



Pacific High School Safe Routes to School (SRTS) Project

**Active Transportation Program
(ATP) Cycle 8 Application**

San Bernardino County
Department of Public Works
Project Contact: Mark Burda
Transportation Analyst
Phone: 909-387-8171
Email: Mark.Burda@dpw.subcounty.gov



TABLE OF CONTENTS

2027 ATP MEDIUM INFRASTRUCTURE APPLICATION	1
PARTNER LETTER OF INTENT – N/A	
SCHOOL ENROLLMENT MAP AND SUPPORT	28
LEVERAGING FUNDS COMMITMENT LETTER	32
PROJECT PROGRAMMING REQUEST	35
SCAG REGIONAL TRANSPORTATION PLAN	42
DISADVANTAGED COMMUNITIES MAPS	88
MEDIAN HOUSEHOLD INCOME	94
CALENVIROSCREEN4.0	99
HEALTHY PLACES INDEX	104
BARRIERS AND GAP CLOSURES	107
TIMS CRASH DATA	111
PUBLIC PARTICIPATION	124
CONSERVATION CORPS CONSULTATION	134
ATTACHMENT A: APPLICATION SIGNATURE PAGE	140
ATTACHMENT B: ENGINEER’S CHECKLIST	142
ATTACHMENT C: PROJECT LOCATION MAPS	146
ATTACHMENT D: PROJECT LAYOUTS AND PLANS	148
ATTACHMENT E: PHOTOS OF EXISTING CONDITIONS	151
ATTACHMENT F: COST ESTIMATE	158
ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN – N/A	
ATTACHMENT H: PLAN SCOPE OF WORK – N/A	
ATTACHMENT I: LETTERS OF SUPPORT	161
ATTACHMENT J: STATE ONLY FUNDING REQUEST – N/A	
ATTACHMENT K: ADDITIONAL ATTACHMENTS WARRANT STUDY	169

2027 ATP Medium Infrastructure Application

Is the total project cost of the proposed project more than \$3.5 million and up to \$10 million?

Yes

Is this project only proposing infrastructure improvements?

Yes

Are you requesting ATP funding for the construction phase of the project?

Yes

Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency Name Limit: 300 characters

San Bernardino County Public Works

Implementing Agency's LOCODE If your LOCODE is not listed, select "Not listed" (drop down list):

5954

Implementing Agency Address:

Country: United States

Address: 825 E 3rd Street, San Bernardino, CA 92415

City: San Bernardino

State Province, or Region: California

Zip or Postal Code: 92415

Implementing Agency's Primary Contact Person:

First Name: Jeremy

Last Name: Johnson

Primary Contact Person's Title: Engineering Manager

Primary Contact Person's Phone Number: 909-387-8165

Primary Contact Person's Email Address: Jeremy.johnson@dpw.sbcounty.gov

Implementing Agency's Secondary Contact Person

First Name: Mark

Last Name: Burda

Secondary Contact Person's Title: Public Works Analyst

Secondary Contact Person's Phone Number: 909-387-8171

Secondary Contact Person's Email Address: Mark.burda@dpw.sbcounty.gov

Does the implementing agency currently have a Master Agreement with Caltrans?

Yes

If yes, Implementing Agency's Federal Caltrans Master Agreement Number: 21-687

If yes, Implementing Agency's State Caltrans Master Agreement Number: 08-5954S21

Does this project have a Project Partnering Agency?

No

Part A2: General Project Information

Project Name:

Limit: 10 words (7 words)

Pacific High School Safe Routes to School Project

Summary of Project Scope:

Limit: 300 words (297 words)

Existing Conditions: Pacific High School is located approximately two miles east of downtown San Bernardino within a residential neighborhood designated as a disadvantaged community. Students access the campus primarily via Pacific Street and Perris Hill Park Road, both of which are arterial roadways with high vehicle speeds and limited pedestrian and bicycle infrastructure. Pacific Street is a four-lane arterial with a 40-mph speed limit and lacks enforced stops near the school entrance. Perris Hill Park Road is a two-lane roadway that forms a three-way intersection with Pacific Street. The absence of continuous sidewalks, bicycle facilities, and safe crossing treatments creates barriers for students walking or biking to school and poses a safety risk at peak use hours.

Project Scope: The Pacific High School Safe Routes to School Project (Project) will implement Safe Routes to School recommended improvements to reduce vehicle speeds, make crossings safer, and close critical gaps in the active transportation network surrounding Pacific High School. Proposed improvements include traffic signal timing enhancements, installation of a high-intensity activated crosswalk (HAWK) signal, a school-zone speed limit sign, four speed feedback signs, reflective intersection treatments, three ADA-compliant curb ramps, an all-way stop sign, a dedicated turn lane, and an intersection lane control sign to improve traffic operations and reduce conflicts.

In addition, the Project will construct six new sidewalk segments, buffered Class II bicycle lanes, and one designated Class III bicycle route to create continuous connections between the school, surrounding residential neighborhoods, and key community destinations.

Expected Benefits: The proposed Project improvements address documented safety deficiencies by reducing vehicle speeds, improving driver awareness and yielding behavior, enhancing visibility at crossings, and providing dedicated facilities for pedestrians and cyclists. The Project will support increased rates of walking and cycling to school and strengthen neighborhood connectivity within a disadvantaged community.

Summary of Outcomes/Outputs:

Limit: 35 words (35 words)

Add stoplight signal timing, lane control sign, four speed feedback signs, reflective markers, a HAWK signal, a stop sign, a turn lane, a school speed limit sign, three ADA-compliant curb ramps, sidewalks, and bike lanes.

Federal Transportation Improvement Program (FTIP) Project Description:

Limit: 180 characters (170 characters)

Add traffic control devices and construct bicycle lanes, sidewalks, and ADA-compliant ramps near Pacific High School, including construction costs, PA&ED, PS&E, and R/W.

Project Location:

Limit: 180 characters (122 characters)

Along Pacific Street and the intersection of Perris Hill Park Road with routes extending 0.7 miles northwest to southeast.

Attach a project location map here.

Attached

List all cities that the project will affect with City Codes.

SBD – San Bernardino

Infrastructure Project Coordinates - Latitude

34.12922

Infrastructure Project Coordinates – Longitude

-117.26363

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)?

No

Caltrans District:

Caltrans District 8

Congressional Districts:

33rd

State Senate District(s):

29th

State Assembly District(s):

45th

County

San Bernardino

Metropolitan Planning Organization (MPO)

Southern California Association of Governments (SCAG)

Regional Transportation Planning Agency (RTPA)

San Bernardino County Transportation Authority (SBCTA)

Urbanized Zone Area (UZA) Population
2,276,000

Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?

No

Part A3: Project Type

- Bicycle Plan
- Pedestrian Plan
- Safe Routes to School Plan
- Active Transportation Plan

Is the proposed project in a current plan?

Yes

Select project sub-types (select all that apply): (Note: For each choice, charts and/or questions pop up)

Bicycle Transportation

Bicycle Transportation - 50% of Project

Pedestrian Transportation

Pedestrian Transportation - 50% of Project

Safe Routes to School

Please complete the table below for all schools that the project benefits:

School Name and Address	District name and Address	Co. - Dist. - School Code	Lowest Grade Served	Highest Grade Served	Project Improvements maximum distance from School	Total Enrollment	Approx. # of Students living along proposed route	Students Eligible for Free or Reduced Price Meals
Pacific High 1020 Pacific Street San Bernardino, CA 92404	San Bernardino City Unified School District 777 N. F Street San Bernardino, CA 92410	67876	9	12	.7 miles from school	1166		96.8%

Attach school documentation here.

Attached

Do you feel a portion of your project is eligible for federal Recreational Trail funding?

No

Part A4: Project Details

Indicate the project improvement types included in the project/program/plan:

- Bicycle Improvements
- Pedestrian Improvements
- Crossing & Intersection Improvements
- Vehicular-Roadway Traffic-Calming Improvements

Bicycle Improvements

What percentage of the bicycle-related project costs are going towards closing a gap in infrastructure?

100%

Category	Improvement	Quantity	Unit
New Bike Lanes/Routes:	Class I:		LF
	Class II:	2,640	LF
	Class III:	2,500	LF
	Class IV:		LF
Bike Share Programs:	New Stations:		#
	New Bikes:		#
Bike Racks/Lockers:	New Racks:		#
	New Secured Lockers:		#
Bike Counters	Bike Counters and Displays:		#
Other Bike Improvements:			#

Does the proposed bicycle improvement(s) include Class III bike routes or sharrows?

Yes

If yes, What is the posted speed limit on the corridor the Class III bike route or sharrows are proposed?

25 miles per hour or lower (25 MPH)

Describe how the use of the Class III bikeway or sharrows is appropriate for the local community context and advances a lower stress environment or low-stress network. (No limit given).

The proposed Class III route on Tippencanoe Avenue will provide a path for students to bike to Pacific High School along a wide, residential road with a 25-mph speed limit. Class III Bike routes can be appropriate for quiet, residential streets with minimal traffic volume. Painted sharrows will indicate

shared space intended for cyclists along Trippencanoe Avenue, a short residential street typically used by residents who live along the street, rather than drivers using a through-route to larger arteries. Trippencanoe Avenue's north-south route connects Pacific Street to East Baseline Street and is roughly in the middle of residential neighborhoods south of Pacific High School. The north-south route will connect students to nearby residential streets without having to bike long distances on busier Pacific Street and East Baseline Street.

Pedestrian Improvements

What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?

100%

Category	Improvement	Quantity	Unit
Sidewalks:	New (4' to 8' wide):	14,500	LF
	New (over 8'wide):		LF
	Reconstruct/Enhance Existing:		LF
	Widen Existing:		LF
	New Barrier Protected:		LF
ADA Improvements:	New Ramp (none exist):	3	EA
	Reconstruct Ramp to Standard:		#
Other Ped Improvements:			

Crossing and Intersection Improvements

Category	Improvement	Quantity	Unit
Signalized Intersections:	New Crosswalks:		#
	Enhance Existing Crosswalks:		#
	Shortened Crossings:		#
	Crossing Surface Improvements:	1	EA
	Ped-Heads:		#
	Upgrade Ped Push Buttons:		#
	Timing Improvements:	1	EA
	Bike/Toucan Crossings:		#
	Bicycle Detection:		#
	New Bike Boxes:		#
Unsignalized Intersections:	New traffic Signals:		#
	New Crosswalks:		#
	New Roundabouts:		#
	Crossing Surface Improvements:		#
	Shortened Crossings:		#
	Enhance Existing Crosswalks:		#
	New Beacons/Signals: HAWK	1	EA
Mid-Block Crossings:	New Beacons/Signals:		#

	Crossing Surface Improvements:		#
	New Crosswalks:		#
	Enhance Existing Crosswalks:		#
Lighting:	Intersection Lighting:		#
Other Crossing/Intersection Improvements:			#
			#

Vehicular-Roadway Traffic-Calming Improvements

Category	Improvements	Quantity	Unit
Road Diets:	Remove Travel Lane:		LF
	Remove Right-Turn Pocket		LF
Speed Feedback Signs:	New Signs:	4	EA
Signalized Intersection:	Timing Improvements:	1	EA
	New Roundabout:		#
Unsignalized Intersections	New Roundabout:		#
	New Traffic Signal:		#
Other Roadway Improvements:	New all-way stop sign	1	EA
	New School Zone Speed Limit Sign	1	EA

Right-of-Way (R/W) Impacts

Is 100% of the project within the Implementing Agency's R/W and/or is within their control at the time of application?

No

If no, select all that apply:

- Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- Project will likely encroach into Caltrans R/W, requiring easements, encroachment permits, and/or other approvals.
- Project will likely require R/W, easements, encroachment and/or approval involving governmental agencies (excluding Caltrans), environmental, or railroad owner's property.

Part A5: Project Funding

Total Project Cost:

\$3,459,000

Total ATP Request:

\$3,459

Select all the project phase(s) ATP funds will be utilized

Project Approval & Environmental Document (PS&ED) Phase
Plans, Specifications & Estimates (PS&E) Phase
Right of Way (R/W) Phase
Construction (CON) Phase

ATP Funding Type Requested

Do you believe your project warrants receiving state-only funding?

No

ATP Project Programming Request (PPR)

Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

Attached

Part A6: Screening Criteria

Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

Yes

If yes, provide relevant pages of the Regional Transportation Plan showing that the proposed project is consistent here:

Attached

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

Attach a map of the project boundaries, disadvantaged community access points, and destinations here:

Attached

B. Identification of Disadvantaged Community (0 points)

Select one of the following tools to identify the disadvantaged community:

- Median Household Income (MHI)
- CalEnviroScreen (CES) 4.0
- Free or Reduced Price School Meals (FRPM)
- Healthy Places Index (HPI) 3.0

Median Household Income:

Census Tract/Block Group/Place #	Population	MHI
63.01 (6071006301)	5,370	\$51,948
63.03 (6071006303)	4,983	\$44,100

Lowest median household income from table above:

\$43,103

MHI for census tract(s) that the project benefits (cell B38 in table above):

\$51,948 and \$44,100

Please attach copies of Tables B19013 and B01003 for all census tracts listed above.

