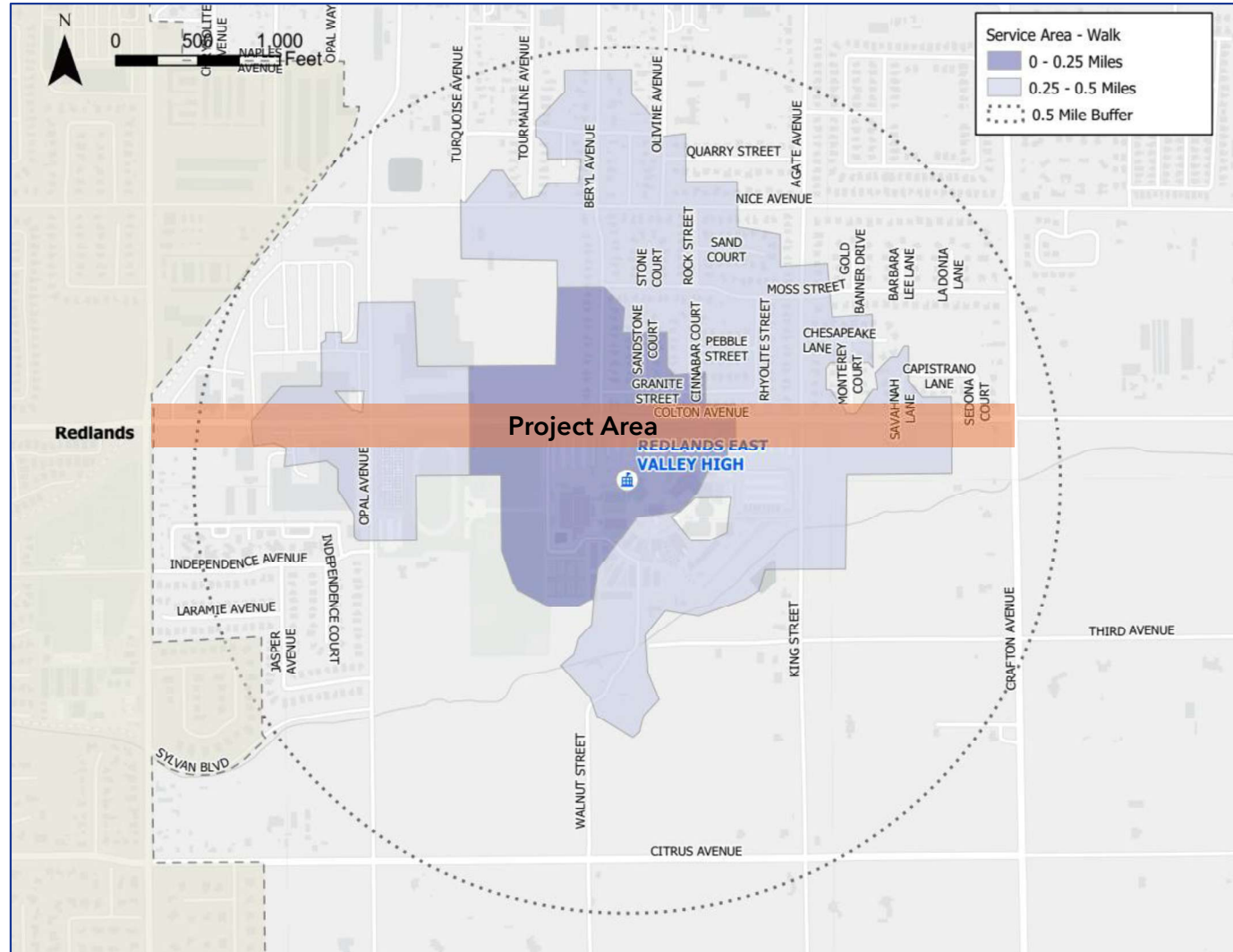
- Travel pattern analysis shows that students access the school from multiple directions across a broad geographic area.
- Auto travel (blue) dominates, with high activity along key corridors serving the school.
- Active travel (red) is present but more limited, reflecting constraints in safe walking and bicycling conditions.
- Key routes, including Colton Avenue and Opal Avenue, serve both vehicle and student travel, creating potential conflicts.
- The Project supports a shift toward active transportation by improving safety, connectivity, and multimodal access.



