

Limit: 41/80 words

The Project includes the construction of ten ADA-compliant curb ramps and five crosswalks at intersections and crossings surrounding Bloomington High School, enhancing the safety and accessibility of existing school routes for active transportation users of all ages and of varying abilities.

Considering the category(s) selected, describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

Limit: 729/750 words

Discuss:

- **Will the project increase the proportion of student trips accomplished by active transportation? Discussion of students is not limited to Safe Routes to School projects.**

IMPACTED ROUTES/COMMUNITY DESTINATIONS: The area within a one-mile radius of the Project location is primarily industrial and residential. Planned sidewalk additions along the north and south sides of Santa Ana Avenue from Tamarind Avenue to Locust Avenue establish connectivity to residential neighborhoods located approximately one half mile or less to the east, south, southeast, and southwest of Bloomington High School. Travel Pattern Analysis and observations confirm that a significant portion of active and automobile trips to school originate from these neighborhoods, indicating that this stretch of Santa Ana Avenue is a key corridor for students. The Project will construct 6,300 linear feet of sidewalk along this corridor, establishing connectivity to existing sidewalks in surrounding neighborhoods and helping to facilitate increased participation in active transportation by students, especially those who may have previously considered active transportation but found the route too inconvenient and/or not sufficiently barricaded from traffic.

The Project also includes 2,700 linear feet of sidewalk additions along both sides of Alder Avenue between Santa Ana Avenue and Slover Avenue, filling a significant infrastructure gap along the western (back) side of Bloomington High School and improving safety for those traveling to and from the residential neighborhood directly to the west of the school (0.03 miles). This gap closure also enhances safe connectivity to medical offices and social services on the northeast corner of Slover Avenue and Sierra Avenue approximately 0.62 miles northwest of the school.

More complete sidewalk infrastructure connecting Bloomington High School to key surrounding neighborhoods will also strengthen connectivity to relevant community destinations including places of worship and parks. For example, Harvester Church of the Second Chance is approximately 0.32 miles away, on Santa Ana Avenue directly east across Locust Avenue from where the Santa Ana corridor improvements will end. Sycamore Hills Park, approximately 0.69 miles away, will also be easier to reach via the improved Santa Ana corridor; the park is only an additional 0.37 miles southwest of Santa Ana Avenue and Tamarind Avenue, the western limit of the proposed corridor improvements. Connectivity to several neighborhood schools will be positively impacted as well, including Walter Zimmerman Elementary (0.77 miles), Ruth O. Harris Middle School (0.37 miles), and Sycamore Hills Elementary School (0.54 miles). This need was identified through community survey responses and is particularly relevant for families with more than one child attending more than one school, as high school-aged children may become able to assist with school pick-up and drop-off for younger siblings as safer, more reliable active transportation pathways between schools become available.

Proposed sidewalk additions will also improve access to multiple bus stops along Sierra Avenue and along Slover Avenue, the Social Security Administration, Fontana Clinic Center for Family and Community Services, Colton Joint Unified School District Personnel Education Services Center, Martin Tudor Jurupa Regional Park, Kessler Park, Mary Vagle Nature Center, South Fontana Park and Sports Complex, a Kingdom Hall of Jehovah's Witnesses, and the United States Postal Service. These destinations are within approximately 3.5 miles of the Project area and can be

accessed by utilizing the Santa Ana Avenue and Slover Avenue corridors and expanded infrastructure along Laurel Avenue.

BENEFITS/INCREASED STUDENT TRIPS: Improved access, enhanced safety features, and expanded connectivity to identified community destinations will encourage mode shift among Bloomington students, families, and other community members. By increasing the proportion of student trips accomplished by active transportation, reduced dependence on vehicle travel will improve local air quality and increase levels of physical activity for youth, advancing public and environmental health objectives. The project will also enhance the accessibility of crossing infrastructure along school corridors through the construction of 10 ADA-compliant curb ramps at key intersections. Five high-visibility crosswalks (including one mid-block) will additionally be installed at these intersections and other key crossing points, such as a commonly utilized crossing location on Laurel Avenue that currently lacks any formal designation or pedestrian warning signs. Enhancing crosswalk infrastructure will address community-identified priorities and ensure that connectivity within upgraded sidewalk networks is equipped with proper safeguards in addition to the outward connections being created.

All Project treatments were selected to address barriers to safety, mobility, and accessibility identified through extensive community outreach. The cumulative Project approach will improve the overall completeness and connectivity of the existing active transportation network surrounding Bloomington High School, as well as the safety and accessibility of additional elements within these key corridors for users of all ages and abilities.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement: Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. **If you include more than one map, combine all maps into one PDF.** Attached.

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1a. For applicants using the TIMS ATP tool, attach the items listed below: Attached. The ATP TIMS tool can be accessed [here](#).

- Collision heat map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history.
- Project Area Collision Map - identifying the past crash locations within the project limits.
- Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details

Combine all documents into one PDF file.

~~2a. For applicants using another data source, attach relevant documents below:~~

~~Applicants that do not have the collision data above or that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu>), crowd-sourced maps, etc.)~~

~~The data and corresponding methodologies can be included in written form using the text box below.~~

~~2b. Data and corresponding methodologies in written form can be included here (optional):~~

~~Limit: 200 words~~

From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data
 The Average Per Year Column will show a "Formula Error" until applicants input the number years of collision data that were used into the table (input response in cell B1).

How many years of collision data were used in the Haet Maps and collision summaries:	2014-2024			
	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	1	0	1	*Auto Fills
Injuries	5	5	10	*Auto Fills
Total	6	5	11	*Auto Fills

4. Referencing the project area collision summaries and data provided in sub-questions 1 and/or 2, provide an analysis of the past collision data to identify the specific crash-type trends that will likely occur in the future if no action is taken. Discuss the extent to which the proposed project limits represent one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety threats to vulnerable and underserved communities, including disadvantaged communities (if applicable), children, students, older adults, and persons with disabilities in your response.

Limit: 667/1,000 words

Influence Area Guidance:

- A project's expected safety "Influence Area" (i.e., where a project has the potential to mitigate) must be reasonable.
- The project's "Influence Area" as defined by the applicant and shown in the output documents must be consistent with the project maps/plans attached to the application.