Attached

CalEnviroScreen 4.0:

Census Tract #	Population	CES Score
63.01 (6071006301)	5,721	48.69
63.02 (6071006302)	10,389	45.54

Highest CES Score from table above:

48.69

CES Score for census tract(s) that the project benefits (cell B38 in table above)

48.69

Please attach a copy of CalEnviroScreen page for each census tract listed above.

Attached

National School Lunch Program:

School Name	Enrollment	FRPM Percent Eligible
Pacific High School	1,246	96.8%

Highest percentage of students eligible from table above:

96.8%

Percentage students eligible for FRPM for school(s) that the project benefits:

96.8%

Healthy Places Index:

Census Tract #	Population	HPI Score
6071006301	5,721	2.3
6071006303	0	6.7

Lowest HPI Percentile from table above:

2.3

HPI percentile for the census tract(s) that the project benefits:

2.3% and 6.7%

Attach a copy of the HPI page for each census tract listed above here:

Attached

C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Limit: 500 words (396 words)

The Pacific High School Safe Routes to School Project (Project) addresses critical gaps and deficiencies in the active transportation network near Pacific High School and the surrounding disadvantaged community.

A primary deficiency is the incomplete pedestrian network. Although sidewalks exist in some segments, sidewalk gaps, missing ADA-compliant curb ramps, and lack of crossings create barriers to walking. Pacific Street is a four-lane arterial with high speeds and heavy traffic, and students cross multiple lanes at uncontrolled locations during school arrival and dismissal periods. Pedestrian Evaluation Scores for Pacific Street and Perris Hill Park Road show a very low-comfort environment, reinforcing that existing conditions discourage walking despite a substantial number of students traveling on foot.

The Project closes these gaps by constructing new sidewalk segments along key approach streets, filling missing connections within the half-mile watershed, and installing ADA-compliant curb ramps at critical intersections. These improvements create a continuous, accessible network connecting surrounding residential neighborhoods directly to campus entrances and key crossings, eliminating the need for students to walk in the roadway or take indirect routes.

The Project also addresses major deficiencies in the bicycle network. Currently, no on-street bicycle facilities exist near Pacific High School, and Bicycle Level of Traffic Stress analysis shows high stress conditions on surrounding roads. The Project introduces buffered Class II bike lanes, and a Class III bike route on a lower-speed residential corridor, creating new, low-stress routes that connect students to school while avoiding the heaviest traffic on Pacific Street. These facilities close network gaps and extend safe bicycle access to nearby destinations, including the YMCA located approximately 0.7 miles from campus.

The proposed Project directly addresses safety deficiencies identified in the SRTS walk audit analysis. The Project installs a HAWK signal, improves signal timing, adds speed feedback signs, school-zone speed limit signage, reflective object markers, and an all-way stop. These improvements will reduce speeds, shorten crossing distances, improve driver awareness, and clarify intersection operations.

These network improvements meet an urgent need in a disadvantaged community where over 95 percent of Pacific High School students are eligible for free or reduced-price meals, and many households rely on walking, biking, or transit for daily travel. By closing infrastructure gaps and providing safe, direct connections to school and community destinations, the Project advances Safe Routes to School goals, improves equitable access to education, and supports healthier, safer travel choices for students and residents.

C2. Explain how disadvantaged community residents will have physical access to the project.

Limit: 500 words (371 words)

The Project improves physical access for disadvantaged community residents by creating safer, continuous, and accessible walking and bicycling routes that connect surrounding neighborhoods to Pacific High School, nearby schools, community destinations, and key corridors that currently act as barriers. The Project area is embedded within a residential, disadvantaged community, and Safe Routes to School analysis confirms that many students and families live within walking and biking distance but lack adequate pedestrian infrastructure to reach the school and surrounding destinations.

Access from neighborhoods south of campus will improve through the construction of new sidewalk segments, ADA-compliant curb ramps, and a bicycle route along local streets that directly serve residential areas south of Pacific High School, including Tippecanoe Avenue, Garden Drive, and Conejo Drive. These improvements close gaps that currently force pedestrians into the roadway and will provide continuous, accessible routes for people using mobility devices, strollers, or bicycles. Completing these connections allows residents south of the campus to reach the school campus along designated paths separate from vehicle traffic.

Physical access to nearby schools and community destinations is enhanced through the expanded pedestrian and bicycle network. The Project improves routes linking Pacific High School to the San Bernardino Family YMCA, located approximately 0.7 miles north of campus. Sidewalk and bicycle improvements along Perris Hill Park Road create a safer, direct route for students and families walking to the YMCA for after-school programs, recreation, and services.

The Project also improves safe access during vehicle drop-off and pick-up, a critical access concern identified in the Safe Routes to School walk audit. Students were observed crossing multiple lanes of traffic during dismissal, often at uncontrolled locations. The installation of a HAWK signal, improved signal timing, school-zone speed limit signage, speed feedback signs, and reflective object markers provides protected crossings and calmer traffic conditions. These improvements reduce conflict between vehicles and pedestrians, allowing students who are dropped off nearby to complete the final segment of their trip on foot more safely.

Together, these improvements provide disadvantaged community residents with direct, barrier-free physical access to Pacific High School and surrounding destinations by foot, bicycle, or assisted mobility, for users of all ages and abilities, while addressing safety and connectivity challenges documented through the Safe Routes to School process.

C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents.

Limit: 500 words (122 words)

Community members in the disadvantaged communities surrounding Pacific High School requested safety enhancements during a series of SRTS public outreach efforts. SRTS conducted a walk audit and held an on-site meeting on February 4, 2025, to identify issues that affect safe walking and biking to and from school. Pacific High School parents and students, school staff, and agency partners attended and helped define problems and priorities. Parents of Pacific High School students answered an online SRTS survey in February 2025 to communicate travel behavior and safety concerns, and specifically identified student safety along Pacific Street and Perris Hill Park Road. The public response emphasized requests for safer walking and biking options, and concerns for pedestrian safety at and near Pacific High School.

C4. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

Limit: 200 words (102 words)

This Project does not present any displacement. None of the proposed improvements require demolition of existing buildings or infrastructure, and no residents, businesses, or institutions will be relocated. All Project elements, including sidewalks, bicycle facilities, traffic-calming features, crossings, and signage, will be constructed within existing public right-of-way under the control of the implementing and partnering agencies.

The Project does not introduce changes that would alter land use, increase development density, or result in property acquisition that could displace residents. The improvements are designed to enhance safety, accessibility, and mobility for existing community members and students traveling to and from Pacific High School.

Attach documentation to show disadvantaged community support here:

Attached

D. Project Location (0-2 Points)

Select the option that best describes the project location:

- Fully located in a DAC
- Partially located in a DAC
- Not located in a DAC

D. Severity (0-4 Points)

Severity is calculated by the CTC , based on the information provided in *B. Identification of Disadvantaged Community*.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS)

A. Statement of Project Need (0-20 points)

Describe the community context and the issue(s) that this project will address to increase walking, biking and rolling, and induce mode shift. How will the proposed project benefit the non-motorized users of all ages and varying abilities? Consider children, older adults, students, working professionals, and persons with disabilities. What is the project's desired outcome and how will the project best deliver that outcome?

Limit: 1,000 words (859 words)

Pacific High School is in southwest San Bernardino within a predominantly residential, urban neighborhood characterized by socioeconomic disadvantage and long-standing transportation inequities. The surrounding community scores poorly on multiple indicators of health and opportunity. According to the Healthy Places Index (HPI), census tracts serving Pacific High School have very low overall HPI scores, reflecting less healthy community conditions, particularly related to clean environment, neighborhood amenities, and education access. Over 95 percent of Pacific High School students are eligible for free or reduced-price meals, indicating a high concentration of low-income households with limited access to private vehicles.

The neighborhood street network is dominated by wide arterial roadways, including Pacific Street, a four-lane high-speed corridor with heavy truck traffic, and Perris Hill Park Road, a two-lane roadway with documented speeding and poor nighttime visibility. These corridors were designed primarily to move vehicles rather than serve the daily mobility needs of residents, creating stressful conditions for people

walking, biking, and rolling. Despite these challenges, Safe Routes to School data show that a significant number of students already walk or use transit, showing both existing demand and unmet need for safe active transportation infrastructure.

Destinations and Key Connectivity

The Project improves connectivity between Pacific High School and critical destinations identified through the Safe Routes to School process. These include surrounding residential neighborhoods within the half-mile walkshed and one-mile bikeshed, nearby schools, transit stops, and the San Bernardino Family YMCA located approximately 0.7 miles north of campus. Many students reported walking along Perris Hill Park Road toward the YMCA for after-school programs, recreation, and services, despite limited pedestrian accommodations.

How the Project Will Increase Walking, Biking, and Rolling

The Project addresses observed deficiencies identified in the SRTS walk audit, Pedestrian Evaluation Score (PES), and Bicycle Level of Traffic Stress (LTS) analyses. Pedestrian routes near the school were found to have low or very low PES scores, indicating a high-stress walking environment due to missing sidewalks, non-compliant curb ramps, uncontrolled crossings, and exposure to fast-moving traffic. The bicycle network currently lacks facilities near the school, and surrounding streets exhibit high LTS scores that discourage modes of active transportation.

The proposed improvements, including new sidewalk segments, ADA-compliant curb ramps, buffered Class II bike lanes, a Class III bike route on a residential street, and a HAWK signal, address these deficiencies directly. By reducing crossing distances, slowing vehicle speeds, improving visibility, and creating dedicated space for pedestrians and bicyclists, the project transforms current routes into lower-stress, predictable facilities suitable for users of all ages and abilities.

As a result, walking, biking, and rolling will become safer, more convenient, and more competitive with driving for short daily trips. This shift will reduce vehicle dependence for school travel, particularly for students who already live within walking or biking distance but currently rely on vehicle drop-off due to safety concerns.

Lack of Mobility and Underserved Demand

The community served by Pacific High School experiences limited mobility options. Many households face economic constraints that limit access to private vehicles, and youth, seniors, and persons with disabilities are particularly affected by the lack of safe non-motorized infrastructure. Although transit is available, first- and last-mile access to stops is often less protected for pedestrians due to missing sidewalks and dangerous crossings.

Despite these constraints, Safe Routes to School tallies show that approximately one-fifth of students already walk to school, and additional students use transit. This Project responds to unserved and underserved demand for safe active transportation facilities by prioritizing infrastructure improvements in locations where walking and rolling are already occurring, enabling more residents to shift modes without increasing risk.

Benefits to Students and Non-Motorized Users of All Ages and Abilities

Students will benefit directly from this Project. For Pacific High School students, the improvements provide safe, direct routes for walking and biking to school, reduce conflicts during drop-off and pick-up, and allow greater independence in daily travel. The Project also improves access to nearby schools, supporting younger students who share the same neighborhood routes.

Older adults and persons with disabilities will benefit from continuous sidewalks, ADA-compliant curb ramps, shortened crossings, and calmer traffic conditions that make everyday walking safer and more comfortable. Working residents gain safer access to nearby jobs, transit stops, and services, while families benefit from reduced traffic conflicts and improved safety during peak school hours.

Local Public Health Concerns and Desired Outcomes

Local health data identify significant disparities that this Project directly addresses. Low HPI scores indicate limited access to clean environments, neighborhood amenities, and transportation options that support healthy daily activity. High traffic speeds, documented pedestrian and bicycle collisions near the school, and lack of pedestrian infrastructure contribute to elevated injury risk and discourage routine physical movement.

The Project's goal is to create a low-stress, connected active transportation network that enables residents to safely incorporate walking, biking, and rolling into daily life. By addressing specific, location-based safety hazards and infrastructure gaps identified through Safe Routes to School analysis, the project delivers meaningful improvements that support injury prevention, equitable access to education and services, and healthier community conditions. Through targeted, context-sensitive infrastructure investments, the Project advances mode shift, improves safety, and delivers lasting benefits to a community with demonstrated need.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply:

- The project closes a gap
- The project creates new routes
- The project removes a barrier to mobility
- The project implements other improvements to existing routes

Does the proposed project close a gap?

Yes

If yes, number of Gaps:

6

Total length of gap in feet:

17,640

Does this project create new routes?

Yes

Does this project remove a barrier to mobility?

Yes

If yes, type of barrier(s) (select all that apply):

- Freeway
- Waterway
- **Safety**
- Railroad tracks
- Other

Does this project add improvements to other existing routes?

Yes

Explain the improvement:

Limit: 80 words (71 words)

The Project enhances the existing pedestrian sidewalk route on Perris Hill Park Road by adding buffered Class II bike lanes on both sides between Pacific High School and the San Bernardino Family YMCA. This corridor was identified as high-stress for cyclists due to traffic speeds and volumes. The buffered lanes increase separation from vehicles, improve comfort, and support safer, more direct trips between nearby neighborhoods, schools, the YMCA, and Pacific Street.

