

TABLE 5.3 Continued Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Access to Everyday Destinations (continued)	<i>Plan Assessment:</i> Percent of population that can reach a park location within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to parks for the overall population in the region and Priority Equity Communities, except for small decreases in bicycle access. Transit access to parks is expected to improve for all populations, however, several decreases are seen for other modes. The largest decreases are for Hawaiian-Pacific Islander and Native American populations, where the decrease in auto access in Priority Equity Communities exceeds the regional change, and for the Native American population, where the decrease in bicycle access in the region exceeds the decrease in Priority Equity Communities.
	<i>Plan Assessment:</i> Number of schools within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to schools for the overall population in the region and Priority Equity Communities. However, bicycle access decreases slightly for several populations in Priority Equity Communities, including Black and Hispanic/Latino people, older adults and people with disabilities.
	<i>Plan Assessment:</i> Number of health care facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities.
Bicycle and Pedestrian Collisions	<i>On-going Measure:</i> Percent of Bicycle/ Pedestrian High Injury Networks (HIN) located within Priority Equity Communities	According to this existing conditions analysis, approximately 72 percent of the Bicycle High Injury Network and 80 percent of the Pedestrian High Injury Network are within or adjacent to Priority Equity Communities.
	<i>Plan Assessment:</i> Safety projects on bicycle and pedestrian HIN	While only 13 percent of bicycle and pedestrian modal networks of the Regional High Injury Network may experience improvement from planned safety projects included in the Plan, over 75 percent of those projects are located in Priority Equity Communities.

## Plan Alignment

One aspect of performance based long-range planning is aligning with applicable state and federal plans and processes. Two of the critical touchpoints for Connect SoCal alignment are the federal planning factors and the California Transportation Plan 2050.

The federal planning factors are meant to be addressed by the MPO during the consideration and implementation of projects, strategies and services (23 U.S.C. Section 450.306). They are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The California Transportation Plan (CTP 2050) is a policy framework that provides a vision for the future of the statewide transportation system. The vision for CTP 2050 is “California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.” The goals of the CTP 2050 are:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emission-reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life and Public Health:** Enable vibrant, healthy communities
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Economy:** Support a vibrant, resilient economy
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Connect SoCal 2024 aligns with both the federal planning factors and the CTP 2050. There is significant overlap between the vision and goals of CTP 2050 and the Plan, with slight deviations to reflect the specific priorities for Southern California. For the federal planning factors, these factors were included in the development of goals, performance measures and guided the development of plan strategies and related analysis.



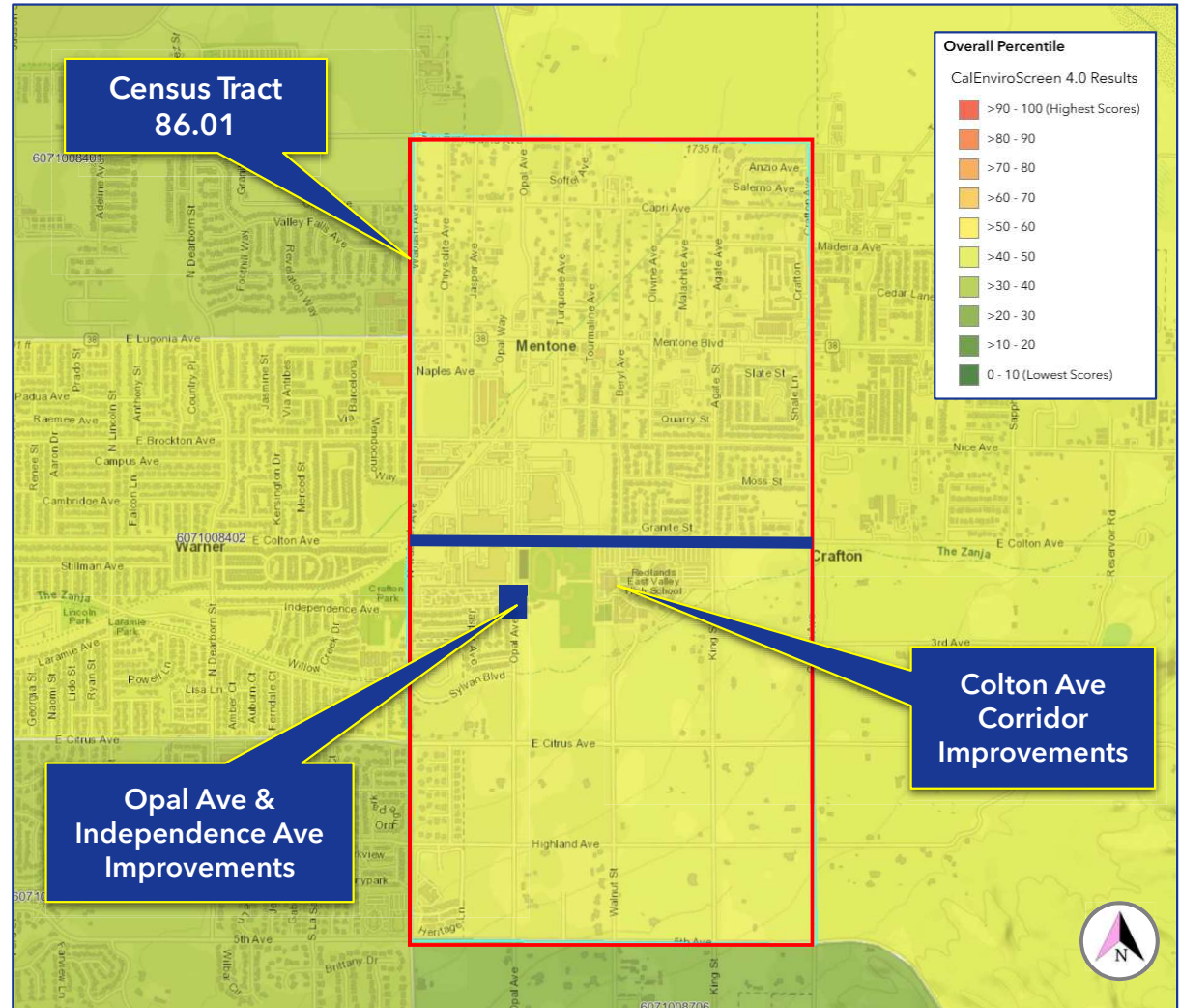
CalEnviroScreen 4.0

# CalEnviroScreen 4.0 Overall Percentile

The Project serves a Disadvantaged Community identified by CalEnviroScreen 4.0, with a percentile score of 50, exceeding the SB 535 threshold. Census Tract 6071008601 (86.01) has a population of 6,112 and experiences elevated environmental and health-related burdens that impact community well-being.