Existing Pedestrian Walkshed

Existing Pedestrian Walkshed

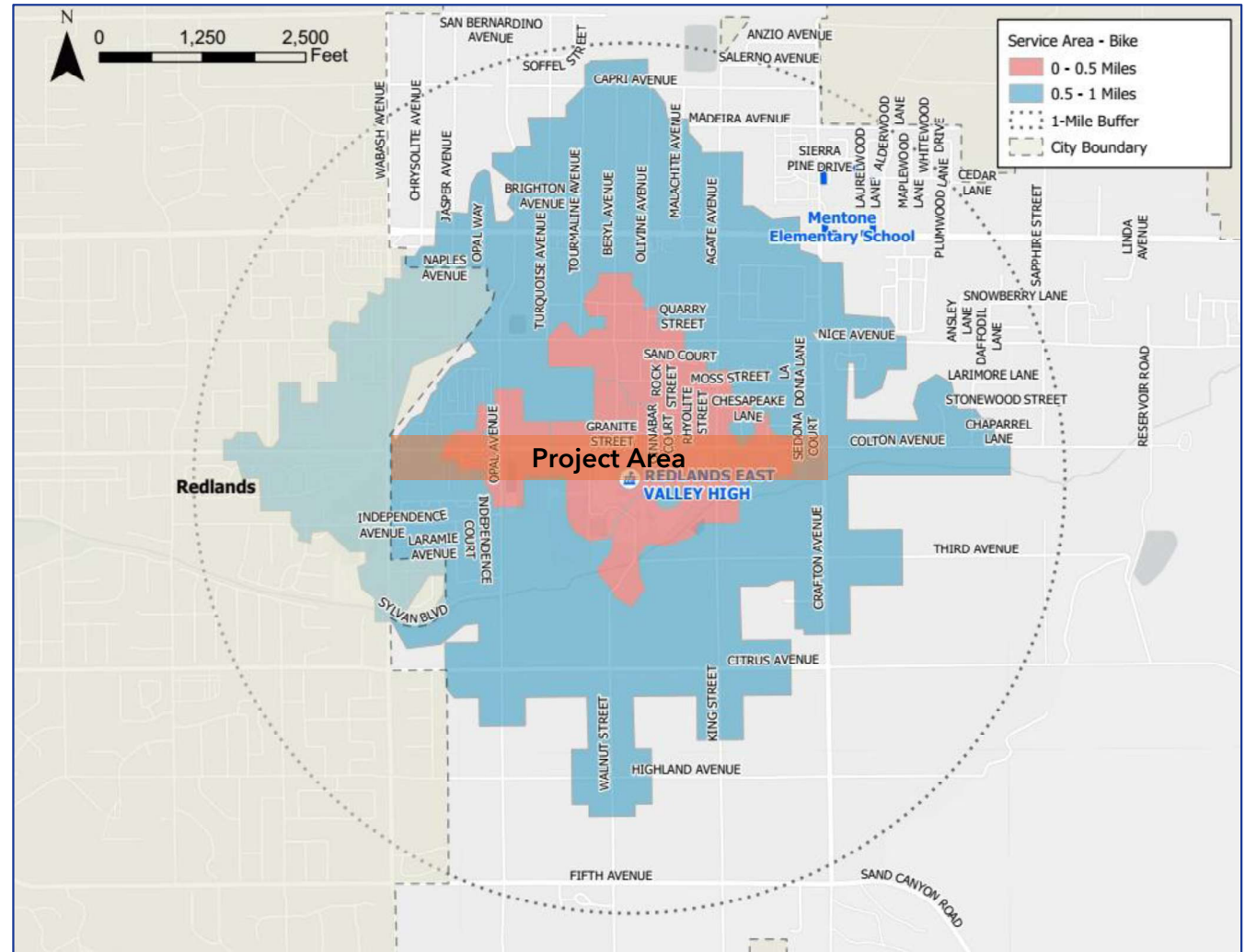
- The existing walkshed illustrates areas within a 0.25- and 0.5-mile walking distance of the school.
- While many students live within walking distance, the accessible walkshed is constrained by gaps in pedestrian infrastructure and limited safe crossings.
- Key corridors, including Colton Avenue, create barriers that reduce safe and direct access to the school.
- As a result, students who could walk are often driven due to safety concerns and connectivity gaps.
- The Project improves network connectivity and expands safe walking access within the school's walkshed.