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: 750 words (591 words)

The Project strengthens and expands active transportation connectivity by linking new and existing pedestrian and bicycle routes to schools, transit access, community facilities, recreation, and residential neighborhoods within a disadvantaged community, such as the San Bernardino YMCA, Omitrans bus stops on Pacific Street, and Perris Hill Park north of Pacific High School. The Project focuses on improving route continuity, comfort, and safety along corridors where walking and biking already occur, but under stressful conditions, thereby encouraging increased use of active transportation modes for daily trips. An SRTS survey concluded that 64% of Pacific High School students currently arrive and leave by family vehicle. Twenty percent of students walk to and from school, eight percent use public transit, and three percent ride the school bus. Five residential streets south of Pacific High School currently lack pedestrian infrastructure. Constructing sidewalks and a safe bike route will expand active transportation opportunities and allow a larger percentage of students to walk or bike from these neighborhoods.

The Project includes the construction of a Class III bike route on a lower-speed residential street, Trippecanoe Avenue, which connects neighborhoods south of Pacific High School to Pacific Street directly adjacent to the school entrance. This bikeway will provide a low-stress, neighborhood-scale connection that allows students and residents to reach the new Class III bike route without riding on high-volume arterials. The Class III bike route will link residential areas to Pacific High School and will directly connect into the Pacific Street corridor, encouraging bicycling among less-experienced riders,

youth, and families by offering calmer streets and intuitive wayfinding to key destinations along Pacific Street, including schools, recreation facilities, and community institutions.

In addition to creating new routes, the Project improves existing north–south connections along Perris Hill Park Road, a critical corridor for accessing Pacific High School and nearby destinations. Currently, Perris Hill Park Road includes a sidewalk only on the east side of the street, limiting pedestrian accessibility and forcing out-of-direction travel. The Project adds a sidewalk on the west side of Perris Hill Park Road, creating a continuous pedestrian connection between Pacific High School and the San Bernardino Family YMCA. The YMCA is a key community-identified destination providing after-school programs, recreation, youth activities, and social services frequently used by students and families. Completing the sidewalk network along this corridor enables safer and more direct walking access to these services.

Bicycle travel along Perris Hill Park Road will be improved by adding buffered Class II bike lanes on both sides of the street to connect Pacific High School with the YMCA. This corridor was identified through Level of Traffic Stress analysis as high-stress for cyclists due to vehicle speeds and traffic volumes. Buffered bike lanes increase separation from traffic, improve comfort, and encourage bicycling for daily trips between neighborhoods, schools, the YMCA, and Pacific Street.

The Project also strengthens access to transit facilities. Omnitrans routes operate along Pacific Street, and Safe Routes to School tallies indicate that transit is already used by approximately 8% of students. By improving crossings and slowing traffic along Pacific Street, the Project enhances first- and last-mile access to transit, supporting trips to employment centers, medical services, and regional destinations beyond the immediate Project area.

Collectively, the Project links new and existing routes into a cohesive, low-stress active transportation network connecting schools, recreation facilities, faith-based institutions, transit access, and residential neighborhoods. By creating a new bike route and improving existing pedestrian and bicycle corridors, the Project removes long-standing barriers to active transportation and encourages increased walking, biking, and rolling throughout the community.

Please provide a map of each gap closure, new route location, barrier, and/or new improvement:
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

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

Limit: 200 words

N/A

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

How many years of collision data were used in the Haet Maps and collision summaries:	2015-2024 (9 years)			
	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	2	0	2	*Auto Fills
Injuries	11	7	18	*Auto Fills
Total	13	7	20	*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 represents 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: 1,000 words (781 words)

Collision data from UC Berkeley SafeTREC's Transportation Injury Mapping System (TIMS) in a half-mile radius around Pacific High School represents a safety influence area that corresponds with a reasonable walking distance to the school campus from surrounding neighborhoods. Past collisions are largely concentrated along the east-west Pacific Street corridor, a primary access route to Pacific High School. If no action is taken, the historic pattern suggests pedestrian-involved crashes will continue to occur along Pacific Street, especially at intersections and midblock crossing locations where people traveling to and from school must cross vehicle travel lanes without enhanced crossing treatments. The lack of dedicated bicycle facilities also indicates an ongoing risk of bicycle-vehicle conflicts on Pacific Street, where cyclists must ride in mixed traffic. The two recorded bicycle collisions on Pacific Street are consistent with this exposure and would likely persist as bicycling demand increases around the school.

Collision history shows a clear concentration of pedestrian collisions at Pacific Street intersections (four pedestrian collisions at intersections), indicating a recurring crash type and location pattern: turning-movement and crossing conflicts where pedestrians must leave the sidewalk and enter the roadway to cross. The collision documented at the intersection of Perris Park Hill Road and Pacific Street further highlights this three-way intersection as a systemic conflict point for school-bound pedestrian traffic and vehicles making turning movements. In addition, collisions at the corners of north-south residential streets that dead-end at Pacific Street, including Barton Street, Perris Hill Road, Trippecanoe Avenue, Garden Drive, and Conejo Drive, suggest that these neighborhood approaches function as feeder routes for students and other pedestrians/cyclists accessing Pacific Street, even though several of these streets lack continuous sidewalks. Without improvements, these approach routes will likely continue to produce pedestrian exposure in the travel way, and the same intersection and corner locations will remain the most likely sites for future pedestrian crashes.

These trends demonstrate that the proposed Project limits centered on Pacific Street as the primary east-west school access corridor, plus key north-south neighborhood approaches such as Perris Hill Road and Trippecanoe Avenue, represent a top priority for addressing ongoing safety risk because they directly overlap the highest concentration of documented pedestrian and bicycle collisions and the highest level of daily exposure. The proposed safety improvements are intended to align with the observed crash types and locations by reducing pedestrian-crossing conflicts and bicycle-vehicle conflicts where collisions have already occurred. On feeder streets where continuous sidewalks are missing, completing sidewalk gaps will reduce the need for pedestrians and students to walk in the roadway and will improve driver awareness at the residential street ends that meet Pacific Street.

Safety benefits within the Project limits are particularly important for vulnerable and underserved road users. Students and children walking and bicycling to Pacific High School experience heightened risk because their trips are concentrated during peak traffic periods, they frequently cross Pacific Street at intersections, and they may use neighborhood approach streets with incomplete pedestrian infrastructure. Older adults and people with disabilities are disproportionately affected by missing or substandard curb ramps, uneven transitions, and long crossing distances; these conditions increase the likelihood of falls, delays in clearing the crosswalk, and conflicts with turning vehicles. Where disadvantaged and underserved communities are present within the Project influence area, the consequences of inaction are amplified because residents may be more reliant on walking, rolling, and bicycling for daily needs and may have fewer alternatives to avoid high-conflict locations. If no action is taken, the documented pattern of pedestrian collisions at intersections and along the Pacific Street corridor will likely continue to expose students, older adults, and people with disabilities to the same conflict points identified in the past collision record.

Of the 20 documented accidents in a half-mile radius around Pacific High School between 2014 and 2024, two occurred during morning commute times, and five happened mid-day to early afternoon, demonstrating the congestion that coincides with school hours. Two accidents involved school-aged children. Three cyclist and six pedestrian documented accidents along the Pacific Street corridor in front of Pacific High School can create reluctance for parents and students to walk or roll in the area for fear of pedestrian and cyclists accidents. Two pedestrian fatalities in the one-half mile vicinity of Pacific High did not involve students, but nevertheless can discourage walking and other alternative transportation modes.

In summary, the past collision record indicates recurring pedestrian crossing conflicts on Pacific Street and ongoing bicycle exposure in mixed traffic. The proposed Project limits and improvements focus resources where collisions and user exposure are highest and where targeted treatments can directly address the documented crash types and locations, improving safety and access for students and other vulnerable roadway users.

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: 1600 words (1,154 words)

The Project incorporates a set of targeted, evidence-based safety improvements that directly address the underlying factors contributing to pedestrian and bicycle collisions identified in Part A. Collision data from UC Berkeley SafeTREC's TIMS within a half-mile radius of Pacific High School show that crashes are primarily concentrated along the east–west Pacific Street corridor, which is the primary access route for students walking and bicycling to and from the Pacific High School campus. The proposed scope includes installation of a HAWK signal, a school zone speed limit sign, four speed feedback signs, an all-way stop sign, a dedicated turn lane, and an intersection lane control sign. Collectively, these countermeasures focus on traffic calming and safer spaces for pedestrians and cyclists in a setting with vehicular traffic.

If no action is taken, the collision history suggests pedestrian-involved collisions will continue to occur along Pacific Street, especially at intersections and midblock crossings where students and residents traveling to and from school must cross vehicle travel lanes without enhanced crossing protection. The TIMS collision history shows a clear concentration of pedestrian collisions at Pacific Street intersections, indicating a recurring safety hazard with vehicle turning-movements and pedestrian crossing conflicts. The Project's crossing and speed-management improvements are intended to reduce these conflicts by making crossings more visible, more controlled, and more predictable for both drivers and pedestrians. Specifically, the HAWK signal provides an active, stop-controlled crossing that increases driver awareness and creates protected crossing opportunities during school travel periods, while the school zone speed limit sign and four speed feedback signs address the elevated operating speeds by reinforcing compliance and reducing the likelihood and severity of pedestrian crashes.

Collisions at the corners of north–south residential streets that dead-end at Pacific Street, including Barton Street, Perris Hill Road, Trippecanoe Avenue, Garden Drive, and Conejo Drive, indicate that these neighborhood approaches function as feeder routes for students and other pedestrians and cyclists accessing Pacific Street. The Project remedies these hazards by improving intersection operations and driver decision-making at key conflict points, including installation of an all-way stop to reduce uncontrolled turning and crossing conflicts, a dedicated turn lane to separate turning vehicles from through traffic and reduce last-minute lane changes, and an intersection lane control sign to clarify lane assignments and reduce unpredictable maneuvers near crosswalks. A HAWK crossing signal at the corner of Pacific Street and Perris Hill Road will enhance safety at a key crosswalk with documented pedestrian crossings at school start and end times. Together, these measures directly address the recurring crash pattern of turning-movement and crossing conflicts identified in the TIMS data.

The TIMS data also shows ongoing bicycle exposure on Pacific Street due to the absence of dedicated bicycle facilities. With cyclists riding in mixed traffic, the corridor presents continuing opportunities for bicycle-vehicle conflicts. The two recorded bicycle collisions on Pacific Street support this concern. The Project's bicycle safety improvements reduce this hazard by creating a more predictable operating space for bicyclists on two main paths, one accessing Pacific Street from a residential street, and the other connecting the school to the YMCA along Perris Hill Park Road.

On neighborhood approach streets where continuous sidewalks are missing, pedestrians may be forced to walk in the roadway or along uneven shoulders, increasing exposure to vehicle traffic and reducing drivers' ability to anticipate pedestrian movements. Completing sidewalk gaps and improving pedestrian paths along these approaches will remedy this safety hazard by providing a continuous, designated walking route to Pacific Street and by increasing driver awareness at residential street ends that meet the corridor. These improvements directly address the underlying factor of pedestrian exposure in the travel way that contributes to the pedestrian and cyclist collisions with vehicles documented in the TIMS data.

The Project limits, centered on Pacific Street as the primary east-west school access corridor and inclusive of key north-south neighborhood approaches such as Perris Hill Road and Trippecanoe Avenue, prioritize locations where documented collisions and daily exposure overlap. By concentrating improvements at Pacific Street intersections and crossing points where pedestrians must enter the roadway, the Project directly targets the recurring crash types identified in Part A, which are pedestrian crossing conflicts and turning-movement conflicts. The resulting design will shorten and clarify crossing movements, improve driver yielding behavior, and reduce the frequency of midblock crossings by providing safer, more usable crossing opportunities.

Safety benefits within the Project limits are especially important for vulnerable roadway users. Students walking and bicycling to Pacific High School face heightened risk because their trips are concentrated during peak traffic periods and frequently require crossing Pacific Street at intersections or high-demand crossing locations. Older adults and people with disabilities are disproportionately affected by missing or substandard curb ramps, uneven curb and sidewalk transitions, and long or unclear crossing paths; these conditions increase the likelihood of falls, delays in clearing the crosswalk, and conflicts with turning vehicles. The Project addresses these hazards by improving pedestrian accessibility and crossing quality, including upgrades that support ADA-compliant, predictable, and comfortable walking and rolling routes to and along Pacific Street.

Where disadvantaged and underserved communities are present within the Project influence area, the consequences of inaction are amplified because residents may be more reliant on walking, rolling, and bicycling for daily needs and may have fewer options to avoid high-conflict locations. Without improvements, the documented concentration of pedestrian-involved collisions at Pacific Street intersections and the ongoing bicycle exposure in mixed traffic will likely continue, leaving students, older adults, and people with disabilities subject to the same systemic conflict points reflected in the historic collision record.