COLLISION DATA ANALYSIS: According to the Transportation Injury Mapping System (TIMS) Statewide Comparisons data (last updated March 6, 2026), based on a ten-year average, pedestrians and bicyclists represent 23.4% of the statewide total for all traffic-related fatalities and injuries. Youth and child-related pedestrian and bicyclist injuries

and fatalities comprise 1.2% of the statewide total. The Project area is located within unincorporated San Bernardino County, which makes up 2.5% of statewide pedestrian fatalities and injuries, 1% of cyclist fatalities and injuries, and 0.2% of youth pedestrian and bicyclist fatalities injuries. These trends demonstrate the pronounced need to enhance safety measures for active transportation users statewide and regionally, especially for youth and children.

PROJECT AREA TRENDS AND CONDITIONS: The collision history of the Project area reflects statewide trends, with five bicycle and six pedestrian collisions occurring within one half mile of Bloomington High School between 2014 and 2024. Five of these resulted in visible injuries, three in serious injuries, and two in complaints of pain. One collision, which occurred along Slover Avenue east of Locust Avenue, was fatal. Six collisions, four involving bicyclists and two involving pedestrians, occurred along Santa Ana Avenue between Alder Avenue and Locust Avenue, a key corridor for students traveling to and from school where no sidewalk currently exists. Consequently, students and other community members walk along the unpaved shoulder or in the road as they navigate this route. The frequency of pedestrian and bicyclist-related collisions concentrated along this route, and its proximity to Bloomington High School, necessitates infrastructure improvements to prevent future collisions involving students and other active transportation users.

Additional safety risks are posed by inadequate or lacking infrastructure components which would otherwise influence safer behaviors among both students and drivers. For example, traffic control measures like signage and high-visibility crosswalks are not universally present. Illustrating this, one crossing location along Laurel Avenue utilized by students is not a designated crosswalk and is not marked by any signage, causing students to frequently cross directly into traffic, with no additional measures in place to alert drivers. The high volume and speed of traffic observed around Bloomington High School, compounded by the frequent presence of semi-trucks despite that the school zone is not a designated route, make this behavior extremely high risk. Moreover, within the context of the Project area's collision history, and that of the County and state more broadly, the likelihood that these conditions will lead to pedestrian and bicyclist-related collisions is considerable, requiring immediate intervention to prevent serious injury or fatalities from occurring.

PROJECT RESPONSE: The proposed Project components directly respond to these factors. Appropriate mitigation strategies identified include the construction of 6,300 linear feet of sidewalk along both sides of Santa Ana Avenue between Tamarind Avenue and Locust Avenue, addressing the profound risks posed by the corridor's lack of sidewalk, clearly evidenced by its collision history. An additional 4,600 linear feet of sidewalk will be constructed along both sides of Alder Avenue and the east side of Laurel Avenue to further establish and enhance the safety and connectivity of pedestrian routes, while the installation of high visibility crosswalks and ADA-compliant curb ramps at existing intersections, including the informal Laurel Avenue crossing, will further establish clear pedestrian pathways that are safer and more accessible for students as well as other active transportation users of all ages and abilities. These measures, coupled with the installation of signage along key routes directly adjacent to Bloomington High School, will provide additional risk mitigation by limiting semi-trucks and alerting drivers to the presence of students in a school zone, signaling the need for increased caution and reduced speed.

These improvements are informed by the spatial and temporal safety risks associated with incomplete infrastructure and inadequate traffic calming measures, as well as documented regional collision trends affecting students and other active transportation users. In seeking to minimize risk and counter these trends, the Project aligns with ongoing local, regional, and statewide efforts to minimize traffic-related pedestrian and bicyclist injuries and fatalities through preventative, community-centered, and data-informed interventions.

B. Safety Countermeasures (0-13 points)

1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying

factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Limit: 778/1300 words

Discuss whether the project:

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.** Discuss current speed and volume and anticipated speed and volume.
- **Improves sight distance and visibility between motorized and non-motorized users.** Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.** Discuss current conflict point description and anticipated issue resolution.
- **Improves compliance with local traffic laws for both motorized and non-motorized users.** Discuss which law(s) and how the project will improve compliance.
- **Addresses inadequate vehicular traffic control devices.** Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
- **Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks.** Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.** Identify the behaviors and how the project will address them.

EXISTING CONDITIONS: The Project's safety countermeasures address documented hazards identified around Bloomington High School, including a history of pedestrian and bicycle collisions within 0.5 miles of the school, sidewalk gaps along key active transportation routes for students, an informal and undesignated crossing on Laurel Avenue, limited high-visibility and ADA-compliant crossing infrastructure, speeding and distracted driving in the school zone, and the persistent presence of semi-trucks on corridors that are not intended for truck traffic. These conditions interact to create compounding safety risks requiring immediate intervention to prevent further incidence and increased severity of collisions. To address these acute hazards, the Project combines physical infrastructure upgrades with targeted improvements to traffic control measures to improve the safety of crossings, reduce speeding, and clarify right-of-way, creating a safer and more predictable environment for all users.

REDUCED MOTOR VEHICLE PROXIMITY TO NON-MOTORIZED USERS: To help establish clear separation between pedestrian pathways and vehicle travel lanes, the Project will construct approximately 10,900 linear feet of sidewalk along Santa Ana Avenue, Alder Avenue, and Laurel Avenue. These gap closures will create more consistent and reliable pedestrian pathways and provide a buffer between pedestrians and vehicles, improving safety and predictability while helping to optimize flow of traffic in a congested area.

IMPROVED VISIBILITY: The Project also addresses undesignated or low-visibility crossing locations by installing high-visibility crosswalks at the intersections of Laurel Avenue and Santa Ana Avenue, Alder Avenue and Otila Avenue, Alder Avenue and Santa Ana Avenue. An additional high-visibility mid-block crosswalk will be installed on Laurel Avenue along the school frontage, where students frequently cross without any traffic control safeguards. This mid-block crosswalk will be equipped with two Rectangular Rapid Flashing Beacons, which provide a user-actuated warning to halt approaching drivers, maximizing pedestrian visibility and providing the added benefit of pedestrian-controlled breaks in the flow of traffic. To further enhance crosswalk safety, the Project will install ten ADA-compliant curb ramps, reducing fall risks for community members of varying ages and abilities.

BEHAVIORAL SHIFTS/IMPROVED COMPLIANCE: While crossing improvements will help to discourage student crossing behaviors that exponentially increase their exposure and collision risk, increasing predictability for both students and drivers, targeted traffic control measures will address problematic driver behaviors. To discourage

frequent speeding, the Project includes two speed feedback signs along Alder Avenue and one on Laurel Avenue. Speed feedback signs provide real-time information to drivers and encourage immediate speeding and behavioral adjustments. In the school zone around Bloomington High School, these signs will serve the additional function of alerting drivers to the presence of students on or near the roadway. By lowering vehicle speeds and increasing driver awareness, the Project will improve yielding behavior and increase driver preparedness in the event of unexpected shifts in the conditions of the roadway, ultimately helping to mitigate the hazardous traffic conditions currently endangering students and other active transportation users.