CalEnviroScreen data indicate extremely high ozone exposure (100th percentile), along with elevated pesticide exposure (78th percentile), drinking water concerns (61st percentile), and groundwater threats (60th percentile). Sensitive population indicators further highlight health vulnerabilities, including cardiovascular disease (86th percentile) and asthma (57th percentile). These combined environmental and health burdens increase risks for residents and underscore the need for safer, more accessible transportation options.

The Project will help address these challenges by improving walking and biking infrastructure, reducing exposure to traffic-related pollutants, and supporting safer, more reliable access to school and community destinations.



## CalEnviroScreen 4.0 Overall Percentile

Census Tract 6071008601 (68.01) has a population of 6,112.

### Overall Percentiles

CalEnviroScreen 4.0 Percentile	50
Pollution Burden Percentile	48
Population Characteristics Percentile	48

### Exposures

Ozone	100
Particulate Matter 2.5	54
Diesel Particulate Matter	52
Toxic Releases	41
Traffic	7
Pesticides	78
Drinking Water	61
Lead from Housing	49

### Environmental Effects

Cleanup Sites	0
Groundwater Threats	60
Hazardous Waste	17
Impaired Waters	0
Solid Waste	0

### Sensitive Populations

Asthma	57
Low Birth Weight	36
Cardiovascular Disease	86

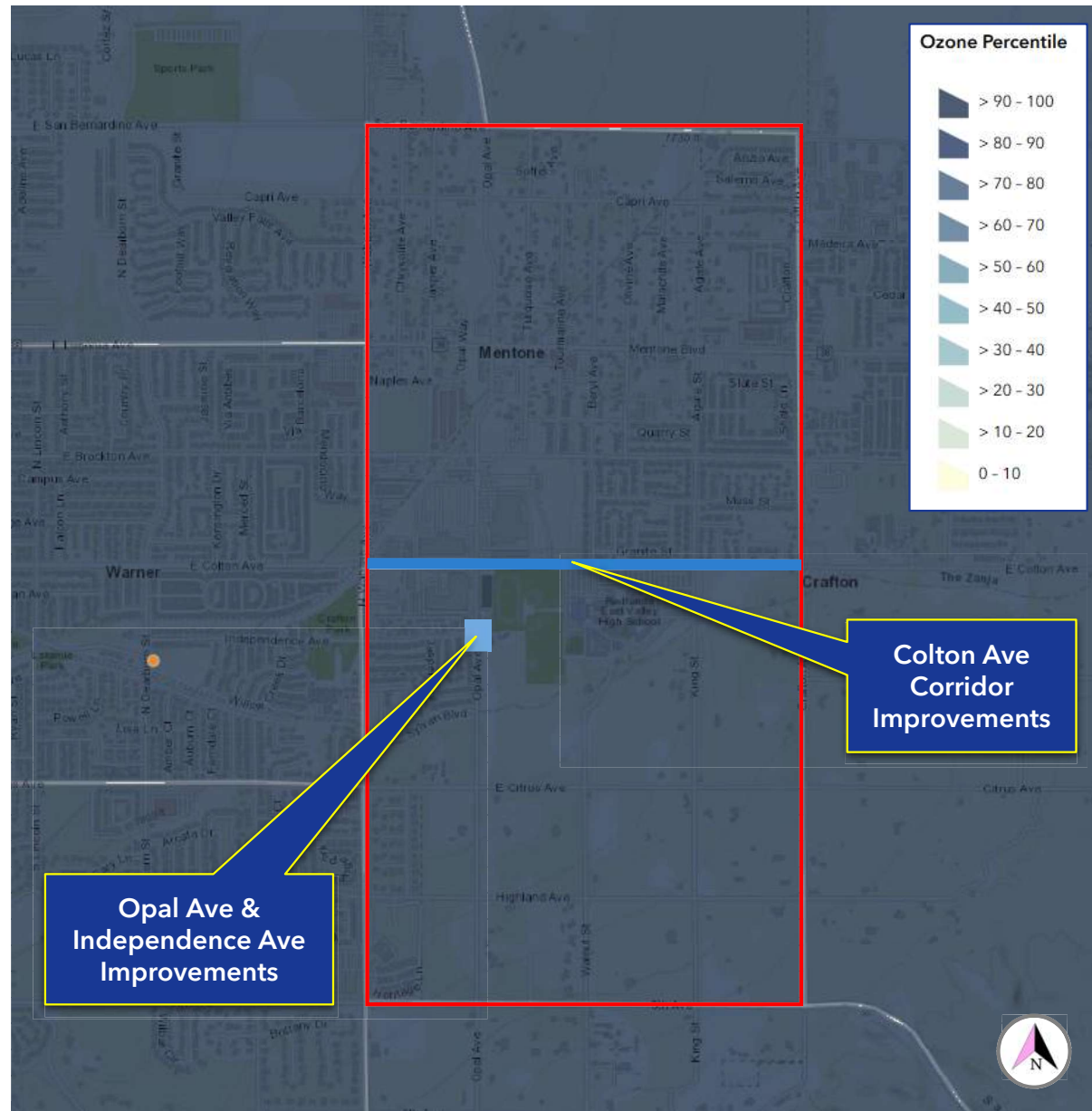
### Socioeconomic Factors

Education	46
Linguistic Isolation	20
Poverty	34
Unemployment	61
Housing Burden	24

# CalEnviroScreen 4.0 Ozone Indicator Map

The Project area experiences extremely high ozone exposure, ranking in the 100th percentile under CalEnviroScreen 4.0, indicating some of the highest ozone concentrations in the state. Elevated ozone levels are associated with adverse respiratory and cardiovascular health impacts, particularly for sensitive populations such as students.

This high level of exposure underscores the need for transportation improvements that reduce reliance on vehicle travel and support safer, more accessible active transportation options. The Project will improve walking and biking conditions along key school routes, helping to reduce vehicle trips, lower localized emissions, and support healthier travel options for students and the surrounding community.