Existing Bikeshed

Existing Bikeshed

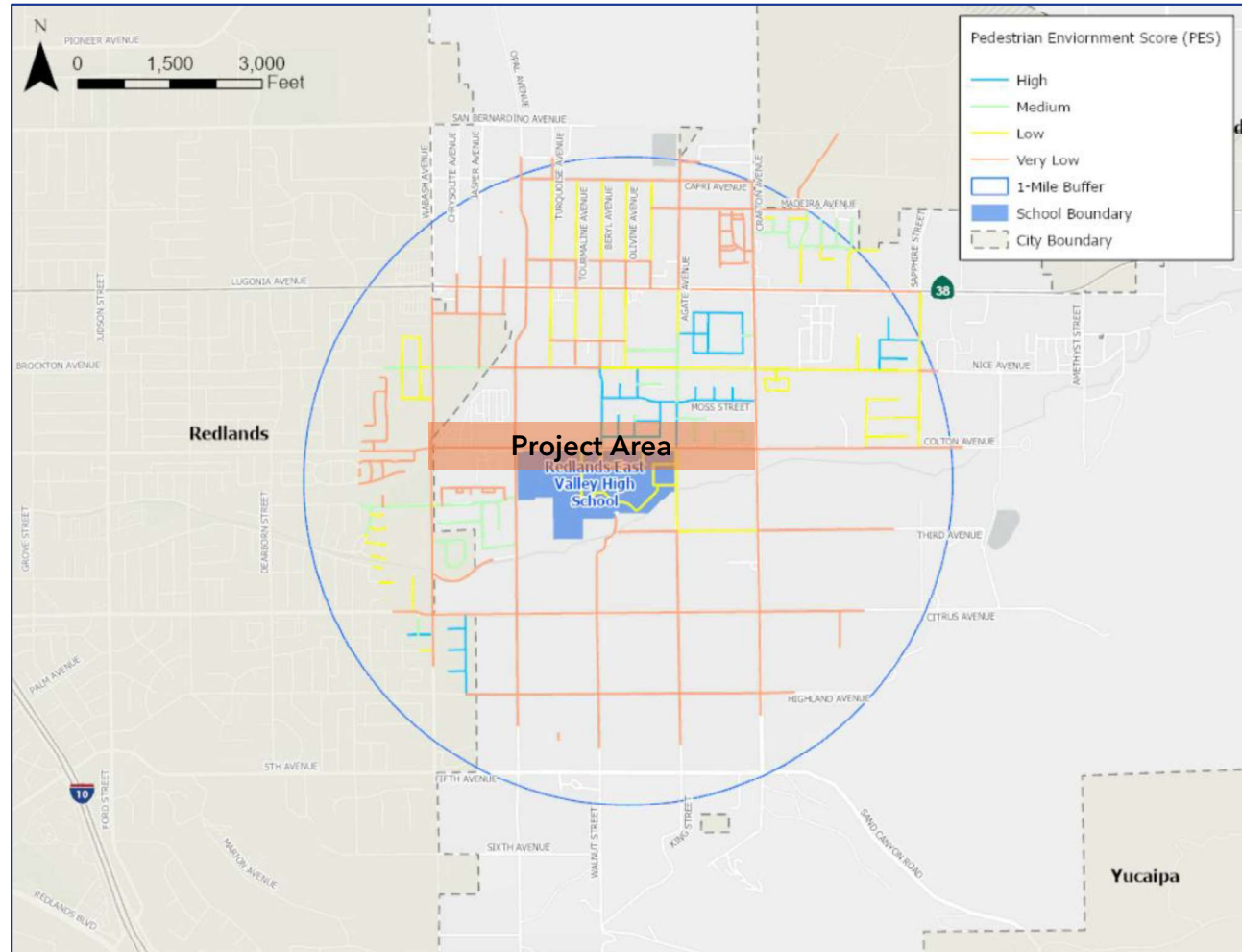
- The existing bikeshed illustrates areas within a 0.5- to 1-mile bicycling distance of the school.
- While many students live within biking distance, the accessible bikeshed is limited by high-stress roadway conditions and lack of dedicated bicycle infrastructure.
- Key corridors, including Colton Avenue and Opal Avenue, do not currently provide safe or comfortable conditions for student bicyclists.
- As a result, bicycling is underutilized despite proximity to the school.
- The Project expands safe bicycle access by introducing dedicated facilities and improving network connectivity.



Pedestrian Evaluation Score (PES)

Pedestrian Evaluation Score (PES)