ADDRESSING INADEQUATE VEHICULAR TRAFFIC CONTROL DEVICES/NON-COMPLIANCE: The Project will additionally help to mitigate identified traffic congestion around Bloomington High School and the risks this generates for students by installing a traffic signal to replace the existing four-way stop at the intersection of Alder Avenue and Slover Avenue. Four-way stops can be effective, however observed non-compliance, rolling stops, and confusion about right-of-way during high-volume periods, such as during school pick-up and drop-off, reduce their effectiveness. As a key location for both students and drivers, this intersection is a high-potential point of conflict. The proposed traffic signal is a proactive countermeasure that will assist in clarifying right-of-way and improving predictability for all users, dramatically reducing potential conflicts and the risks of serious or fatal collisions.

Additional targeted traffic control measures include a “No Left Turn” sign and a “No Trucks” sign to be installed on Laurel Avenue to help minimize conflict points for drivers exiting the school parking lot onto Laurel Avenue, and to discourage semi-truck drivers from utilizing the school zone. Due to the high density of industrial land use surrounding Bloomington High School, truck drivers frequently utilize school corridors as “short cuts” to reach nearby trucking yards or to access Interstate-10, the nearest onramp for which is located just 1.23 miles northeast on Cedar Avenue. Minimizing this truck traffic will help to eliminate the safety risks semi-trucks present for pedestrians due to their size, large blind spots, and extreme braking distances, which are heightened further in the Project area due to missing sidewalk infrastructure and frequent unsafe crossing behaviors posing increased collision risks. Together, these targeted countermeasures will reduce conflict points, minimize unnecessary risks created by non-compliant truck drivers, clarify expected behaviors for both drivers and active transportation users, and reduce the likelihood and severity of future pedestrian and bicyclist collisions in the Project area.

The Project is heavily informed by the observed and documented safety risks present throughout key corridors surrounding Bloomington High School and employs a strategic response informed by the underlying factors that contribute to this risk which, if left unresolved, will lead to future and increased severity of collisions. The planned countermeasures will reduce risk exposure for active transportation users by clarifying boundaries between pedestrian and roadway facilities, enhancing visibility, reinforcing school zone awareness and speed limits, and increasing predictability of behavior for all roadway users. These improvements will help to increase the safety of pedestrian infrastructure for students and disadvantaged community residents.

2. Does this project propose new or improved bike facilities?

Yes

No

If yes, Describe the issues that were considered when evaluating and selecting the project’s bikeway facility type (i.e., Class I, II, III, and/or IV).

Limit: 600 words

Potential considerations include, but are not limited to:

- Community input
- Place type (e.g., rural, suburban, urban)
- Posted speed limits
- Traffic volume

- Proposed operating speed
- Safety concerns outlined in Part A
- Traffic calming measures
- Roadway cross-section
- Right of way, utility, and environmental constraints
- Other considerations

QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)

Describe the community-based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? Did the alternatives take the wide range of active transportation users into consideration (i.e., children, older adults, wheelchair users, and people with visual impairments)? (0-6 points)

Limit: 596/600 words

OUTREACH AND ENGAGEMENT: The Project is informed by recommendations in the 2025 San Bernardino County SRTS Master Plan. Over the winter of 2025, the County SRTS team worked closely with school districts, schools, teachers, parents, and the overall community to address their concerns and priorities regarding active transportation and school routes. School staff and families are experts on how students travel to and from school, and their input is invaluable to creating recommendations that will best serve current and future students. The richness of community responses paired with professional analysis of local travel patterns and site conditions heavily informed the robustness and comprehensiveness of plan recommendations for individual school needs.

SCHOOL OBSERVATIONS AND WALK AUDITS: The project team observed school drop-off and pick-up at Bloomington High School on January 28, 2025 to observe and document circulation patterns, barriers to active transportation, and pedestrian and driver behaviors. Each school observation was coupled with a walk audit with school stakeholders, including parents, caregivers, school staff, and others. Participants were introduced to the SRTS Plan and provided opportunities to express priority student and family needs as well as concerns, preferences, and observations of barriers to participation in safe active transportation to and from school. To facilitate increased stakeholder participation, each school publicized the walk audit through their communication channels including eblast, web page, social media, and flyers. All materials and outreach were provided in both Spanish and English, and translators were made available for in-person outreach components.

COMMUNITY SURVEY: An interactive ArcGIS-based community issue mapping survey, open from January 23 through February 13, 2025, collected 47 responses county-wide identifying active transportation barriers by location and category. This tool helped to capture broader community input that survey questions may not have.

STUDENT TALLIES: In addition to observations and audits, student travel tallies collected data from students regarding their regular mode of transportation to and from school. Tallies utilized the standard Student Travel Tally form developed by the National Center for SRTS and were circulated to Bloomington High School Students the week of January 28, 2025. More than 200 responses were recorded, capturing firsthand accounts of students' transportation habits to identify and project current and future student needs.

PARENT AND CAREGIVER SURVEYS: Parents and caregivers were surveyed about their students' school travel habits through an online questionnaire publicized through each individual school's communication channels. These surveys capture information regarding student travel patterns, household distance from school, perceived challenges associated with active transportation, and general attitude toward active transportation. Bloomington

High School Parent and Caregiver Surveys were distributed January 28th through January 30th, 2025. 26 responses were received and indicated that parents' and caregivers' principal concern is missing sidewalk or sidewalk that is in poor condition and not adequately separated from the roadway. Responses also indicated concern over insufficiency and limited availability of crosswalks, speeding and high volumes of traffic, and presence of semi-trucks. Each of these community-identified issues is addressed by the proposed Project improvements.