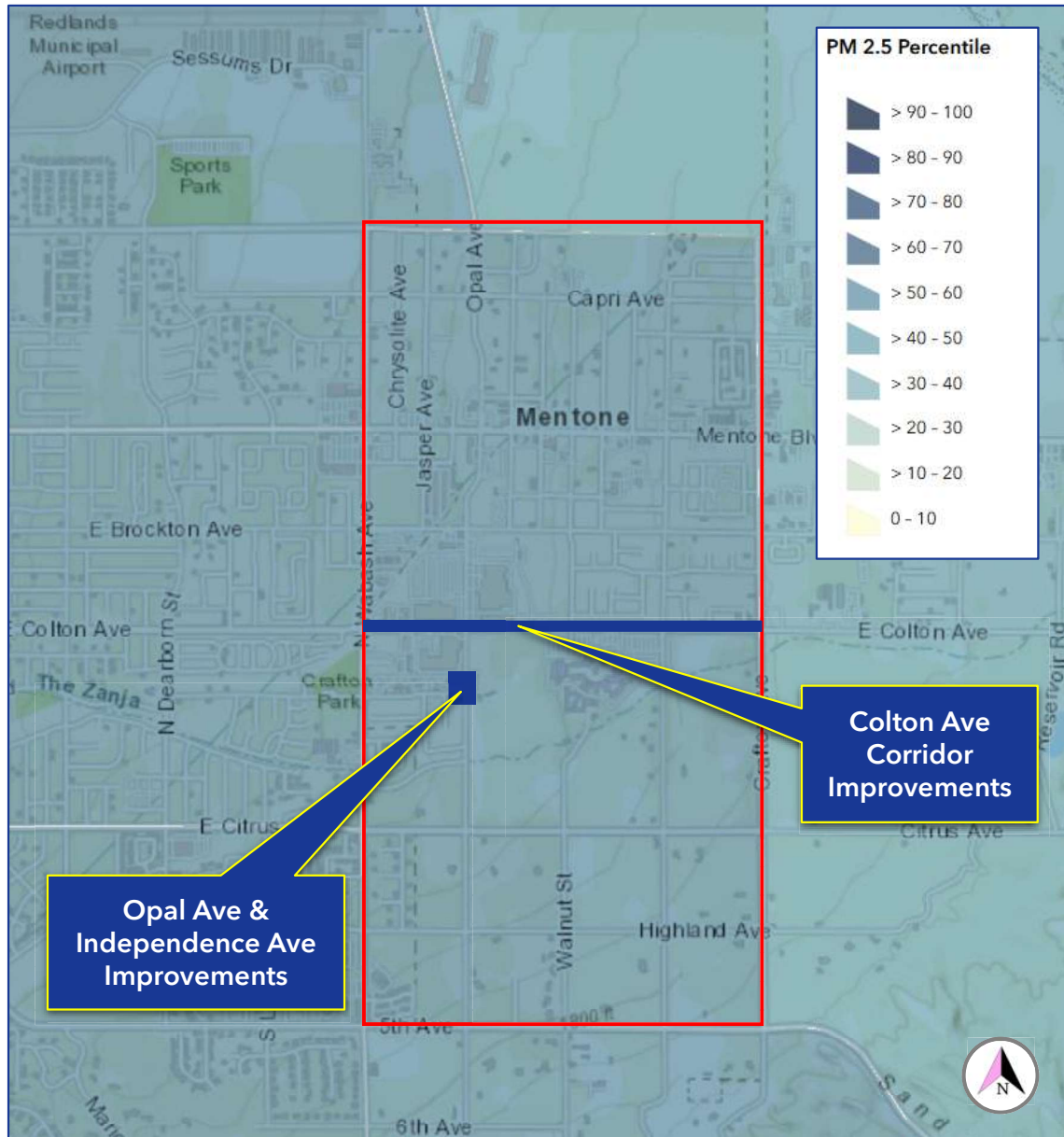


# CalEnviroScreen 4.0 PM 2.5 Indicator Map

The Project area experiences moderate exposure to fine particulate matter (PM<sub>2.5</sub>), ranking in the 54th percentile under CalEnviroScreen 4.0. PM<sub>2.5</sub> is associated with adverse respiratory and cardiovascular health impacts, particularly for sensitive populations such as students.

While PM<sub>2.5</sub> levels alone are moderate, they contribute to a broader pattern of cumulative environmental burdens in the Project area, including extremely high ozone exposure and other pollution indicators. These combined conditions increase health risks and underscore the need for safer, lower-emission transportation options.

The Project will improve walking and biking infrastructure along key school routes, helping to reduce reliance on vehicle travel, lower localized emissions, and support healthier transportation choices for students and the surrounding community.