Overall, the TIMS collision history indicates recurring pedestrian crossing and vehicle turning conflicts on Pacific Street and continued bicycle risk due to a lack of dedicated facilities. The Project remedies these hazards by applying targeted crossing and intersection control and speed-management improvements where collisions and exposure are highest along Pacific Street and at key neighborhood approach streets.

Installation of the HAWK signal, school zone speed limit sign, and four speed feedback signs directly addresses the underlying factor of vehicle speeds and uncontrolled crossings, while the all-way stop, dedicated turn lane, and intersection lane control sign address turning-movement conflicts and driver confusion that can lead to pedestrian and bicyclist collisions. By reducing pedestrian exposure in the travel way, improving crossing visibility and predictability, and reducing the frequency of high-conflict vehicle maneuvers, the proposed countermeasures directly address the underlying factors contributing to pedestrian and bicyclist injuries and fatalities in the Project area.

By addressing root causes, uncontrolled or difficult crossings, turning conflicts at intersections, pedestrian exposure on streets with sidewalk gaps, and bicycle travel in mixed traffic, the Project is expected to reduce the frequency and severity of future pedestrian and bicyclist crashes. The improvements will create a safer, more predictable transportation environment that supports walking, bicycling, and rolling for users of all ages and abilities, with particular benefits for students accessing Pacific High School and other vulnerable roadway users.

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

Yes

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 (298 words)

The Project team weighed safety, comfort, and feasibility against existing roadway conditions in evaluating and selecting the bikeway facility type for the Project area. Traffic exposure and stress for people bicycling, particularly students, emerged as a priority. The SRTS report notes that there are currently no bicycle facilities surrounding Pacific High School, and the bicycle environment assessment using Bicycle Level of Traffic Stress (LTS) concluded that the roads immediately around the school have high LTS scores, meaning they create higher-stress riding conditions for most cyclists, especially youth and less-experienced riders. This finding supports considering more protective facility types where feasible, rather than relying only on shared-lane approaches.

Another key issue was the character and configuration of the roadway network, especially the four-lane Pacific Street and the complex three-way intersection at Pacific Street and Perris Hill Park Road. The SRTS report identified concerns that drivers do not recognize the three-way condition and have been observed driving into the adjacent culvert area, reflecting driver confusion and safety risk. These conditions increase the difficulty of safely mixing bicycles with general traffic, and they also heighten the need to coordinate bikeway decisions with intersection safety and traffic control improvements.

The team also considered vehicle speeds, traffic volumes, and heavy vehicles. During the mobility assessment, staff noted semi-trucks and distracted drivers traveling fast on Pacific Street, and overall safety concerns tied to high traffic volumes and speeds were documented as part of the observed issues. These operating conditions encourage more separated bicycle facilities like the buffered Class II lanes proposed along Perris Park Hill Road. The proposed Class III route will be on Tippencanoe Avenue, a residential road with a 25-MPH speed limit and lower volumes of traffic that can be a safer corridor for a designated bike route that abuts vehicular traffic.

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

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: 600 words (515 words)

The Project team used a data-driven and community-informed process to define designs for Pacific High School that combined field observations, stakeholder input, and quantitative analysis. A walk audit and on-site meeting on February 4, 2025, identified conditions that make it uncomfortable for students to walk, bike, and roll to and from campus, including missing curb ramps and crosswalks, substandard sidewalks, inadequate bicycle infrastructure, and high traffic volumes and speeds near the school. The audit included participation from school leadership and staff, parents and students, County staff, and the consultant team, ensuring that the people most impacted by the improvements directly informed design priorities. SRTS analyzed travel behavior data gathered from a Student Arrival and Departure Tally Sheet and an online parent survey to identify current and future modal needs and target improvements that could shift trips from driving to walking, biking, and transit.

The analysis also incorporated bicycle and pedestrian safety history and assessed walking and bicycling conditions using established methodologies, including a Pedestrian Evaluation Score (PES) for walking stress and an LTS assessment for bicycling comfort. To understand broader travel demand and likely approach routes, the team conducted a travel pattern analysis using Replica origin-destination data processed in ArcGIS and Python, comparing active trips and auto trips across the school attendance boundary to identify where improvements could have the greatest system benefits. This methodology identified key operational and safety issues, such as students crossing four lanes of traffic at uncontrolled crossings, double parking, and traffic buildup during school drop-off, and vehicle speeds and visibility concerns, especially at the three-way intersection of Pacific Street and Perris Hill Park Road, where drivers may not recognize the intersection geometry and have been observed entering the culvert west of the intersection. An alternatives analysis evaluated the existing network performance and safety risks, then identified countermeasures that would reduce conflicts and improve operations for all safety concerns noted, particularly focusing on vulnerable users such as children, the elderly, and disabled pedestrians.

The recommended design concepts reflect the alternatives analysis results and the likely impacts on the transportation system, prioritizing treatments that calm traffic, reduce conflict points, improve crossings, and create safer, more predictable operations during peak school times. For example, the alternatives include enhanced pedestrian crossings like the HAWK signal at Pacific Street and Perris Hill Road, traffic calming measures like speed feedback signs on Pacific Street and Perris Hill Park Road, signal timing improvements, and roadway reconfiguration by restriping Pacific Street to one lane in each direction with a center two-way left-turn lane to reduce speeding and improve turning behavior.

The alternatives explicitly considered the needs of a wide range of active transportation users. Multiple recommendations address accessibility gaps identified in the walk audit, including installation of ADA-

compliant curb ramps at key intersections and closing sidewalk gaps on residential corridors that support school access. These improvements will benefit wheelchair users and others who need accessible, continuous pedestrian infrastructure, while safer crossings, traffic calming, and improved lighting/visibility treatments support children, older adults, and people with visual impairments by reducing exposure to high-speed traffic and improving crossing predictability.

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: 700 words (229 words)

The SRTS Project included a multi-stakeholder process led by San Bernardino County, in coordination with the City of San Bernardino and the SRTS planning team. Pacific High School administration and staff, students, parents, and guardians, and County staff participated in an on-site walk audit and meeting, and supplemental public outreach.

Stakeholders prioritized safer crossings of Pacific Street, where multiple crossings are uncontrolled and require pedestrians to cross four travel lanes, concerns about fast-moving traffic, larger vehicles including semi-trucks, and distracted driving during pick-up and drop-off peak traffic times, driver confusion at the three-way intersection of Pacific Street and Perris Hill Park Road, including vehicles observed continuing into the culvert west of the intersection, speeding and low comfort on Perris Hill Park Road, and lack of nearby bicycle facilities, limiting safe bicycling access. These priorities informed the Project's recommended countermeasures, like enhanced crossing control, such as a HAWK signal, traffic calming including speed feedback signs, and active transportation network upgrades.

Stakeholders will remain engaged during implementation through concept refinement and status check-ins with school leadership focused on student routes, crossings, and pick-up/drop-off operations, pre-construction notifications to families and staff regarding schedule, detours, and any temporary crossing changes, and a designated Project contact for questions and issue reporting during construction. Continued coordination between school administration and implementing agency representatives will ensure that stakeholder input remains relevant to the Project's ultimate success.

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: 800 words (771 words)

The local community context around Pacific High School is predominantly residential with nearby community-serving institutions, including Anton Elementary School, the San Bernardino Juvenile Court, and the San Bernardino Family YMCA in the broader vicinity. The street network is characterized by continuous, busy traffic corridors rather than short, rectilinear blocks with frequent stop control. Pacific

Street and Perris Hill Park Road function as main streets that connect with other arterial roads, carrying through traffic as well as school-related trips. Smaller residential streets feed into Pacific Street, and residents, including older adults and people with disabilities using mobility devices, often travel on neighborhood streets before transitioning onto these higher-volume corridors to reach Pacific High School and other key destinations.

This corridor context creates comfort and accessibility challenges for non-drivers. Pacific Street is a four-lane road and the school frontage includes uncontrolled crossings that require pedestrians to cross multiple travel lanes. With continuous traffic flow, higher operating speeds, and fewer natural stopping points, conditions near the campus function as a medium-to-high stress walking environment and a challenging bicycling environment. For older adults and people with disabilities who may require more time, clearer right-of-way, and smooth, continuous surfaces, recognized best-practice solutions prioritize speed management, predictable driver yielding at crossings, reduced crossing distance and exposure, and ADA-compliant connectivity from neighborhood streets to the school.

Speed feedback signs on Pacific Street and Perris Hill Park Road, together with school-zone speed limit signage on Pacific Street, are context-sensitive treatments for corridors that are continuous and busy and do not naturally slow traffic through frequent stop control. These measures support lower operating speeds and improved driver attention where residents must cross or travel alongside through traffic. By moderating speed and reinforcing the school environment, these treatments improve user comfort and safety for older adults and people with disabilities who may be more vulnerable to fast-moving vehicles and who benefit from calmer, more predictable traffic behavior.

A high-intensity activated crosswalk beacon HAWK signal is an appropriate best-practice crossing treatment for Pacific Street because it introduces clear, driver-facing control on a multi-lane arterial where pedestrians otherwise must cross several lanes under less controlled conditions. It is especially well-suited in this Project area and located at a central point along Pacific High School's frontage on Pacific Street, where students currently cross in a painted crosswalk with no traffic-stopping mechanism.

The controlled stopping condition reduces exposure time for slower walkers and wheelchair and scooter users and provides more consistent yielding behavior supporting safer walking and rolling for people with disabilities and older adults who benefit most from clear right-of-way and reduced decision-making demands.

Curb extensions and ADA-compliant curb ramps are complementary best-practice elements that directly improve comfort and accessibility at intersections in this corridor setting. Curb extensions shorten the crossing distance on wide streets and improve sight lines between drivers and pedestrians, which is particularly valuable where traffic is continuous and turning movements can occur at higher speeds. For older adults and people with disabilities, shorter crossings reduce time in the roadway and limit fatigue and exposure, while improved visibility increases driver yielding and reduces uncertainty. ADA-compliant curb ramps, paired with sidewalk gap closures on key approach streets, including Perris Hill Park Road toward the YMCA corridor and neighborhood connectors, create continuous, barrier-free routes so wheelchair users and others who roll are not forced into the roadway due to missing ramps or disconnected segments.

Bicycling and rolling improvements are also tailored to this context, where the SRTS assessment found high bicycle stress on streets immediately surrounding the school and noted the absence of nearby

bicycle facilities. Proposed buffered Class II bike lanes on Perris Hill Park Road and a Class III bike route on Tippecanoe Avenue help shift conditions toward a lower-stress network by providing dedicated or buffered space on a key corridor and a predictable, signed route on a lower-volume street. This expands comfortable options for a wider range of users, including older adults who may prefer lower-stress bikeways and people with disabilities who use small-wheeled mobility devices, by reducing exposure to high-speed traffic and improving route legibility between residential areas and the school.

Together, these context-sensitive elements create a more comfortable, low-stress network around Pacific High School. Speed management to moderate operating speeds, a controlled HAWK crossing to make multi-lane crossings predictable, shorter crossings and improved visibility at intersections, ADA-compliant ramps and continuous sidewalks to eliminate mobility barriers, and lower-stress bikeway connections are tailored to the Pacific High School neighborhood. This integrated approach is designed to help older adults and people with disabilities walk, bike, and roll more safely and comfortably between residential streets, Pacific High School, and nearby community destinations.

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: 500 words (190 words)

This Project proposes installation of a HAWK signal at the Pacific Street crossing at Perris Hill Road intersection. While HAWKs are an established safety countermeasure nationally, they remain relatively new in this part of the region compared with more common treatments such as standard marked crosswalks, flashing beacons, or full traffic signals. The HAWK's "dark-until-activated" operation, and its distinctive yellow-to-red sequence, provide positive stop control for drivers only when a person needs to cross, improving yielding behavior on a multi-lane arterial without introducing the continuous delay, added conflict points, and signal coordination impacts of a conventional traffic signal.

San Bernardino County Public Works demonstrated recent regional implementation by installing a HAWK beacon at 5th Street and Pedley Road in 2024 near Monterey Elementary. That recent project provides a local proof point for driver comprehension, operations, and maintenance, and it reinforces the need for targeted community education and clear signing/markings. Applying those lessons at Pacific Street and Perris Hill Road can reduce driver expectancy and supports a safer, more predictable crossing for older adults, people with disabilities, and park users while maintaining reasonable traffic progression when the beacon is not activated.

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?