ALTERNATIVES ANALYSIS: Alternatives analysis was integrated into the SRTS planning process, which evaluated the full range of infrastructure deficiencies and prioritized improvements based on safety benefits and potential to induce mode shift. Short-range measures such as high-visibility crosswalks, curb ramps, and regulatory signage were selected for more immediate effectiveness and lower cost than other treatment options determined to be limited in relevance or the immediacy of benefits. Sidewalk additions were identified as the most impactful long-term investment, capable of closing network gaps and improving connectivity. Currently proposed improvements reflect the most effective, context-appropriate interventions, taking into consideration the needs and priorities of the surrounding disadvantaged community.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

Limit: 493/700 words

IDENTIFICATION AND DEVELOPMENT: The County engaged a broad range of community and government stakeholders throughout the entirety of SRTS Plan development. Key individuals that were actively engaged in the recommendations for Bloomington High School included students and parents/caregivers, school staff and administration, representatives of Colton Joint Unified School District, residents living along Project corridors, representatives from the adjacent Cities of Fontana and Rialto, and County Public Works and transportation staff.

STAKEHOLDER ENGAGEMENT: Engagement with community stakeholders was conducted through school observations and walk audits, which allowed the SRTS team to observe infrastructure and behavioral factors posing risks and barriers to accessibility for students, while community members were able to communicate top safety priorities and demonstrate specific hazards and infrastructure concerns in real-time. Input from the walk audit at Bloomington High School, along with student tallies completed by students, an interactive ArcGIS-based community issue mapping survey, and Parent and Caregiver Surveys conducted via SurveyMonkey, directly informed project recommendations. All materials and outreach were offered in both English and Spanish, an essential measure for meaningful engagement with the full range of stakeholders affected by improvements at the school, where 93% of students are Hispanic and 17% are English learners.

BARRIERS TO COMMUNITY ENGAGEMENT: Unique engagement challenges for this community included difficulty reaching families with limited time and a high degree of language barrier. In response, all outreach and engagement materials were provided bilingually (Spanish/English), flexible engagement options were provided (online and in-person), and all outreach was coordinated through familiar school channels (e-blasts, flyers, web page, social media). Further, opportunities for fast, low-burden input through QR-code surveys and comment forms aided in efforts to maximize participation. Ultimately, the Parent and Caregiver Survey for Bloomington High School received a relatively low response rate (three respondents). However, a much higher proportion of Bloomington High School students and family members left comments on the community issue mapping survey which detailed key priorities and identified conflict points and high-risk conditions.

COMMUNITY FEEDBACK: The most significant barriers identified through observations, surveys, and reports include incomplete or inadequate sidewalk infrastructure, limited availability of crosswalks, low visibility or accessibility of existing crosswalks, unsafe street crossing behaviors, and hazardous traffic conditions including high traffic volumes, vehicle speeds, and semi-truck traffic along school corridors. Specific problem points were identified including missing sidewalk along Alder Avenue, a key school route for many students walking to and

from neighborhoods south of the school, and missing crosswalks on Laurel Avenue near the school frontage where many students cross directly into traffic during school pick-up and drop-off periods.

ONGOING ENGAGEMENT: Stakeholder engagement will continue throughout Project design and construction phases. County staff will coordinate with Colton Joint Unified School District and Bloomington High School administration to notify families of construction schedules and timelines, minimize disruption during school arrival and dismissal periods, and provide progress updates through the school's existing parent communication channels. Furthermore, community members will have the opportunity to review project designs and provide input prior to construction.

Attach any applicable public participation & planning documents here: [Attached](#).

QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context? Describe how the recognized best solutions included consideration of children, older adults and persons with disabilities to walk, bike and roll safely to key destinations.

Limit: 528/800 words

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network: What is the current stress level? (low, medium, or high?) If the stress level is medium or high, is the project going beyond minimum design standards to maximize and abilities? What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions? Does the project expand on or create a low-stress network?

CONTEXTUALLY RELEVANT BEST PRACTICES: The project area includes the corridors along Santa Ana Avenue, Alder Avenue, and Laurel Avenue, which currently experience moderate to high traffic volumes, including frequent semi-truck activity, high vehicle speeds, and driver behaviors. Existing infrastructure is characterized by sidewalk gaps, limited or low visibility of crosswalks, and inadequate traffic control measures creating a high-stress environment for pedestrians. Proposed treatments to address these concerns are recommended by the County's SRTS Master Plan because they represent the most appropriate interventions for identified issues and are recognized best practices for meeting the documented safety, accessibility, and mobility challenges faced by students and other community members. Additionally, treatments are contextually specific to the overall pedestrian and roadway environment of the Project area, characterized by a mixture of primarily residential and industrial traffic, and were further prioritized based on demonstrated abilities to safely accommodate users of all ages and abilities, including students, older adults, and disabled community members.

The construction of new sidewalk to fill existing gaps along Slover Avenue, Santa Ana Avenue, and Laurel Avenue represents the most fundamental and context-sensitive solution to existing conditions. According to the Federal Highway Administration (FHWA), sidewalk construction is the recognized best practice for providing physical separation between pedestrians and vehicles, particularly in environments where no pedestrian facilities currently

exist. High-visibility crosswalks with ladder-style markings at key intersections, along with a mid-block crossing on Laurel Avenue equipped with RRFBs, will improve pedestrian safety in areas where students frequently cross. These treatments are widely recognized as best practices for increasing driver awareness and yielding behavior without requiring the installation of a traffic signal where it may not be warranted. Alternatively, the planned addition of a traffic signal at the intersection of Alder Avenue and Slover Avenue represents an appropriate response given the intersection is a high-volume high-conflict point, currently managed only by a four-way stop. The installation of ADA-compliant curb ramps at key crossing locations reflects best practices in universal design, ensuring that all pedestrian improvements are accessible to users with mobility challenges. These improvements, combined with enhanced crossings and continuous sidewalks, create a more accessible transportation network for students of all abilities as well as the surrounding disadvantaged community.

Traffic-calming measures, including speed feedback signs and targeted regulatory signage, represent cost-effective and contextually relevant solutions to address speeding and inappropriate truck traffic within the school zone. These measures improve compliance with traffic laws, reduce vehicle speeds, and minimize conflicts between vehicles and pedestrians without requiring extensive roadway reconstruction.

PROJECT AREA STRESS LEVEL: The existing stress level around Bloomington High School is HIGH due to the absence of sidewalks, limited traffic calming and regulatory features, limited visibility of crosswalks, low ADA-compliance, and the high-volume traffic including large, fast-moving vehicles, and distracted drivers. The proposed Project treatments will reduce stress to LOW by providing a continuous, ADA-accessible, and clearly defined pedestrian network. Throughout the planning and design process, the needs of children, older adults, and disabled persons were explicitly considered. These efforts ensured that each selected improvement responds directly to observed deficiencies and community-identified needs, resulting in a cohesive set of context-sensitive solutions that collectively reduce stress levels and improve safety and completeness of the non-motorized transportation routes surrounding Bloomington High School.