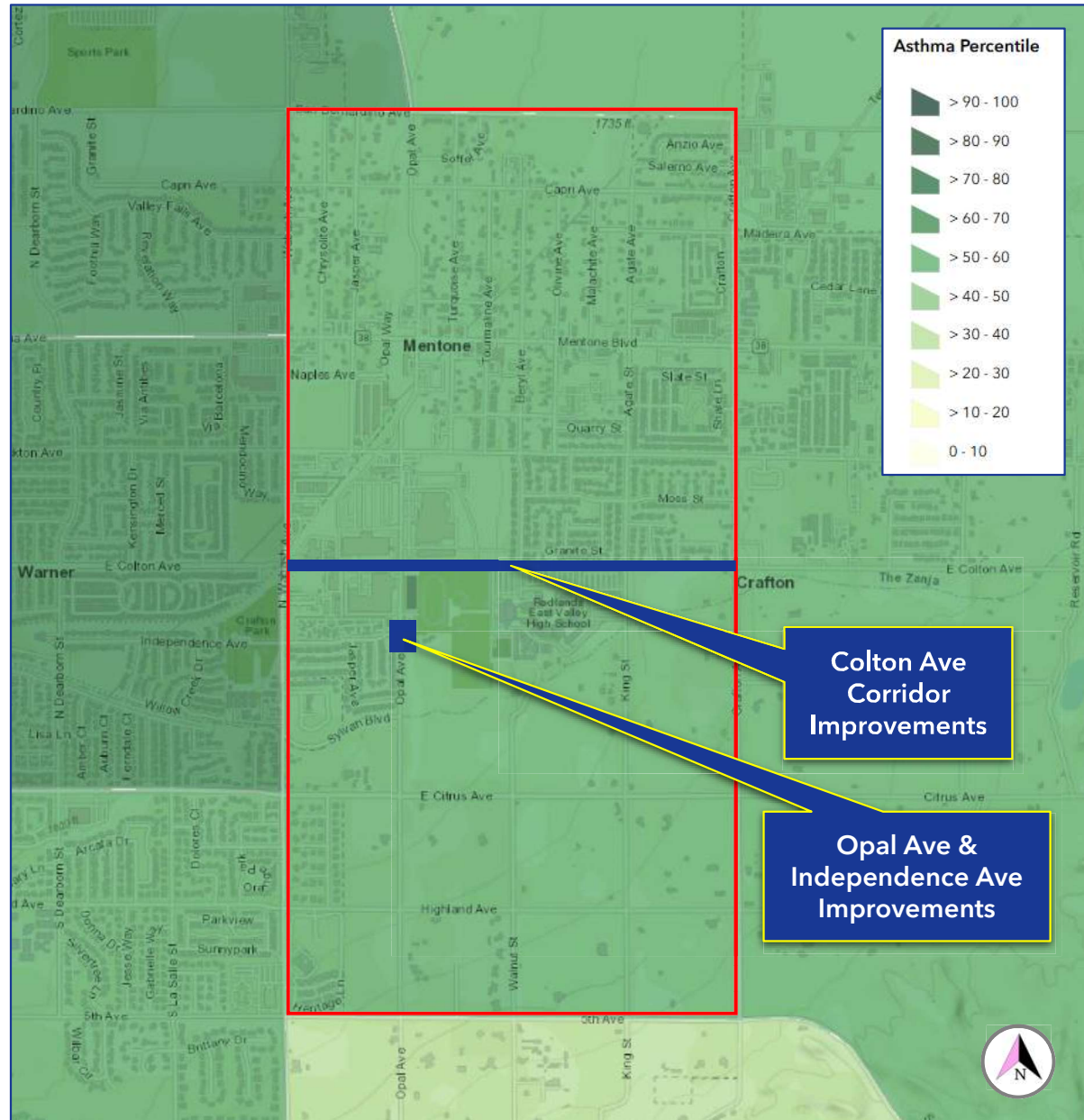


# CalEnviroScreen 4.0 Asthma Indicator Map

The Project area experiences elevated asthma rates, ranking in the 57th percentile under CalEnviroScreen 4.0. Asthma is a key indicator of respiratory health and is closely linked to air quality and exposure to transportation-related pollutants, particularly for sensitive populations such as students.

When combined with other environmental burdens in the area, including extremely high ozone exposure, these conditions increase health risks and highlight the need for safer, lower-emission transportation options.

The Project will improve walking and biking infrastructure along key school routes, helping to reduce vehicle trips, lower exposure to traffic-related air pollution, and support healthier travel options for students and the surrounding community.

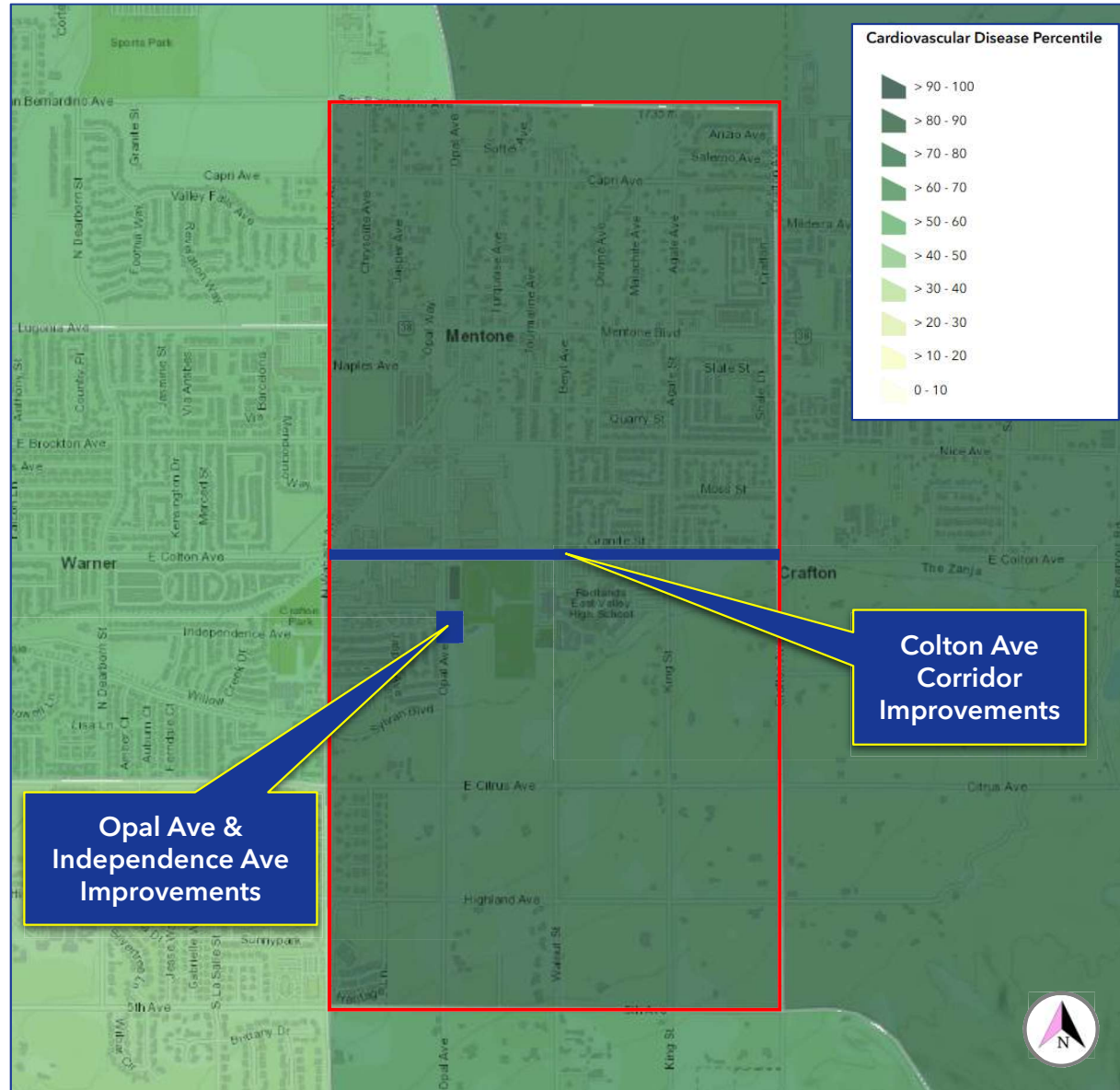


# CalEnviroScreen 4.0 Cardiovascular Disease Indicator Map

The Project area experiences elevated rates of cardiovascular disease, ranking in the 85.83rd percentile under CalEnviroScreen 4.0. This reflects significant underlying health risks within the community, particularly for populations exposed to environmental stressors and limited opportunities for safe physical activity.