No

B. Does the applicant have any leveraging funds?

Yes

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	\$870,129	San Bernardino County Public Works Local Match Reserve
Total Leveraging	\$870,129	

D. Please complete the table below:

	Amount
Total project Costs from Part A6:	\$4,329,000
Total Leveraging from Table Above:	\$870,129
Leveraging Percent of Total Project Cost:	*Auto fills

Attach Leveraging Letter of Commitment here:

Attached

Other leveraging documentation (optional) attach here:

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)

No response required

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

Step 1: Corps Consultation

Please select one of the following:

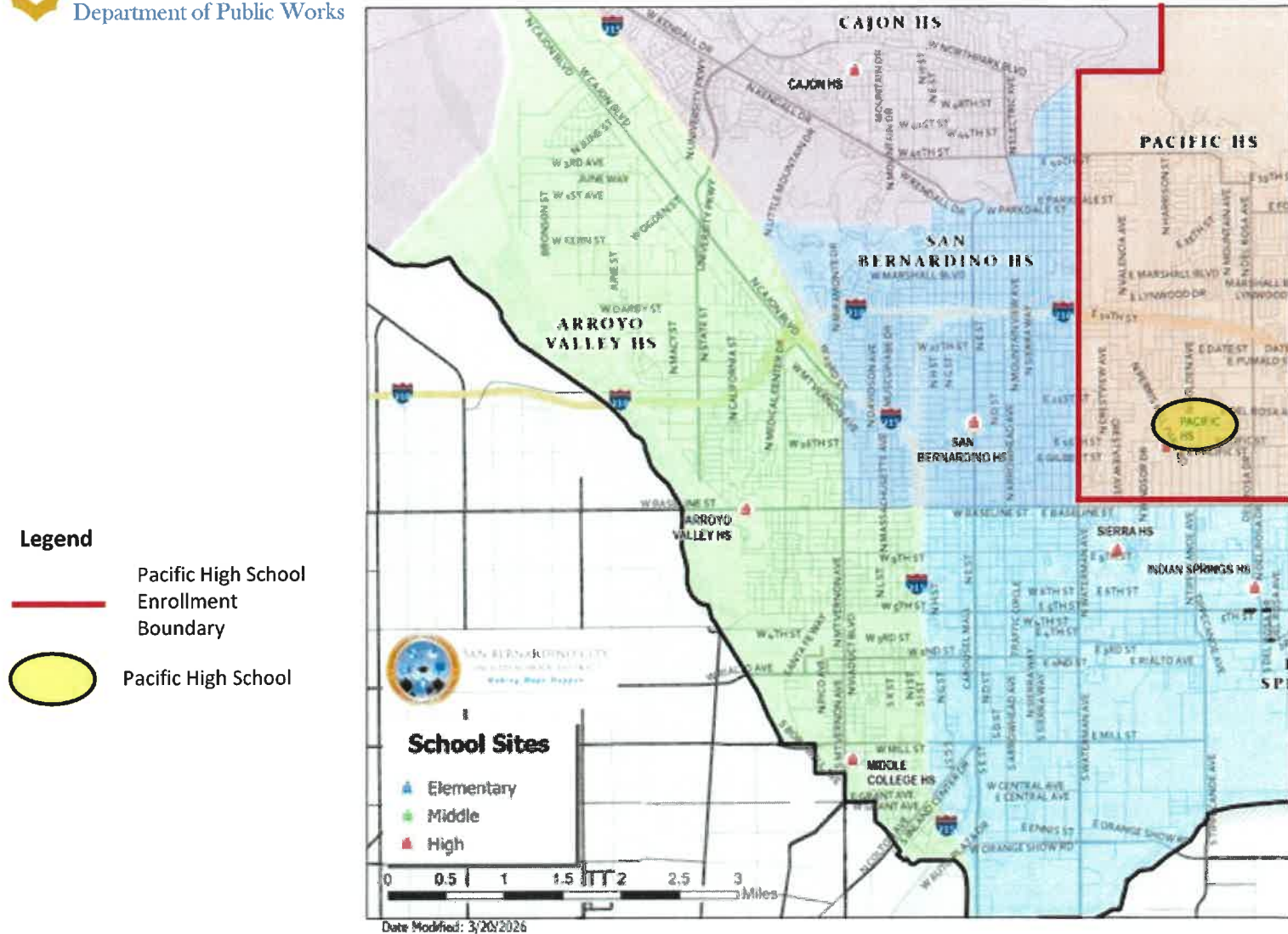
- Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)



School Enrollment Map and Support

SAN BERNARDINO COUNTY

San Bernardino City Unified School District 2026/2026 High School Enrollment Boundary Map





☎ 909-388-6419
✉ pacific@sbcusd.k12.ca.us
📍 1020 Pacific Street
San Bernardino, CA 92404

May 4, 2026

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

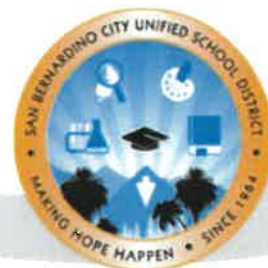
RE: Pacific High School support for Active Transportation Program funding

Dear Ms. Taylor:

I'm writing to express my support for San Bernardino County's application for Active Transportation (ATP) funding for Safe Routes to School (SRTS) improvements around Pacific High School. As Principal of Pacific High School, I am dedicated to keeping our students safe in and around our school property, which is in a high-traffic zone. The proposed project improvements directly address existing safety concerns by incorporating traffic-calming measures, enhancing pedestrian crossings, and adding active transportation infrastructure. Implementing measures to slow vehicular traffic and enhancing pedestrian crossings will benefit students as they arrive and leave school and access nearby amenities. Additionally, constructing new sidewalks and bicycle paths will provide safer alternative transportation options with greater benefits for students and the surrounding community.

The entry and exit for Pacific High School's campus are on Pacific Street, a regional thoroughfare with high-traffic volumes and speeds, limited traffic-control features, and no forced stops near the school access points. These conditions contribute to congestion during peak drop-off and pick-up periods and pose a safety concern for pedestrians walking along a busy thoroughfare or trying to cross streets. Proposed SRTS improvements will add new traffic turn lanes, directional signs, a stop sign, speed limit signs, and an overhead sign at the primary pedestrian crossing, thereby improving safety for vehicle passengers and pedestrians.

The proposed sidewalks and bicycle routes will close critical gaps in the active transportation network and provide continuous, safer, and more comfortable routes for students to walk or cycle. Proposed sidewalks and bike lanes will connect Pacific High School to residential neighborhoods, allowing students to walk or bike to school. Facilitating and promoting alternative transportation will help reduce congestion during peak school hours and improve overall safety for all roadway users.



Pacific High School students regularly travel to the YMCA community facilities northeast of the campus for recreational, educational, and after school programming. A dedicated bicycle and pedestrian connection between the school and the YMCA will provide a safer alternative to the existing sidewalks along Perris Hill Park Road, expanding access to a community resource and supporting Safe Routes to School connectivity goals.

Beyond immediate safety benefits, the proposed improvements support long-term public health outcomes by promoting daily physical activity, encouraging lifelong active transportation habits, and improving access to safe, affordable alternative transportation options. These health and safety benefits will extend beyond students to the surrounding residential community.

On behalf of the Pacific High School staff and faculty, I offer my endorsement of these transportation improvements, which will directly benefit our students by making their daily transit activities safer.

Sincerely,

A handwritten signature in black ink that reads "Natalie Raymundo". The signature is fluid and cursive, with the first name "Natalie" being more prominent and the last name "Raymundo" following in a similar style.

Natalie Raymundo
Principal



Leveraging Funds Commitment Letter

STAFF REPORT



Department of Public Works

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

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

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

June 8, 2026

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

Letter of Commitment for Leveraged Funds – San Bernardino County Transportation Program Cycle 8 Application

Dear Ms. Taylor:

Please accept this letter as evidence of San Bernardino County's commitment to leverage the proposed matching funds for the Pacific High School Safe Routes to School (SRTS) Project. The County commits to leveraging an estimated \$870,129 or approximately 20.1% of the total Project cost, \$4,329,000. Attached is the 2025-2026 Adopted Budget Book referencing the Public Works Local Match Reserve to fund this commitment.

If you have any questions regarding the County's financial standing or commitment to this Project, please do not hesitate to contact Robert Lopez, Supervising Public Works Analyst, at (909) 387-8180.

Sincerely,

Noel Castillo, P.E.
Director, Department of Public Works-Transportation

BOARD OF SUPERVISORS

COL. PAUL COOK (RET.)
First District

JESSE ARMENDAREZ
Second District

DAWN ROWE
Chairman, Third District

CURT HAGMAN
Fourth District

JOE BACA, JR.
Vice Chair, Fifth District

Luther Snoke
Chief Executive Officer

	Total Reserves						
	6/30/24 Ending Balance	Approved 2024-25		6/30/25 Ending Balance	Adopted 2025-26		6/30/26 Estimated Balance
		Contributions	Uses		Contributions Ongoing	Contributions One-time	
Indigent Defense Costs	500,000			500,000			500,000
Jail Upgrades							
Adelanto Detention Center	4,781,111		(4,751,358)	29,753			29,753
Glen Helen Rehabilitation Center 512 Bed Step Housing Program	74,500			74,500			74,500
West Valley Detention Center ADA Improvements	6,597,500		(1,252,914)	5,344,586		(3,743,908)	1,600,678
Labor	13,598,493		(279,966)	13,318,527			13,318,527
Land Use Services General Plan/Development Code Amendments	884,441	7,050,000	(2,330,329)	5,604,112			5,604,112
Land Use Digitization Reserve		2,000,000		2,000,000			2,000,000
Land Use Permit Backlog Reserve				-		5,000,000	5,000,000
Liability Reserve	25,000,000			25,000,000			25,000,000
Library Enhancements Reserve		8,000,000		8,000,000		(3,000,000)	5,000,000
Litigation Expenses	865,000	9,698,908		10,563,908			10,563,908
Medical Center Debt Service	32,074,905			32,074,905			32,074,905
Pacific Village Reserve		3,736,651		3,736,651			3,736,651
Public Health Animal Control Security Reserve				-		300,000	300,000
Public Works Infrastructure Reserve		20,000,000	(694,166)	19,305,834		3,000,000	22,305,834
Public Works Local Match Reserve				-		10,000,000	10,000,000
Regional Parks Projects Reserve		1,415,296		1,415,296			1,415,296
Restricted Revenue Set-Aside	5,997,664	975,142		6,972,806			6,972,806
Retirement	40,943,787	20,000,000		60,943,787	20,000,000	5,000,000	85,943,787
Running Springs County Library	2,634,984			2,634,984			2,634,984
Sheriff Project Funding Reserve	20,000,000		(20,000,000)	-			-
Strategic Initiatives Reserve	307,673			307,673			307,673
Summer Youth Employment Program Reserve		410,579		410,579			410,579
Supporting Vulnerable Populations	25,000,000	10,000,000	(9,015,200)	25,984,800			25,984,800
Teamsters Side Letter Reserve	779,485			779,485			779,485
Transportation Projects							
Cedar Avenue Interchange	6,723,000		(6,723,000)	-			-
Glen Helen Parkway Bridge Replacement/Widening Construction				-			-
National Trails Highway	3,919,912		(3,919,912)	-		7,000,000	7,000,000
Rock Springs Bridge Replacement/Widening Construction	2,037,000		(2,037,000)	-			-
Stanfield Cutoff Road Repair and Bridge Replacement	405,000		(405,000)	-			-
Vision2Succeed Reserve	249,421			249,421			249,421
Wastewater Needs Assessment Reserve		62,875		62,875			62,875
Wildfire Prevention Reserve						7,500,000	7,500,000
Total Specific Purpose	605,254,147	328,395,627	(260,531,356)	673,118,418	84,550,713	55,492,369	774,398,133
Total Reserves	823,392,985	348,551,228	(260,531,356)	911,412,857	84,550,713	71,360,267	1,028,560,470

	Year End Actual Balance				Adopted
	2021-22	2022-23	2023-24	2024-25	2025-26
General Purpose	183.9	198.1	218.1	238.3	254.2
Specific Purpose					
AB177/199 Criminal Fees Backfill Reserve	0.0	4.7	5.5	5.3	5.3
Annual Elections Cycle Reserve	0.0	6.8	0.0	0.0	6.0
Asset Replacement	34.9	40.1	24.0	7.2	15.2
Bloomington Community Benefit/Improvement Reserve	0.0	0.6	0.8	0.0	0.5
Body Camera Implementation Project	5.3	2.5	1.8	1.4	0.3
Building Acquisition Reserve	0.0	0.0	28.8	47.6	57.6
Business Process Improvement Reserve	0.0	0.0	0.0	5.0	5.0
Capital Projects:					
Animal Shelter	9.9	35.0	40.0	0.0	0.0
Archives Acquisition	1.7	1.7	1.7	0.0	0.0
Big Bear Alpine Zoo	1.7	1.7	1.7	0.9	0.9
Building Replacement Reserve	20.0	50.0	73.1	92.9	122.9
Children's Assessment Center Facility Reserve	0.0	0.0	0.0	0.0	5.0
Chino Airport Development Plan Reserve	0.3	0.3	0.3	0.3	0.3
Chino Plume Needs Reserve	0.0	10.0	10.0	0.0	0.0
Chino SOI Sewer Project Reserve	0.0	0.0	0.0	11.3	11.3