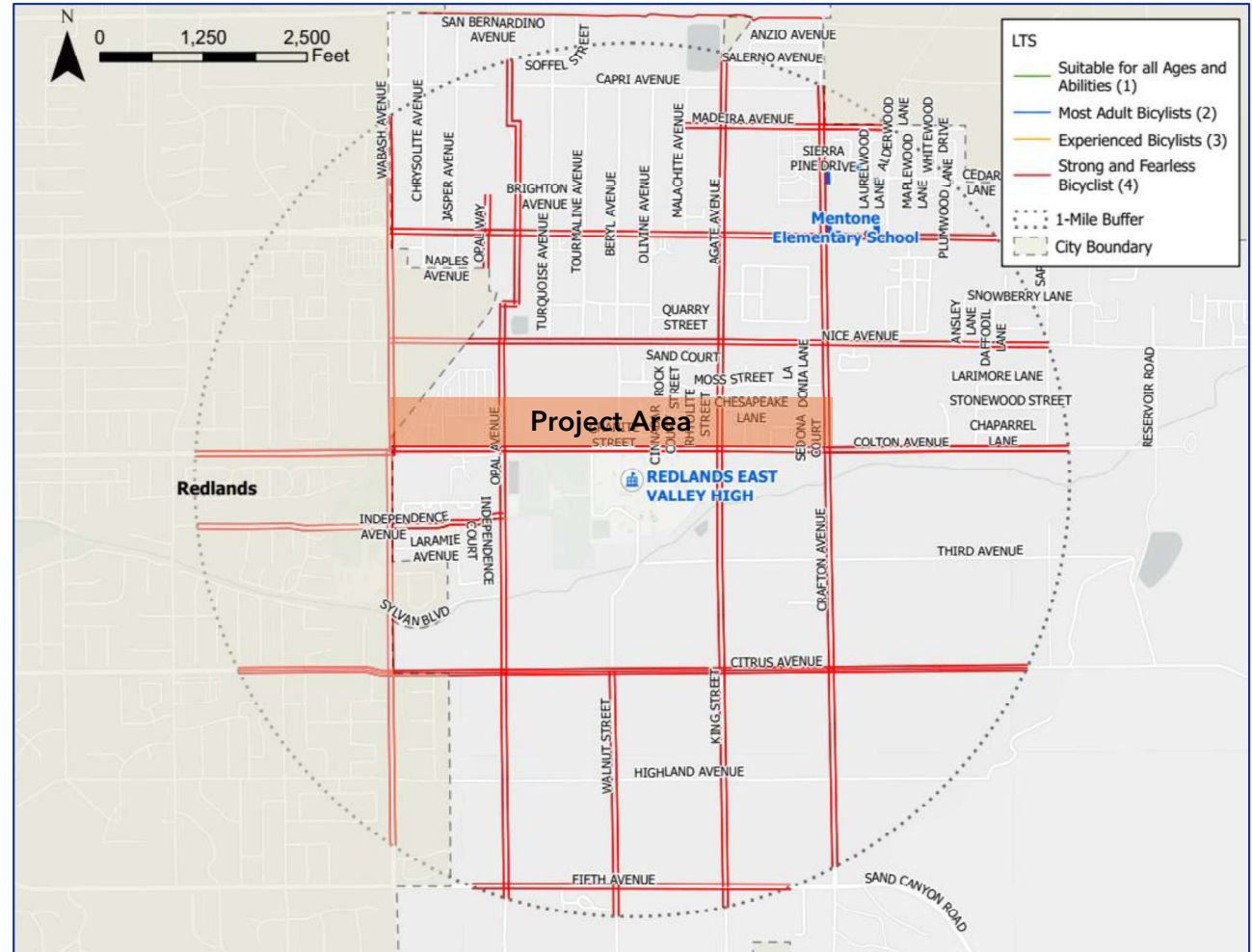
- The Pedestrian Environment Score (PES) evaluates roadway segments based on comfort, safety, and accessibility for pedestrians within a one-mile radius of the school.
- Much of the Project area is rated low to very low, indicating poor walking conditions for students traveling to and from school.
- Lower scores reflect gaps in sidewalks, limited crossing enhancements, and exposure to higher-speed traffic corridors.
- Key routes along Colton Avenue and Opal Avenue fall within these lower-rated segments, reinforcing the need for targeted safety improvements.
- The Project addresses these deficiencies by improving crossings, enhancing accessibility, and creating safer walking conditions.



Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress

- The Bicycle Level of Traffic Stress (LTS) evaluates how comfortable and safe roadways are for bicyclists of varying skill levels.
- Much of the Project area is classified as high-stress (LTS 3 and 4), indicating conditions suitable only for experienced riders or not suitable for bicycling.
- Key corridors, including Colton Avenue and Opal Avenue, lack dedicated bicycle facilities and expose riders to higher traffic volumes and speeds.
- These conditions discourage students from bicycling to school despite proximity.
- The Project reduces traffic stress by introducing dedicated bicycle facilities and improving separation from vehicle traffic.



Existing Pick-up and Drop-off Vehicle Behavior

Existing Pick-up and Drop-off Vehicle Behavior

- Existing pick-up and drop-off activity is concentrated along Colton Avenue near the school frontage.
- Both designated and informal loading areas were observed, contributing to congestion during peak arrival and dismissal periods.
- Vehicle queuing, stopping, and turning movements create conflicts with students walking and crossing near key access points.
- These conditions reduce visibility and increase safety risks for pedestrians and bicyclists.
- The Project improves circulation and safety by enhancing crossings, organizing traffic flow, and reducing vehicle conflicts.