Cardiovascular health is closely linked to both air quality and access to active transportation. In areas where residents rely heavily on vehicle travel and lack safe walking and biking infrastructure, opportunities for routine physical activity are reduced, contributing to long-term health disparities.

The Project will address these conditions by improving safe, accessible walking and bicycling routes along key school corridors. By supporting active transportation and reducing reliance on vehicle trips, the Project will help improve public health outcomes while enhancing safety and mobility for students and the broader community.

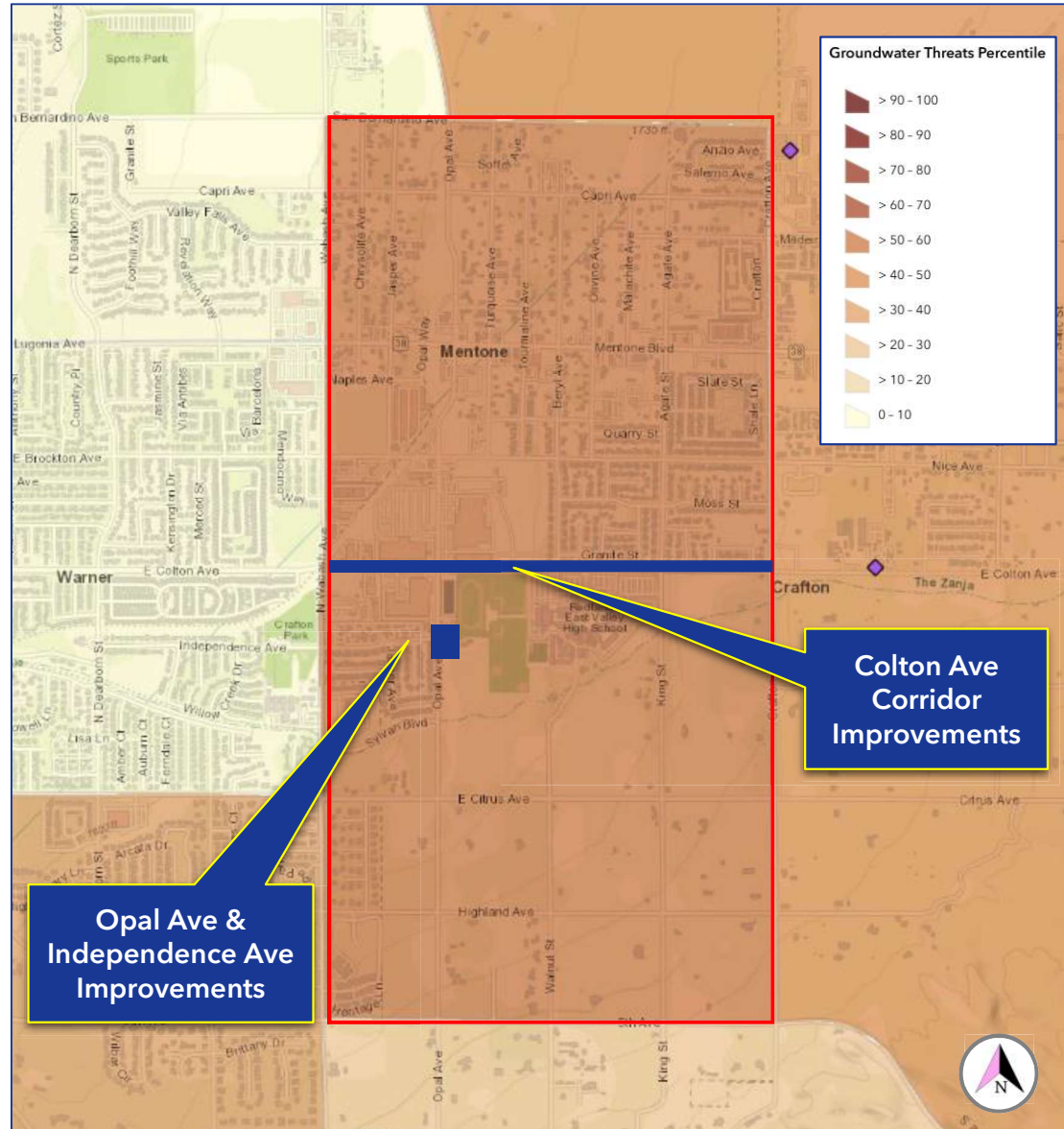


# CalEnviroScreen 4.0 Groundwater Threats Indicator Map

The Project area has elevated groundwater threat conditions, ranking in the 60th percentile under CalEnviroScreen 4.0. This reflects the presence and proximity of groundwater contamination sources, which can pose long-term environmental health risks to nearby residents.

While groundwater threats are not directly addressed by the Project, they indicate broader environmental burdens within the community. When combined with transportation-related exposures, these conditions can compound health risks and disproportionately impact vulnerable populations.

The Project will help mitigate cumulative environmental impacts by improving active transportation infrastructure, reducing reliance on vehicle travel, and supporting safer, healthier mobility options for students and residents in the Project area.