Project Programming Request

SHUTTLEBAR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 LAPG -25I (Revised Apr 2026 v1.00)

Amendment (Existing Project)		Y/N		PPNO		MPO ID		Date:	
District	EA	Project ID							
08									
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency					
SB	N/A			San Bernardino County Transportation Authority (SBCTA)					
				MPO	Element				
				SCAG	Local Assistance				
Project Manager/Contact		Phone		E-mail Address					
Jeremy Johnson		909-387-8165		jeremy.johnson@dpw.sbcounty.gov					
Project Title									
Pacific High School Safe Routes to School Project									
Location (Project Limits), Description (Scope of Work) - Infrastructure									
See Page 2									
Location (Project Limits), Description (Scope of Work) - Plan or Non-Infrastructure									
N/A									
Component									
PA&ED		Implementing Agency							
		San Bernardino County Department of Public Works							
PS&E		San Bernardino County Department of Public Works							
Right of Way		San Bernardino County Department of Public Works							
Non-Infrastructure		N/A							
Construction		San Bernardino County Department of Public Works							
Legislative Districts									
Assembly:		45	Senate:		29	Congressional:		33	
Project Benefits									
See Page 2									
Purpose and Need									
See Page 2									
Category									
		Outputs				Unit		Total	
Active Transportation		ADA Ramps				EA		3	
Active Transportation		Class II Bike Lanes				LF		2,640	
Active Transportation		Sidewalk				LF		14,500	
Active Transportation		Crosswalks				EA		1	
Active Transportation		Speed Feedback Signs				EA		4	
Active Transportation									

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised Apr 2026 v1.00)

Date: 1/0/00

Additional Information

Category Class III Bike Route, Unit:LF, Total: 2,500
 and Outputs Signal Timing, Unit:EA, Total: 1
 Object Markers, Unit:LS, Total: 1
 Traffic Sign, Unit:EA, Total: 2
 Stop Sign, Unit:EA, Total: 1

Location and Scope The Project area includes a 0.7-mile radius around Pacific High School that crosses San Bernardino City and unincorporated San Bernardino County areas. Pacific High School is in unincorporated San Bernardino County. Proposed improvements are focused along and around the corridor of Pacific Street from the intersection with Perris Hill Park Road, east to the intersection with Conejo Drive. The scope includes new sidewalks on residential streets, new bike lanes, signal timing, a new crosswalk, object markers at an existing crosswalk, ADA-compliant curbs, and traffic calming measures, including a stop sign, a left turn lane, school zone signs, and speed indicator signs.

Project Benefits The Project will enhance safety and connectivity for students and residents by calming vehicular traffic, improving pedestrian conditions, and expanding safer options for walking and cycling. These improvements will deliver community-wide benefits, including better air quality, strengthened public health through active transportation, and increased safety in a disadvantaged area.

Purpose and Need Pacific High School is on a high-traffic route and students face safety and access barriers in walking and riding to school. Non-continuous sidewalks and a four-lane pedestrian crossing limit pedestrian comfort and connectivity to nearby neighborhoods and community facilities. A lack of bicycle infrastructure currently limits alternative transportation to and from school, and incomplete ADA-accessible crossings fail to accommodate diverse users in the disadvantaged community. The Project will provide safer routes, improve driver behavior, and connect new active transportation opportunities.

[illegible]

LAPG-25I (Revised Apr 2026 v1.00)

[illegible]

Fund No. 6:										Program Code
Committed Funding (\$1,000s)										
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency	
E&P (PA&ED)									Notes	
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON-NI										
CON										
TOTAL										

[illegible]

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
LAPG -25I (Revised Apr 2026 v1.00)

Complete this page for amendments only

Date:

District	County	Route	EA	Project ID	PPNO	
08	SB	N/A				

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

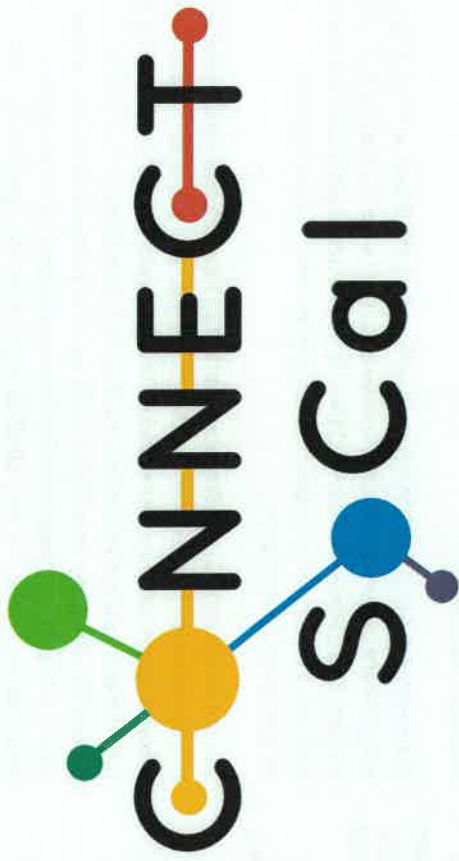
Other Significant Information



Southern California Association of Governments (SCAG) Regional Transportation Plan

San Bernardino

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



Finally, the Southern California to Las Vegas high-speed rail project was environmentally cleared under XpressWest and the Federal Railroad Administration (FRA) issued a record of decision on July 8, 2011. XpressWest is now in the process of planning, constructing and operating this service, which is expected to be privately financed.

ACTIVE TRANSPORTATION

With its temperate climate and wide array of stunning natural and built environments, the SCAG region holds great potential for active transportation initiatives. Walking (inclusive of people using personal mobility devices) and bicycling are accessible forms of transportation for people of all ages, abilities and socioeconomic backgrounds. Communities that are built to support walking and bicycling trips tend to be healthier and are safer for people using all modes of transportation. Likewise, the implementation of infrastructure and development of plans and programs increases the number of people walking and bicycling and decreases the number of people driving. This will improve health outcomes and reduce GHG emissions in the region.

Connect SoCal is expected to increase the number of daily active transportation trips by more than two million, increasing the mode share from 7.8 percent in 2016 to 10 percent by 2045. In order to achieve these outcomes, planned future investments are nearly doubled from \$12.9 billion in the 2016 RTP/SCS to \$22.5 billion in Connect SoCal. The active transportation investments in Connect SoCal are allocated across a range of active transportation strategies that address planning, policy making and implementation for both short and regional trips. Additionally, they are designed to improve environmental justice outcomes and enhance the safety and comfort of people walking and bicycling.

Since the adoption of the 2016 RTP/SCS planning efforts throughout the region have expanded significantly. Nearly 80 percent of the cities in the SCAG region now have completed some sort of active transportation plan, bringing the regional total to more than 300 pedestrian, bicycle and safe routes to schools plans. This is a 40 percent increase from 2016. Likewise, every county in the SCAG region now has a county-wide pedestrian, bicycle and/or active transportation plan (ATP) or is in the process of completing one. Some of these include the Imperial County Active Transportation Plan (2019) and Pedestrian Master Plan currently in progress, the Los Angeles County Active Transportation Strategic Plan (2016), Orange County's OC Active (2018), the Western Riverside

Council of Governments Active Transportation Plan, the San Bernardino Non-Motorized Transportation Plan (2018) and the Ventura County Regional Bikeway Wayfinding Plan (2017). Through Connect SoCal, SCAG's Sustainable Communities Program and other statewide funding sources, additional planning funding will be available to continue this progress and to plan for more active communities across the region.

In addition to development of a robust set of plans, the region has seen significant positive changes to our built environment as active transportation projects have been implemented. Almost 500 bikeway miles have been built in the region since the 2016 RTP/SCS. These efforts are dispersed across the region, with a focus on projects that improve active transportation mode share and safety for disadvantaged communities. SCAG has worked closely with impacted communities and partnered with community-based organizations to ensure that plans and projects are designed to best address the issues that people walking and bicycling in each community face. Some noteworthy active transportation projects initiated or implemented since 2016 include:

Coachella Valley Link: A multi-use trail in the Coachella Valley which is expected to facilitate more than 3 million active transportation trips per year by 2035.

El Centro 8th Street ATP Project: The El Centro 8th Street ATP-funded project is significant in part due to the positive impact of a Go Human demonstration project. The partnership allowed the City to showcase potential improvements and solicit community feedback and support, which helped see the project to implementation.

Venice Boulevard Great Streets: Mar Vista's Venice Boulevard Great Streets project enhanced pedestrian and bicycle safety, and promoted place-making through community art installations. The one-year evaluation report highlights how infrastructure investments, such as new signalized crossing locations and protected bike lanes, resulted in an 11 percent increase of active transportation users, a 75 percent reduction of collisions at its busiest intersection and a decrease in bicyclist injuries, all while supporting the same traffic volumes and promoting a vibrant downtown core.

Connect SoCal includes a wide variety of infrastructure projects that will support short and regional active transportation trips. These strategies will

reduce automobile vehicle miles traveled by increasing the number of trips accomplished by walking, bicycling and the use of micro-mobility devices. These strategies include building physical infrastructure such as local and regional bikeways, sidewalk and safe routes to schools pedestrian improvements, regional greenways and first-last mile connections to transit. In addition to reducing vehicle miles traveled, these strategies will improve air quality and public health by reducing emissions and increasing levels of physical activity. Finally, they will have a positive economic impact on the region by reducing transportation and healthcare costs.

Since the 2016 RTP/SCS there has been a significant change in technology and the way that it influences travel behavior. The growth in popularity of micro-mobility in the past few years necessitated the inclusion of strategies in Connect SoCal to address shared mobility infrastructure and regulation frameworks to ensure that new technologies can be used safely and responsibly. These strategies range from incentives for the purchase of e-bikes, to the distribution of private micro-mobility devices that help ensure access for low-income communities. While it is expected that many of these devices will be provided through the private sector, they will still use public streets and will likely increase demand for separated facilities that are safe for all ages and abilities. Local jurisdictions will likely be tasked with the regulation of these devices and will need to manage the locations where they will be stored and where they can be ridden.

New technology also has the potential to provide local partners with more and better travel behavior data. SCAG and member jurisdictions should support the procurement and development of new data sources for active transportation. This will include the collection of pedestrian, bicycle and micro-mobility volume data, as well as the integration of large data sets. Local cities, county agencies, public health departments and other stakeholders will all benefit from better data sets that provide information on traffic stress, accurate collision rates and information on the types of people using these modes. In addition, zoning codes and general plan elements should be updated when appropriate to support short trips and end-of-trip facilities such as bicycle parking.

Recent developments regarding micro-mobility and personal e-bikes and scooters have shown that new shared mobility benefits from the same programmatic and infrastructure improvements as traditional active transportation. Complete streets, which are planned, designed, operated and



CORE VISION COMPLETE STREETS

Creating “complete streets” that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.

PROGRESS SINCE 2016

In December 2018, the City of Santa Ana opened its first protected bikeway, or cycletrack. The project, funded by OC Go (Orange County Measure M), features a 6-foot wide bikeway protected from vehicle traffic by a landscaped median. About 55 percent of the surrounding community doesn’t have access to a car. Santa Ana has been awarded about \$45 million in grant funding for projects like this one that improve safety for people walking and biking.

In the City of Los Angeles, the Mobility Plan 2035 advances the complete streets concept beyond a single project by prioritizing multi-modal networks including a Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network and Pedestrian Enhanced Districts.

PLANNING FOR 2045

Connect SoCal invests in local streets and arterials and anticipates continued success in securing grant funds for regionally significant projects through programs like the California Active Transportation Program (ATP).

By expanding complete streets concepts to accommodate and optimize new technologies and micro-mobility devices, first-last mile connections to transit and curbside management strategies, the region will achieve even greater mode shift and reductions in VMT. SCAG champions Complete Streets policy implementation throughout the region with the Go Human campaign and a range of planning resources, including the Regional High Injury Network. Specific strategies and actions related to Complete Streets are detailed in the Active Transportation Technical Report.

maintained for safe, convenient, and comfortable travel and access for users of all ages and abilities, will support people who are walking, bicycling, and using micro-mobility devices. A variety of engagement strategies will need to be implemented alongside infrastructure components to support active transportation, in whatever form it takes. This engagement can take the form of Safe Routes to School programs designed to encourage students to walk and bicycle to school, SCAG's Go Human advertising campaigns to encourage the public to walk and bicycle more, or the demonstration of possible new infrastructure to get communities excited about changing their streets.