B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.

Limit: 172/500 words

NOVELTY OF PROPOSED ELEMENTS: The Project primarily utilizes proven, contextually relevant design solutions rather than introducing entirely innovative treatments to the region. This approach is informed by the County's desire to first emphasize the use of established, evidence-based safety countermeasures with a documented success enhancing pedestrian safety under conditions similar to those surrounding Bloomington High School. While no elements are fundamentally new to San Bernardino County, the project applies a location-specific, coordinated application of multiple best-practice treatments within a constrained, high-risk school zone characterized by a mixture of residential and industrial traffic. As such, selected active transportation network enhancements represent a contextually relevant and strategic project design. While alternative elements were considered during the planning phase, it was determined that the primary concerns are treatable through the chosen approach, which will deliver prioritized long-term and short-term outcomes efficiently, in a cost- and resource-effective manner, and within the existing network while still employing recognized best practices to achieve measurable gains in safety and accessibility.

QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

- Yes
- No

B. Does the applicant have any leveraging funds?

- Yes
- No

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding. Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

Phase	Leveraged Funding	Funding Type
PA&ED		
PS&E		
ROW		
CON	\$1,092,837	San Bernardino County Public Works Local Match Reserve
Total Leveraging	\$1,092,837	

D. Please complete the table below:

	Amount
Total project Costs from Part A6:	\$5,437,237
Total Leveraging from Table Above:	\$1,092,837
Leveraging Percent of Total Project Cost:	20%

Attach Leveraging Letter of Commitment here: N/A

Applicants **must** attach a signed leveraging letter of commitment. Applicants without a signed letter of commitment will not receive leveraging points.

~~Other leveraging documentation (optional) attach here: N/A~~

~~Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.~~

~~Limit: 100 words~~

QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-5 POINTS)

The evaluators will consider the following:

- Consistency between the layouts/maps, Engineer's Estimate, and proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps.

Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

Step 1: Corps Consultation

The applicant must request for both the CCC and CALCC at least fourteen (14) business days prior to application submittal via their [Consultation Form](#). The CCC and CALCC will respond within fourteen (14) business days from receipt of the form.

Additional information and instructions can be found at:

- [California Conservation Corps website](#)
- [Certified Local Conservation Corps ATP website](#)

Please select one of the following:

- Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)
- Applicant has NOT consulted with the CCC and CALCC (or Tribal Corps, if applicable). (-5 points)
- Applicant is not requesting construction funds from the ATP, so Corps consultation is not required. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC here: **Attached.**

Attach submittal email, response email, and any attachment(s) from the CALCC here: **Attached.**

~~Attach submittal email, response email, and any attachment(s) from the Tribal Corps (if applicable) here:~~

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

- No corps can participate in the project (0 points)
- The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)
- At the time that the application was submitted, the applicant had not received a response from the Corps (0 points)
- The CCC, CALCC, and/or Tribal Corps can participate in the project, but the applicant intends not to use the Corps (-5 points)

- Applicant did not request corps participation (-5 points)
-

QUESTION #9 APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 Points):

Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

Depending on project type, some attachment fields will not be available to the applicant.

Attachment A: Application Signature Page The Application Signature Page can be downloaded [here](#).

Attachment B: Engineer's Checklist The Engineer's Checklist can be downloaded [here](#).

Attachment C: Project Location Map

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

Attachment E: Photos of Existing Conditions

Attachment F: Project Estimate The Project Estimate form can be downloaded [here](#).

~~**Attachment G: Non-Infrastructure Work Plan** Not applicable to this application type.~~

~~**Attachment H: Plan Scope of Work** Not applicable to this application type.~~

Attachment I: Letters of Support (10 maximum) and Support Documentation

~~**Attachment J: State Only Funding Request (if applicable).** The Exhibit 25-F form can be found [here](#).~~

Attachment K: Additional Attachments additional attachments may be included. They should be organized in a way that allows application evaluators easy identification and review of the information. All additional attachments must be combined into one PDF.

Bloomington High School Safe Routes to School (SRTS) Project

PARTNER LETTER OF INTENT

Active Transportation Program
(ATP) Cycle 8 Application

*** NOT APPLICABLE. This project does not include partners. ***

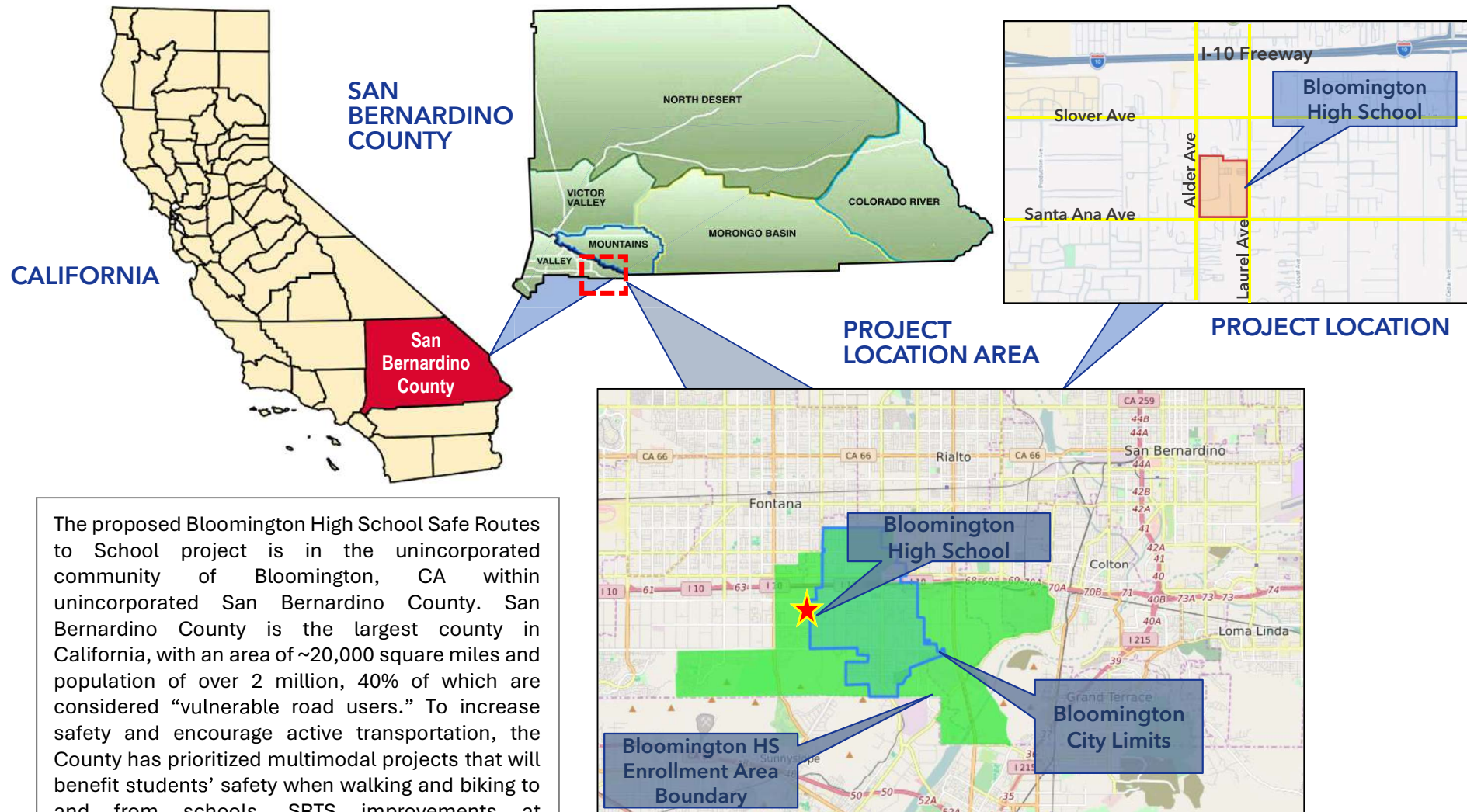
San Bernardino County Department of Public Works
Project Contact: Lana Elyo
Transportation Analyst
Phone: (909) 387-8168
Email: Lana.Elyo@dpw.subcounty.gov