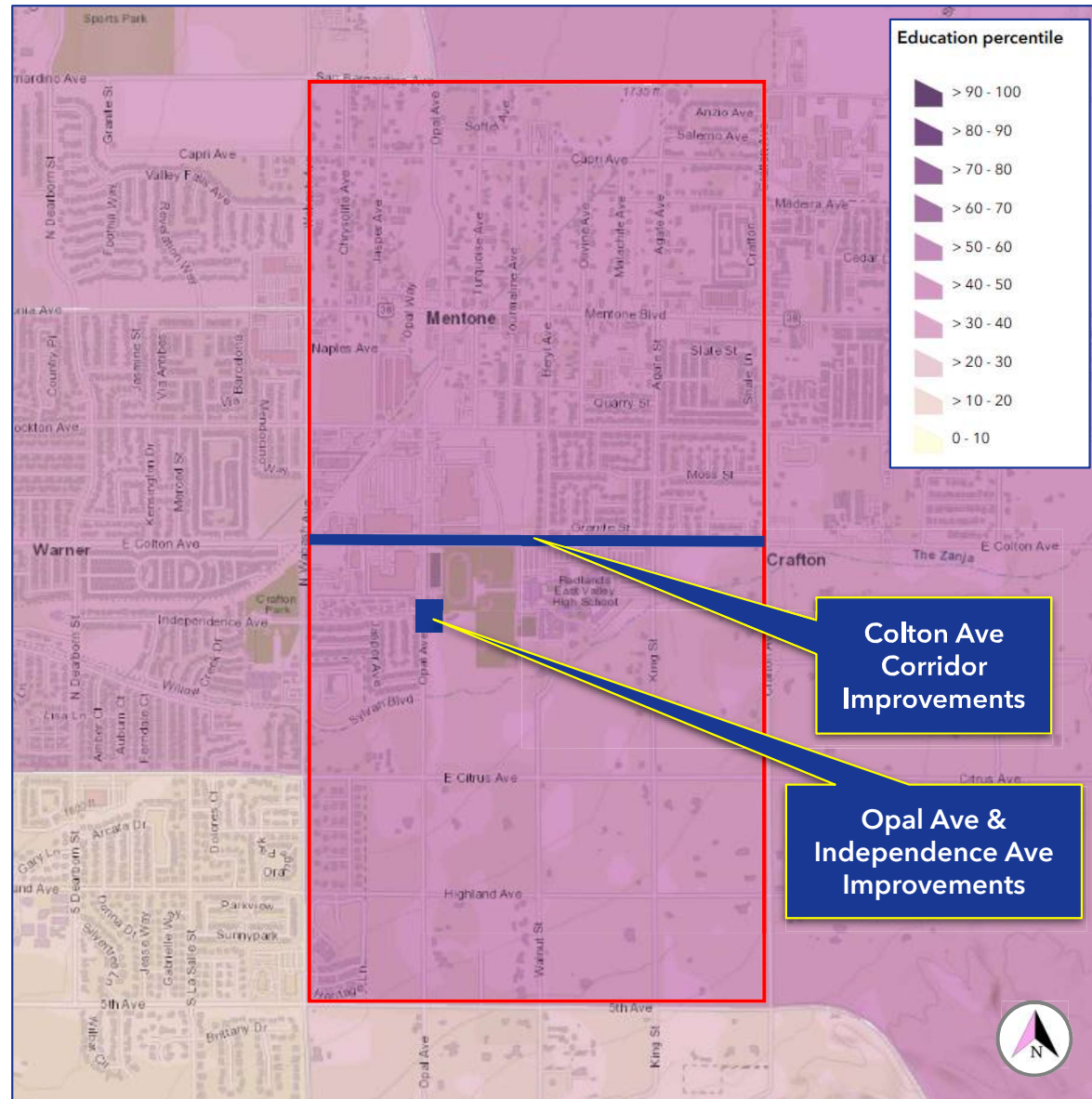


# CalEnviroScreen 4.0 Low Educational Attainment Indicator Map

The Project area reflects moderate socioeconomic challenges, with 46% of census tracts statewide having higher levels of adults without a high school education. This indicates that a portion of the community may face barriers to educational attainment and economic opportunity.

Safe and reliable access to schools is critical in communities where students may rely more heavily on walking and bicycling. Existing gaps in pedestrian and bicycle infrastructure along Colton Avenue create safety concerns that can limit consistent and equitable access to Redlands East Valley High School.

The Project will improve safe, accessible routes for students traveling to and from school, helping reduce barriers to attendance and supporting equitable access to educational opportunities within the community.