TRANSPORTATION SAFETY

Connect SoCal prioritizes the safety and mobility of the region's residents, including drivers and passengers, transit riders, pedestrians, and bicyclists. To adhere to MAP-21/FAST Act performance measures requirement, SCAG adopted its annual regional safety targets in February 2020. For the year 2020, SCAG is aiming to reduce fatalities by a minimum of 3.03 percent and serious injuries by a minimum of 1.5 percent. To enhance safety in the region, SCAG anticipates providing cities with resources to develop safety plans and help achieve the safety targets.

SCAG's safety strategies are largely grounded in the State's Strategic Highway Safety Plan (SHSP), which helps member agencies interested in pursuing safety initiatives and strategies at the local level. SCAG outlines detailed strategies and actions that local jurisdictions and county transportation commissions can undertake to enhance safety in our region in the Transportation Safety and Security Report. The strategies are supportive of the Strategic Highway Safety Plan and include:

1. **Reduce Aggressive Driving and Speeding**
2. Improve Safety for Aging Populations:
3. **Improve Bicyclist Safety**
4. Improve Commercial Vehicles Safety
5. Ensure Drivers are Licensed
6. Improve Emergency Response Services
7. Leverage Emerging Technologies
8. Reduce Impaired Driving Fatalities
9. Reduce Distracted Driving

10. **Improve Safety at Intersections**
11. Reduce the Occurrence of Lane Departure Fatalities
12. Improve Motorcycle Safety
13. Improve Occupant Protection by Increased Use of Seat Belts and Child Safety Seats
14. **Improve Pedestrian Safety**
15. Improve Work Zone Safety
16. Improve Safety for Young Drivers

To achieve regional safety targets SCAG will:

- Develop and maintain a High Injury Network (HIN) mapping tool to support planning efforts related to transportation safety by our local partners
- Work with local jurisdictions to provide active transportation safety education opportunities through its Go Human campaign
- Continue to represent Southern California on the California SHSP Steering Committee, the California Walk Bike Technical Advisory Committee, the Active Transportation Program Technical Advisory Committee and active transportation emphasis areas
- Support regional safety efforts including the development of Vision Zero policies and plans
- Support bicycle and pedestrian safety as part of SCAG's Sustainable Communities Program
- Analyze shared use of sidewalks between different modes (bicyclists, pedestrian's e-scooters) and the impacts on personal safety (e.g. dockless devices blocking foot traffic or other conflicts when riding near pedestrians)
- Advocate for funding strategies that reflect unique local needs

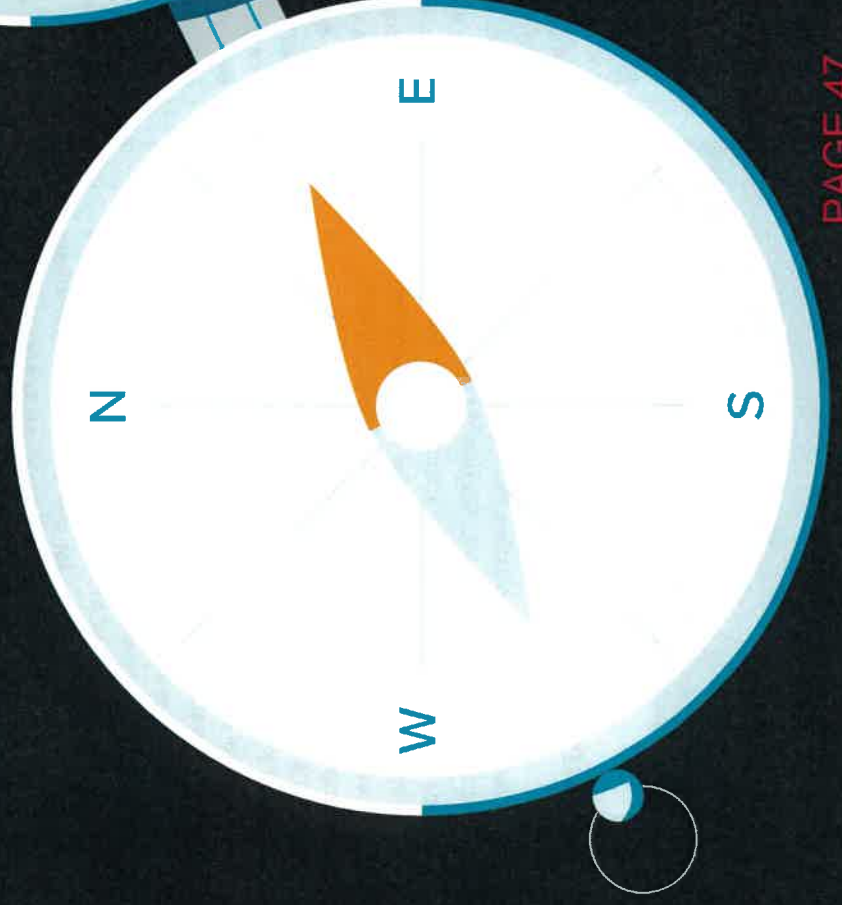
HIGHWAY & ARTERIAL NETWORK

Southern California's highway and arterial system functions as the backbone of the larger transportation network. Most trips in our region are still made on our highways and arterials. The network provides access to employment, health, social and educational services among others. Yet, expansion of our highways

Connect SoCalTM

A Plan for Navigating
to a Brighter Future

ADOPTED, APRIL 4, 2024



The Southern California Association
of Governments' 2024-2050
Regional Transportation Plan/
Sustainable Communities Strategy

THE BIG PICTURE

Plan Requirements

As the Metropolitan Planning Organization (MPO) for the region, SCAG is required by federal law (23 U.S.C. Section 134 et seq.) to prepare and update a long-range Regional Transportation Plan (RTP) every four years. The Plan must provide for the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the Plan takes into account all modes of transportation, federal planning factors and goals and objectives of the California Transportation Plan (CTP 2050)—and is accomplished by a “continuing, cooperative and comprehensive” planning approach, which is also performance-driven and outcome-based. In addition, because most areas within the SCAG region have been designated as nonattainment or maintenance areas for one or more transportation-related criteria pollutants under the federal Clean Air Act (42 U.S.C. Section 7401 et seq.), the Plan must conform to the applicable State Implementation Plan (SIP). The passage of California Senate Bill 375 (SB 375) in 2008 requires that SCAG prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light-duty trucks and achieve the GHG emissions reduction target for the region set by the California Air Resources Board (Govt. Code Section 65080(b)(2)(B)). In addition, the focus on equity in this Plan supports compliance with Title VI of the Civil Rights Act of 1964 and Environmental Justice guidance at the state and federal levels, all of which is further detailed in the Equity Analysis Technical Report.



READ THE SUPPLEMENT

To see a full description of the laws that guide the plan, see the *Supplementals* section.

Setting a Vision for 2050

Southern California is a vast region with a diversity of landscapes and communities. The six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura are home to a population of nearly 19 million people, powering the 16th largest economy in the world. The region is a vibrant economic hub and a center for innovation, culture and entertainment. Southern California is a polycentric megaregion that operates as a single labor market, housing market and transportation shed. This means that people and destinations are more spread out, with linkages both within and across communities. This dispersed activity, combined with decades of prioritizing roadway investments, has led to increasing congestion and poor air quality. In addition, the rewards of our economic prosperity have not been equitably shared. Some communities and their residents face more adverse health consequences based on where they live—or they have less access to opportunities, including housing. The region is also vulnerable to challenges outside of anyone’s immediate control, like global economic shifts or a pandemic.

Connect SoCal is a long-term plan for the Southern California region that details investment in our transportation system and development in our communities to meet the needs of the region both today and tomorrow. The horizon year for Connect SoCal is 2050.

What kind of future are we envisioning?

Healthy: Southern California’s sustainable future hinges on a commitment to improved public health. The efforts to improve how we travel and where we develop will help us achieve environmental goals, like meeting air-quality standards and GHG emission-reduction targets, but will also contribute to better public health outcomes. Because the transportation sector is the largest contributor to statewide GHG emissions, Connect SoCal 2024 will expand alternatives to driving

alone—with transit as a backbone of the regional transportation system—and the focus on cleaner transportation. Land use planning will concentrate on reducing sprawl, preserving open spaces, increasing access to important resources and enhancing resilience to climate change impacts.

Prosperous: Connect SoCal fosters an inclusive and resilient economy. Strategic investments in infrastructure and transportation will improve access to employment centers and stimulate regional economic growth and opportunity in historically underserved areas. The region will prioritize workforce development initiatives, entrepreneurship and innovation to create diverse job opportunities across industries. Connect SoCal will advance the transition to clean-transportation technologies, such as the development of a roadmap for the infrastructure to support zero-emission medium- and heavy-duty trucks. Investment in clean technologies and the transition to a clean-energy economy will provide valuable opportunities to support economic development and recovery, resilience planning and the achievement of equity.

Accessible: Connect SoCal envisions a future where transportation is efficient, multimodal and accessible to all. Integrated transit networks, including expanded rail systems, bus rapid transit and active transportation infrastructure, will provide seamless connections throughout the region and expand mobility options connecting to previously underserved areas. The improved safety and security of the system will help more people feel comfortable taking transit or active transportation. Innovative technologies, such as zero-emission vehicles, broadband and Intelligent Transportation Systems, will play a vital role in expanding accessibility and reducing congestion and emissions.

Connected: The Southern California region will be characterized by connected and vibrant communities. New compact and mixed-use development patterns will prioritize walkability and create livable neighborhoods with ample green spaces, public amenities and affordable housing options. Transit-oriented development will foster thriving urban centers, reducing dependency on single-occupancy-vehicle travel and the need for long commutes.

Achieving this vision will require the collaboration of each community as well as leadership at the local, regional and state levels to take bold actions that address the injustices of the past, face the challenges of today and make investments for the future. SCAG is committed to ensuring that Connect SoCal remains a living document that is rooted in strong analysis and evolves alongside changes in the economy, technologies and demographics. SCAG adopted its first Regional Transportation Plan/Sustainable Communities Strategy in 2012. At that time, the region faced uncertainty as to how recovery from the Great Recession would impact the region over the long term. There were not yet e-scooters on our sidewalks, and there were less than 10,000 electric vehicles on our roads. Navigating this shifting context requires continued collaboration with local and state government agencies and other stakeholders.

In 2050, Southern California will be a healthy, prosperous, accessible and connected region for a more resilient and equitable future.

ALL ABOUT THE PLAN

Plan Development

Connect SoCal was developed through a four-year planning process that involved rigorous technical analysis, extensive stakeholder engagement, consultation with state and federal governments (such as land management agencies), and robust policy discussions with local elected leaders who make up SCAG's policy committees and Regional Council. This process also included formal input processes for our Project List from County Transportation Commissions and land use and growth data from local jurisdictions. In spring 2023, SCAG engaged with thousands of people across the region to gain a clear understanding of the issues and policy choices for the region.

Plan Goals

The goals for Connect SoCal are designed to help us achieve our vision. They fall into four core categories: mobility, communities, environment and economy. These goals are not mutually exclusive—they are mutually reinforcing. For example, the decisions and actions taken to achieve mobility goals can also help to achieve and support environmental goals. The top-line goals are highlighted below, and the supportive subgoals are further detailed in Chapter 3.

Mobility: Build and maintain an integrated multimodal transportation network

Communities: Develop, connect and sustain communities that are livable and thriving

Environment: Create a healthy region for the people of today and tomorrow

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

Focusing on Objectives

By 2050, the population of the region is projected in the Plan to increase by two million people, or 11 percent, with an increase of 1.6 million housing units, or 26 percent, and 1.3 million jobs, or 14.2 percent. However, growth is not expected to be uniform across the region's counties or cities.

This Plan invests \$751.7 billion in our transportation system, primarily in operations and maintenance, to ensure the continued performance of our current network. Implementation of Connect SoCal 2024 will add 181,200 new miles of transit revenue service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network. More importantly, the Plan includes investments and strategies to better manage these and past investments, including an Intelligent Transportation System and policies for Transportation Demand Management.

This plan projects that 66 percent of new households and 54 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities.

This will create a region with:

- Transit as a backbone of the transportation system
- More Complete Streets where people and safety are prioritized
- Policies that encourage emerging technologies and mobility innovations that support rather than hamper regional goals
- More housing, jobs and mobility options closer together in Priority Development Areas to preserve natural lands and open spaces
- More housing to address the “existing housing need” as defined by the Regional Housing Needs Assessment
- Safe and fluid movement of goods, with a commitment to the broad deployment of zero- and near-zero emission technologies

For more details on the policies and projects included in Connect SoCal, see Chapter 3.