SAN BERNARDINO
COUNTY

Department of Public Works

Vicinity Map



The proposed Bloomington High School Safe Routes to School project is in the unincorporated community of Bloomington, CA within unincorporated San Bernardino County. San Bernardino County is the largest county in California, with an area of ~20,000 square miles and population of over 2 million, 40% of which are considered “vulnerable road users.” To increase safety and encourage active transportation, the County has prioritized multimodal projects that will benefit students’ safety when walking and biking to and from schools. SRTS improvements at Bloomington High School include high visibility crosswalks, sidewalk construction, ADA-compliant curb ramps, and target traffic calming measures.

Project Location Map

Bloomington High School

10750 Laurel Ave,
Bloomington, CA 92316
Enrollment: 1,794

Bloomington High School is located in Bloomington, CA within unincorporated San Bernardino County and is part of the Colton Joint Unified School District. During the 2024-2025 school year, approximately 1,794 students were enrolled in grades 9-12. Bloomington High School has a majority Hispanic population (93%), reflective of the demographic composition of Bloomington itself. Approximately 87% of Bloomington High School students were eligible for free or reduced-price lunch during the 2024-2025 school year, which is higher than the state and the county averages. Approximately 65% of students arrive and depart from the school in a family vehicle, and approximately 19% ride the bus. SRTS improvements at Bloomington High School will enhance safety for students and increase the proportion of those who walk, bike, or roll to school.



Bloomington High School Safe Routes to School (SRTS) Project

SCHOOL DOCUMENTATION

Active Transportation Program
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works
Project Contact: Lana Elyo
Transportation Analyst
Phone: (909) 387-8168
Email: Lana.Elyo@dpw.subcounty.gov



SCHOOL DOCUMENTATION

ATP Cycle 8 Application — Bloomington High School

SRTS Improvements | Unincorporated Area near Bloomington, CA

School Information

School Name: Bloomington High School
Address: 10750 Laurel Avenue, Bloomington, CA 92316
District: Colton Joint Unified School District
Enrollment: 1,794 students
Free/Reduced Price Meals: 87.3%

District Contact Information

Contact Name: Dr. Frank Miranda, Ed.D.
Title: Superintendent, Colton Joint Unified School District
Address: 1212 Valencia Drive, Colton, CA 92324
Phone: (909) 580-5000

Statements of Support

A formal Letter of Support for this application has been signed by Colton Joint Unified School District Superintendent Dr. Frank Miranda, Ed.D. and is included as an attachment to this application below. That letter, dated April 15, 2026, expresses CJUSD's full endorsement of this ATP Cycle 8 application and the project's goals.

Additional endorsement is documented through the formal Letter of Support for this application signed by Bloomington High School Principal Yvette Roman.

Contents of This Attachment

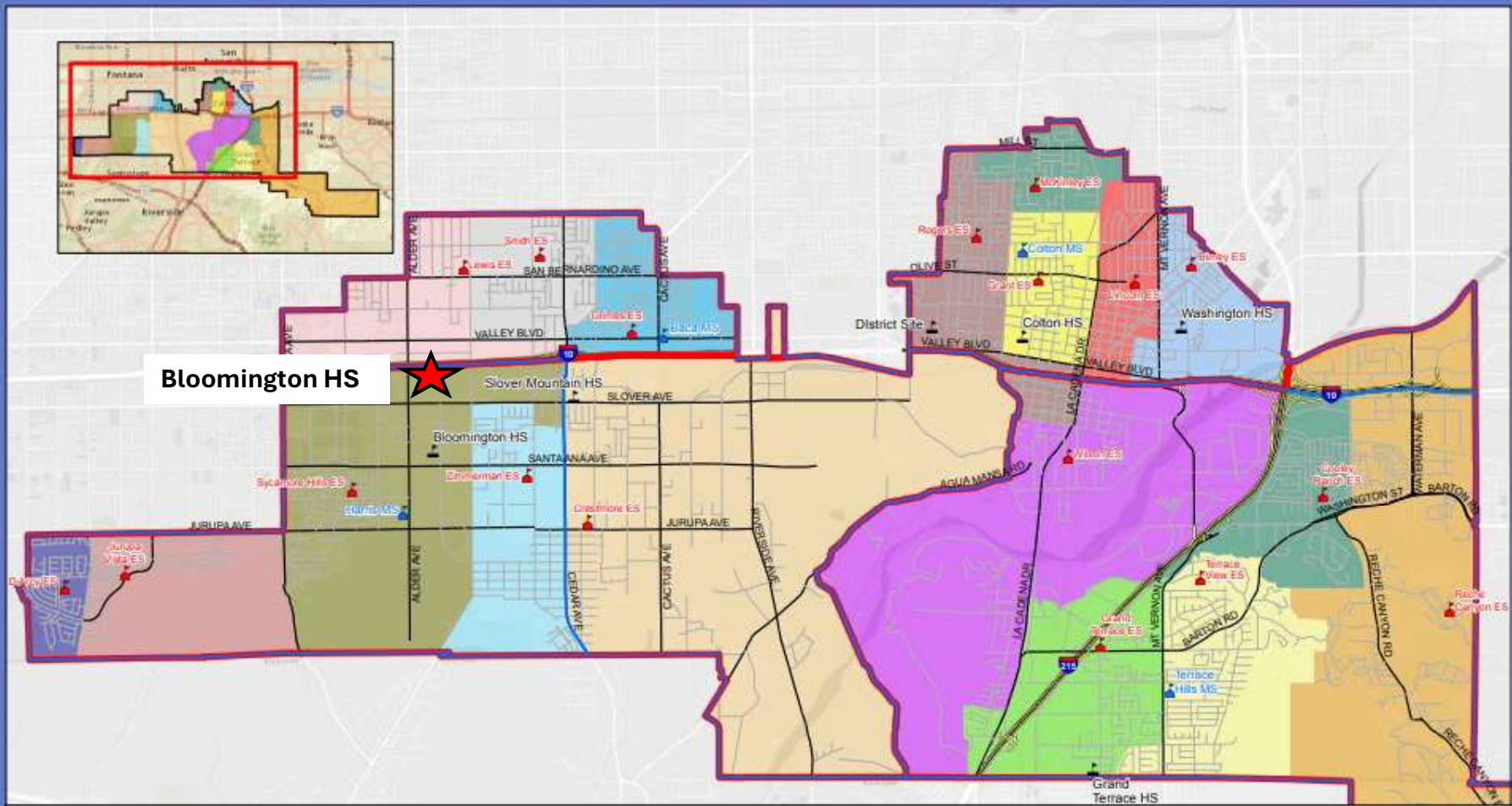
Page 2 — School Location & Enrollment Area Map