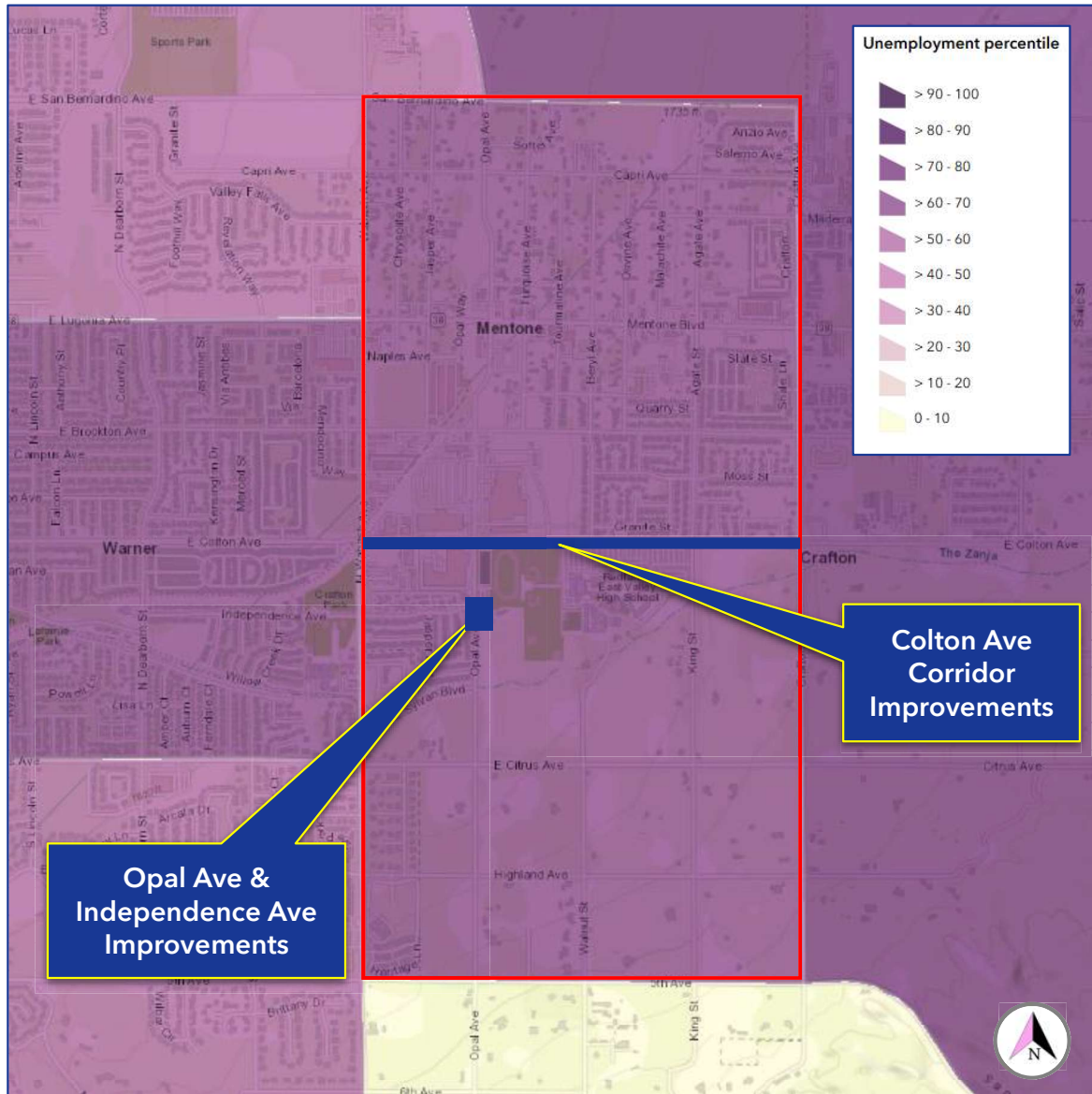


# CalEnviroScreen 4.0 Unemployment Indicator Map

The Project area experiences elevated unemployment conditions, ranking in the 61st percentile under CalEnviroScreen 4.0. This reflects economic challenges that can limit access to reliable transportation options for residents and students.

In communities with higher unemployment, households are more likely to rely on walking, bicycling, and other low-cost transportation modes. However, existing gaps in pedestrian and bicycle infrastructure along Colton Avenue create safety risks and limit access to schools, services, and local destinations.

The Project will improve safe, reliable multimodal connections, supporting access to education, employment opportunities, and essential services. By enhancing active transportation infrastructure, the Project helps reduce transportation barriers and promotes more equitable mobility within the community.





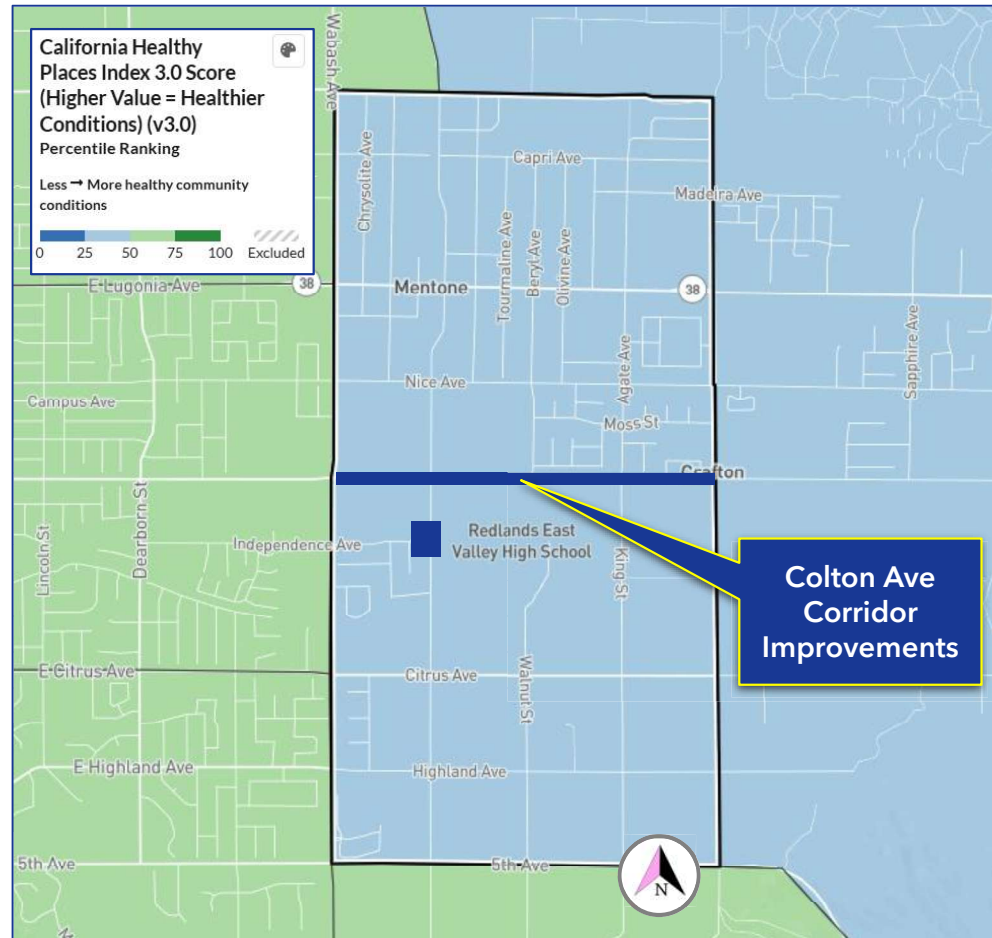
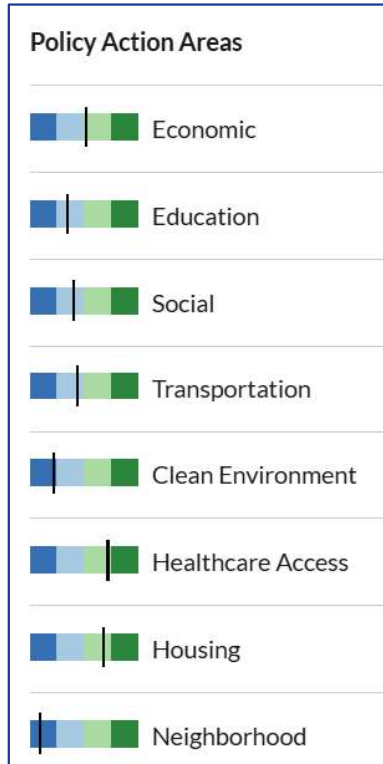
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COUNTY

Department of Public Works

## Healthy Places Index (HPI)



# Healthy Places Index (HPI) 3.0



The Healthy Places Index (HPI 3.0) indicates that while overall community conditions are moderate, the Project area faces significant challenges related to transportation and environmental health. The area experiences extremely high ozone exposure and low rates of active commuting (7.5%), alongside high automobile dependence (98%). Together, these conditions increase health risks and limit safe mobility options for residents. The Project will address these disparities by improving active transportation infrastructure, reducing reliance on vehicles, enhancing air quality, and supporting safer routes for students traveling to and from school.