Page 3 — Support Letter

Page 4 – Support Letter

Prepared by San Bernardino County Department of Public Works | ATP Cycle 8 Application | Bloomington High School

Bloomington High School Enrollment Boundary Map



Bloomington HS



Attendance Areas

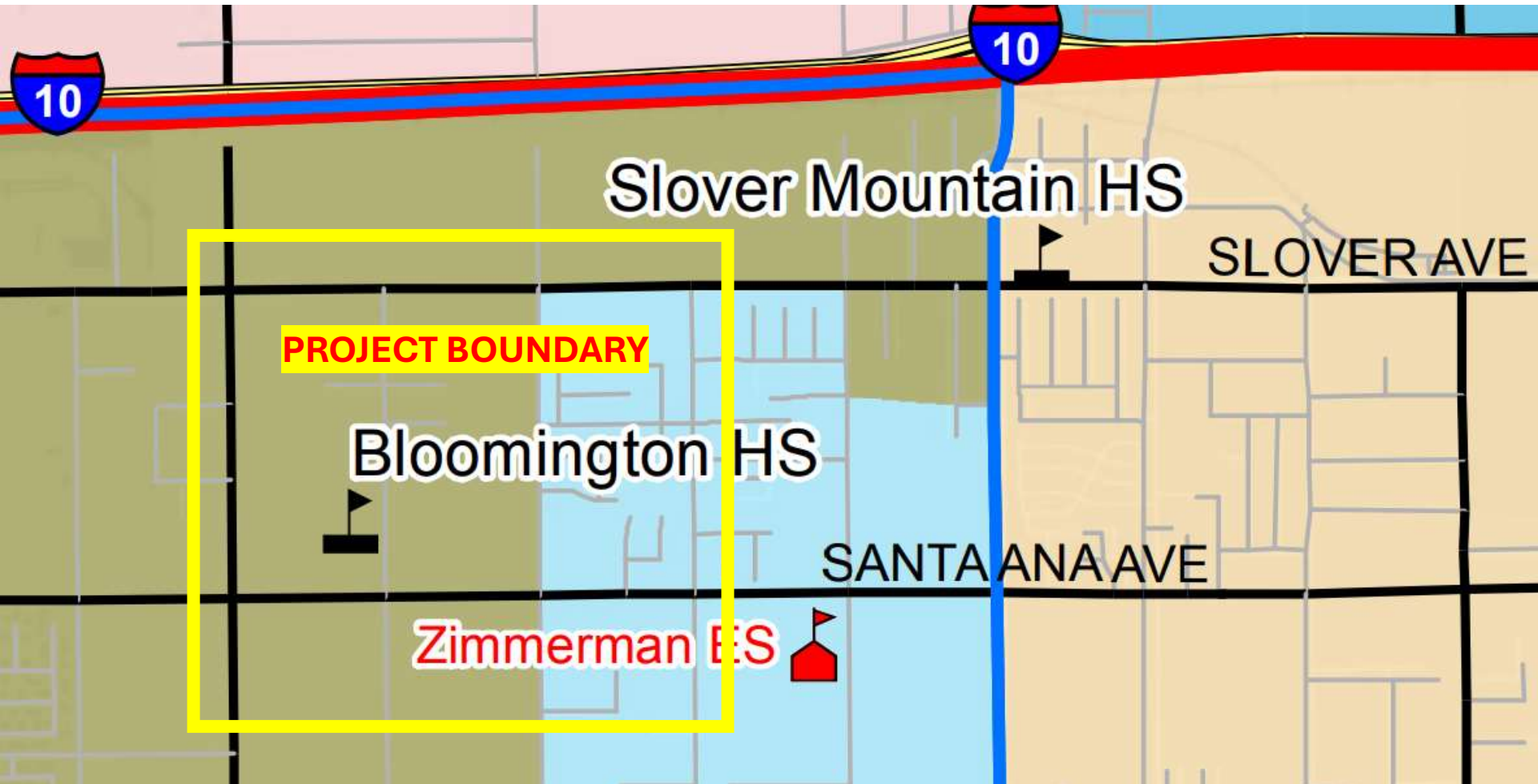
- | | | | |
|------------------|------------------|-------------------|---------------------|
| Binyon ES | Grant ES | McKinley ES | Terrace View ES |
| Cooley Ranch ES | Ormea ES | Rache Canyon ES | Wilson ES |
| Crestmore ES | Junipia Vista ES | Rogers ES | Zimmerman ES |
| D'Arcy ES | Lewis ES | Smith ES | Middle School Areas |
| Grand Terrace ES | Lincoln ES | Sycamore Hills ES | High School Areas |

Colton
Joint Unified
School District



DAVIS DEMOGRAPHICS & PLANNING, INC.

Bloomington High School Enrollment and Project Boundary Map



Colton Joint Unified School District

Frank Miranda, Ed.D., Superintendent



Commitment to Equal Opportunity

BOARD OF EDUCATION

Ms. Bertha Flores, *President*

Mr. Israel Fuentes, *Vice President*

Mr. Frank A. Ibarra *Clerk*

Mr. Dan Flores

Ms. Patt Haro

Ms. Berenice Sandoval

Ms. Joanne E. Thoring-Ojeda

April 15, 2026

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

RE: Support for ATP Application – San Bernardino County Safe Routes to School Project

Dear Ms. Taylor:

On behalf of the Colton Joint Unified School District (CJUSD), I am pleased to express our strong support for San Bernardino County's application to the California Transportation Commission Active Transportation Program for the Safe Routes to School Project serving Bloomington High School. This project directly supports CJUSD's core commitments to advancing achievement, equity, and wellness for students.

CJUSD serves approximately 18,912 students across 28 elementary, middle, and high schools, with Bloomington High School representing an essential part of our district and broader community. Traffic conditions surrounding the school's campus present immediate safety concerns, with congested, high-speed traffic and fragmented infrastructure lacking critical safety infrastructure limiting students' ability to safely walk or bike to school. The proposed Safe Routes to School project will mitigate these safety barriers through the installation of sidewalks, ADA-compliant curb ramps, multiple high visibility crosswalks, targeted traffic control measures, a traffic signal to replace a four-way stop, and class II bicycle facilities. Together, these enhancements will reduce traffic safety risks and provide safer, accessible, non-motorized travel routes, fostering a safe and supportive school environment that strengthens student learning and success.

Within the context of persistently high childhood obesity rates and low levels of physical activity among adolescents, the proposed enhancements at Bloomington High School represent a critical investment in long-term student health outcomes. Research indicates that improvements to walking and cycling infrastructure in school neighborhoods represent an opportunity to incorporate physical activity into students' everyday routines, promoting the establishment of healthy habits and providing physiological and psychological benefits and creating a strong foundation for rewarding futures.

The proposed Safe Routes to School project is in alignment with broader District, state, and regional priorities and will positively impact our students and families in both the near and long term. We fully support San Bernardino County's efforts and respectfully urge favorable consideration for Active Transportation Program funding.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Frank Miranda', is written over a horizontal line.

Dr. Frank Miranda, Ed.D.
Superintendent



Bloomington High School

10750 Laurel Avenue, Bloomington, CA 92316

Phone: (909) 580-5004

Fax: (909) 876-6326

*Yvette Roman
Principal*

*Chris Herlihy
Assistant Principal*

*LaQuenta Martin
Assistant Principal*

*Brian Pope
Assistant Principal*

*Nicole Corona
Activities Director*

*Jared Hovsepian
Athletic Director*

Counselors

Rocio Cuevas

Lizette Gambino

Nallely Jimenez

David Johnson

Angela Lee

Xochitl Setlich

Tanisha Taylor

Executive Director

California Transportation Commission

1120 N Street, MS 52

Sacramento, CA 95814

RE: Support for Active Transportation Program Cycle 8 Application – San Bernardino County Safe Routes to School Project

Dear Ms. Taylor:

As Principal of Bloomington High School, I am pleased to offer my strong support for the County of San Bernardino's application to the Caltrans Active Transportation Program for the Safe Routes to School Project serving our students and families.

Bloomington High School, located in an unincorporated community within the Colton Joint Unified School District, serves a predominantly Hispanic student population, the majority of whom qualify for free or reduced-price meals. Our community continues to face longstanding infrastructure and public health challenges, including disproportionate exposure to environmental pollutants and limited access to safe, accessible neighborhood amenities. These factors contribute to inequitable health outcomes and restrict students' ability to utilize safe, non-motorized modes of transportation.

The conditions surrounding Bloomington High School present significant and well-documented safety concerns, as identified in the 2025 San Bernardino County Safe Routes to School Plan. These include missing curb ramps and crosswalks, gaps in sidewalk connectivity, a lack of dedicated bicycle infrastructure, high traffic volumes, and excessive speeds—particularly from heavy truck traffic—along routes frequently used by students. During arrival and dismissal times, limited parking and insufficient crossing infrastructure further increase risk, and staff regularly observe students navigating unsafe crossings through active traffic. These conditions directly impact student safety, attendance, and readiness to learn.

The proposed project will meaningfully address these challenges by improving the safety, accessibility, and connectivity of active transportation infrastructure surrounding Bloomington High School. Planned enhancements—including the installation of continuous sidewalks, ADA-compliant curb ramps, high-visibility crosswalks, targeted traffic calming measures, and Class II bicycle lanes—will significantly reduce the risk of injury while expanding safe transportation options for students and families.

Beyond immediate safety benefits, these improvements advance broader goals related to equity, climate sustainability, and public health. By promoting walking and bicycling, the project will help reduce vehicle dependence, improve air quality, and support healthier lifestyles for a community that has historically faced environmental and socioeconomic disparities.



*Yvette Roman
Principal*

*Chris Herlihy
Assistant Principal*

*LaQuenta Martin
Assistant Principal*

*Brian Pope
Assistant Principal*

*Nicole Corona
Activities Director*

*Jared Hovsepian
Athletic Director*

Counselors

Rocio Cuevas

Lizette Gambino

Nallely Jimenez

David Johnson

Angela Lee

Xochitl Setlich

Bloomington High School

10750 Laurel Avenue, Bloomington, CA 92316

Phone: (909) 580-5004

Fax: (909) 876-6326

I strongly support this application and respectfully urge the California Transportation Commission to fund this critical investment. Thank you for your consideration and for your continued leadership in advancing equitable and safe transportation solutions across California.

Sincerely,

A handwritten signature in blue ink, appearing to read "Yvette Roman", with a long horizontal line extending to the right.

Yvette Roman
Principal, Bloomington High School

Bloomington High School Safe Routes to School (SRTS) Project

EXHIBIT 25-I: PROJECT PROGRAMMING REQUEST

Active Transportation
Program
(ATP) Cycle 8 Application

San Bernardino County Department of Public Works
Project Contact: Lana Elyo
Transportation Analyst
Phone: (909) 387-8168
Email: Lana.Elyo@dpw.subcounty.gov