Department of Public Works

# Healthy Places Index (HPI) 3.0

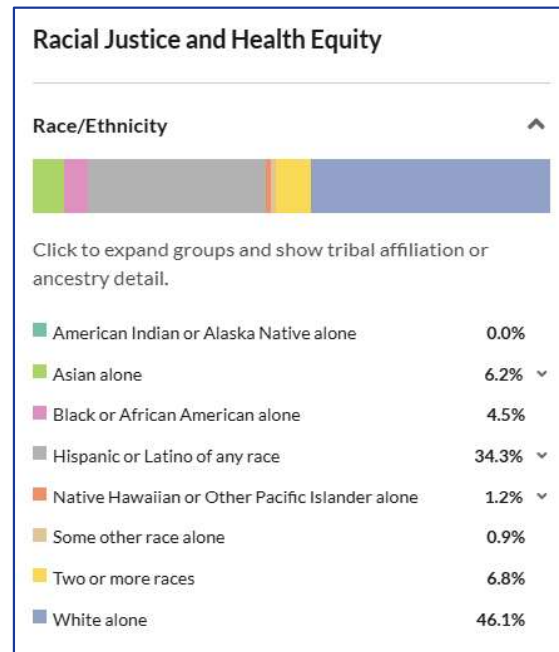
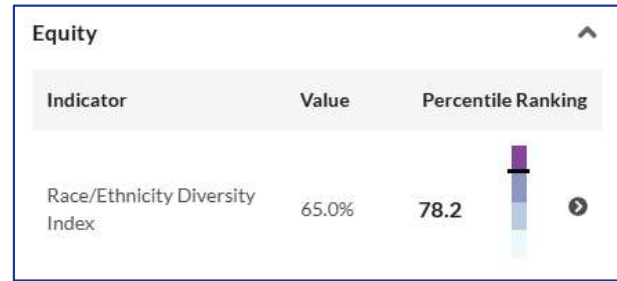
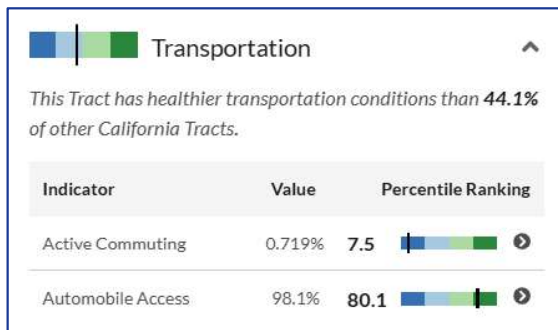
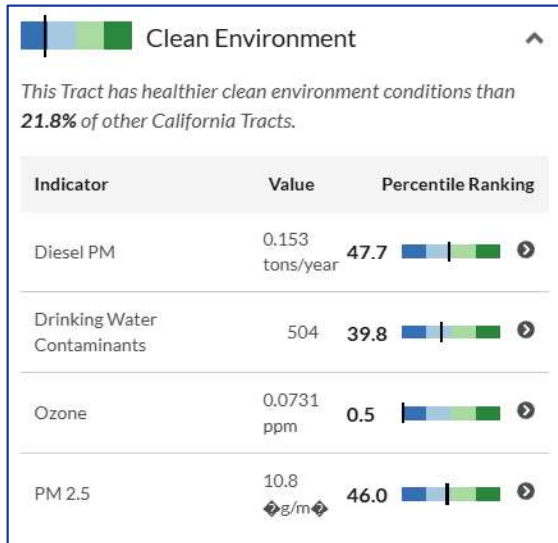
## Key Community Conditions Informing Project Need

### Elevated Air Quality Concerns:

The Project area experiences high ozone exposure and elevated particulate levels, increasing health risks for students walking and biking.

### Low Active Transportation, High Vehicle Dependence:

Only 7.5% of residents use active modes of transportation, while 98% rely on automobiles, underscoring the critical need for safe, accessible walking and biking infrastructure to reduce exposure to traffic-related hazards. This imbalance increases traffic congestion near schools and elevates safety risks for students and pedestrians.



### Diverse Community Served:

The Project area serves a diverse population, underscoring the need for equitable access to safe, reliable active transportation options that support all residents, particularly underserved communities, including historically underserved populations who face disproportionate barriers to safe mobility.

**Broad Community Benefit:** Improvements will enhance safety and expand access to active transportation for all residents, including historically underserved populations and students traveling to and from school.



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## Gap Closure Maps



# Project Improves Access to Schools, Community Destinations, and Regional Trails



# Project Closes Critical Pedestrian Gaps and Improves Safe Crossings



Existing Sidewalk Gaps



High-Risk Crossing Barriers



Proposed Sidewalks



Proposed Crossing Improvements (RRFB, High-Visibility Crosswalks, ADA curb ramps)



**Transportation Injury Mapping System (TIMS)  
Documentation**

# Transportation Injury Mapping System (TIMS)

Transportation Injury Mapping System (TIMS) data indicate a concentration of bicycle- and pedestrian-involved collisions throughout the Project area, particularly along key corridors used by students and residents. Between 2014 and 2024, a total of 93 collisions were recorded within the Project limits, including 40 involving bicyclists and 53 involving pedestrians. These collisions include 5 fatalities and 24 serious injuries, reflecting both the frequency and severity of incidents affecting vulnerable roadway users.

These patterns highlight critical safety risks for non-motorized users and demonstrate the need for targeted infrastructure improvements. The Project will improve crossings, implement traffic calming measures, and expand pedestrian and bicycle facilities to reduce collisions, minimize injury severity, and enhance safety for all users, particularly students traveling to and from school.