TECHNICAL REPORT		SUMMARY
Public Participation and Consultation		Documentation of consultation, outreach and engagement activities
Mobility		Focuses on overarching and intersectional issues across all transportation modes. Subsequent modal-specific chapters: Transit/Rail, Active Transportation, and Streets and Highways. Each includes a discussion on our existing conditions, challenges and key strategies
Economic Impact Analysis		Discussion of the Plan's regional economic impacts
Demographics and Growth Forecast		Analysis of the region's current demographics and anticipated future population, household and employment growth patterns
Land Use and Communities		Discussion of the Plan's Forecasted Regional Development Pattern and strategies for sustainable and resilient land use
Housing		Discussion of the regional housing supply and strategies to increase access to housing
Travel and Tourism		Discussion of travel and tourism in the region, including key destinations, the transportation system, programs serving travel and tourism in the region, and the local, county and state agencies, and nonprofit organizations working on enhancing tourism in the region

A CHANGING REGION

Regional COVID-19 Pandemic Recovery

The COVID-19 pandemic and the response to it impacted the way we live, work and play in the region—and we are still feeling those impacts today. When SCAG's Regional Council adopted Connect SoCal 2020 for all purposes in September 2020, following the May 2020 adoption for federal transportation conformity only, they affirmed aligning Plan implementation with pandemic recovery and identified emerging trends to be monitored alongside future planning, like Connect SoCal 2024. The following are the key disruptions to the region that SCAG has been tracking since 2020. SCAG monitored these elements alongside Plan development to apply relevant updates to our inputs and assumptions. These changes and challenges are continuing to evolve.

Housing crisis: The COVID-19 pandemic and the corresponding economic fallout exacerbated the housing crisis and, for communities of color, widened the economic gap. While early concerns focused on the stalling of housing construction, the more immediate crisis became employment loss—particularly for low-income households—that resulted in a growing number of households falling behind on their mortgage or rent. To minimize this, local, state and federal policymakers prioritized urgent pandemic needs and responses, such as mortgage-relief policies and foreclosure and eviction moratoria. While this had a beneficial impact on households at risk for displacement, it shifted housing priorities away from those that increased housing supply.²

Demographic shifts: The region's population growth was already slowing during the 2010s due to lower fertility rates and more out-migration than in-migration. The pandemic response provided additional shocks—a near-zero level of foreign immigration, fewer births and excess deaths from the pandemic itself. While these shocks appear to be dissipating substantially, the region's population declined between 2019 and 2023.

Goods movement: Supply chains were disrupted on a global scale, leading to severe bottlenecks at ports and cascading bottleneck and congestion issues further across the entire goods movement system—from railyards to industrial warehouses and distribution centers.

Transit ridership: While vehicle miles traveled (VMT) and congestion have returned to pre-pandemic levels, transit/rail ridership has rebounded unevenly. These transit/rail ridership declines have resulted in reduced farebox recovery and impacts to operations budgets—and there is widespread concern that transit/rail operators are fast approaching a fiscal cliff. Many transit operators remain uncertain of the longer-term future, particularly if remote working remains a norm for discretionary riders who tend to take rail. Some returning riders are apprehensive about their safety and security as they resume using transit/rail services.

Active transportation: During the pandemic, the region saw an increased use of active transportation (i.e., bicycling [including via e-bikes], walking, rolling, etc.). Bicycling and walking were regarded as reliable and resilient options because they enabled physical distancing and carried a low risk of contracting or spreading COVID-19.³ The increase in bicycling was reflected in the higher demand for bicycles and in bicycle sales figures. According to market research company NPD Group, sales of bicycles between April 2020 and April 2021 were up by 57 percent in the United States.⁴ Numerous communities reconsidered how public space was allocated, and several prioritized opening up streets to bicyclists and pedestrians to make it easier to physically distance from others while traveling to essential businesses and engaging in recreation.⁵ However, at the start of the pandemic, most dockless, shared micromobility providers temporarily withdrew from the public space.

Tele-everything: Relying on remote work and school (e-learning) as primary ways to physically distance exposed the region's digital divide of those who have access to reliable internet and those who do not. The internet, computers and smartphones have provided unprecedented access to information and have helped transform our relationship to transportation. Although many residents have benefited from these advancements, a significant portion of the population

averaged less than 50 percent in mid-2023, which affects both transit ridership and small businesses, like restaurants.¹³ However, there remains a price premium for both commercial and residential property with connectivity and activity nearby. Livability improvements and continued monitoring of opportunities can help downtowns—which can pool the largest labor force and foster more activity density than anywhere else—and in turn help improve surrounding neighborhoods and the region as a whole.

Emerging Technology

New and emerging technologies have had a significant impact on the transportation sector, transforming various aspects of mobility, efficiency, safety and user experience. These technologies include advancements in vehicle technology, like electric vehicles and automated vehicles, as well as advancement in travel planning and safety systems, such as Mobility as a Service and Advanced Driver Assistance Systems. Several of the key technologies impacting the region today—and on the horizon—include:

Zero-Emission Vehicles (ZEVs): The rise of hydrogen and electric vehicles has disrupted the automotive sector. ZEVs offer lower emissions, reduced dependence on fossil fuels, and improved energy efficiency compared to traditional internal-combustion-engine vehicles.

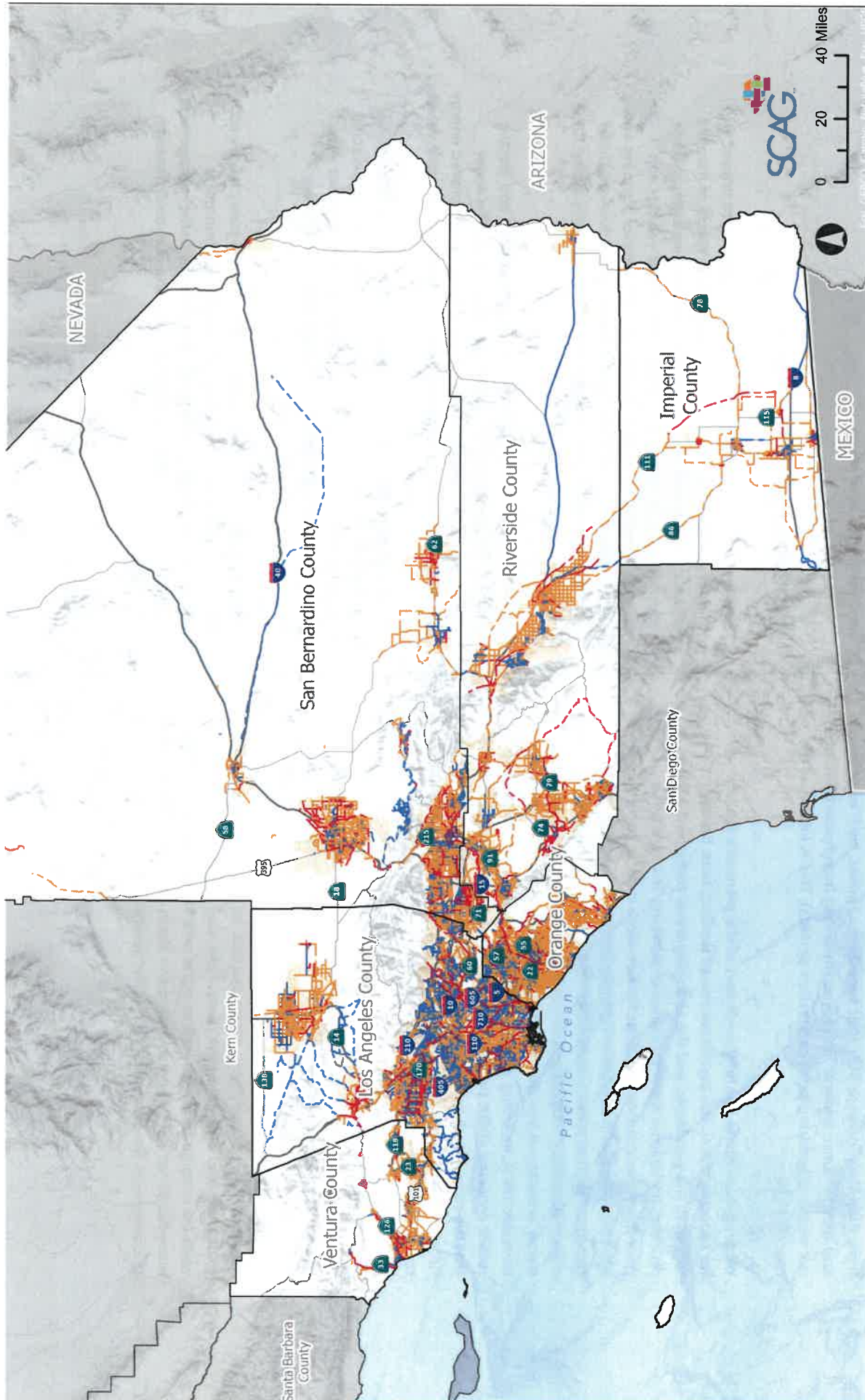
Shared Mobility: Ride sharing services such as Uber and Lyft have transformed the way people travel, reducing the need for personal car ownership. Car sharing and bike sharing platforms have also gained popularity, providing convenient and cost-effective transportation options.

Intelligent Transportation Systems (ITS): ITS integrates advanced technologies into transportation infrastructure to improve efficiency, safety and sustainability. This includes traffic management systems, dynamic signaling, smart parking and real-time traveler information systems.

While these relationships are driven by the nature of the work in each of these sectors, a regional plan must consider how to balance the needs of remote workers, who are largely in higher-wage occupations, and the needs of commuting, on-site workers, who are more likely to be in low-wage occupations. Some literature suggests that while flexible work schedules and telecommuting may reduce (or, in the case of satellite offices, reroute) single occupancy vehicle (SOV) commute trips, they likely increase SOV trips for other purposes, such as errands and trips for lunch while an employee is working from home (although not necessarily during peak congestion periods). This is known as the rebound effect.¹¹

Working from home has long been part of the planner's toolbox for reducing travel. The significant rise of working from home following the pandemic, and the changing travel patterns that have resulted, underscore the importance of pursuing strategies that offer more transportation options for non-work trips, in particular. A key component of this is fostering more connected and accessible communities that allow a wide range of trips to be accomplished within a short distance or via alternative modes. More analysis is needed to better understand this changing trend and how it may impact long-term decisions, including choice of housing location. However, despite recent concerns about people fleeing urban areas in general, the fact that the hybrid work model is becoming more predominant than the fully remote work model, workers will have more incentive to return to—or stay near—cities.¹²

At the present time, these changes appear to be felt very heavily in downtown areas, which by definition have the most intense clusters of employment in a region or subregion. American downtowns have had numerous declines and resurgences. Declines occurred during the crime increases of the 1990s and as a result of post-9/11 security concerns. Then, beginning in the mid-2000s, an increase in residential population and amenities took place. Now, due to the post-pandemic work-from-home trend—as well as crime and the perception of crime—many headlines have been sounding the alarm about the future vitality of downtowns. For example, office utilization rates in U.S. downtowns



SCAG: Connect SoCal 2024 **MAP 2.3 Existing Bikeways (2023) and Planned Bikeways (2050)**

- | | | | | |
|--|---|---|--|--|
|  SCAG Counties | Freeway/Toll Road | Other State Highway | Class 1: Bike Path/Multiuse Path | Class 1: Bike Path/Multiuse Path |
|  City Boundaries (July 6, 2021) | | | Class 2: Bike Lane | Class 2: Bike Lane |
| | | | Class 3: Bike Route | Class 3: Bike Route |
| | | | Class 4: Separated Bikeway | Class 4: Separated Bikeway |

Source: SCAG 2023

Key Mobility Challenges

Limited Reliable Travel Options Besides Driving: As mentioned in the introduction to this chapter, one of the top challenges noted by Connect SoCal survey respondents is having limited reliable travel options other than driving. Despite billions of dollars in investments in our transit and active-transportation infrastructure, gaps in service and reliability remain—and these gaps impact perceptions of available options. As evidenced by responses to other survey questions, many people in the region prefer to drive alone on some trips, like errands, but want different options, such as walking or transit, for other trips that might include going to work or school or visiting friends.

The current lack of travel options besides driving in parts of the region can lead to increased congestion on the regional transportation network, which then leads to time wasted in traffic and increased emissions and pollutants. In other parts of the region, people with access to a transit network have noted concerns about reliability and safety.

Transportation Safety: Safety can refer to both personal security when traveling on transit and safety when on our roadways, either in a vehicle, on a bike or on foot. Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue in the region. Approximately 1,600 people die, and 140,000 are injured—more than 7,000 of which are serious injuries—on roadways throughout the SCAG region every year.¹⁵ Collisions are happening in every community in the region and to people from all walks of life, including those who drive, walk and bike. Approximately 90 percent of collisions occur in urban areas, with most taking place on local roads, not highways. Regionally, about 65 percent of fatalities and serious injuries occur on less than 1.5 percent of the roadway network. Of particular concern are vulnerable groups such as children, older adults, pedestrians, bicyclists and users of personal mobility devices like e-scooters.

The regional housing crisis has resulted in people without housing seeking shelter in public spaces, particularly at locations with 24-hour transit/rail service. Unhoused persons frequently utilize buses or trains for overnight stays. The situation raises several concerns for both transit/rail agencies and riders. Returning riders are apprehensive about their safety and security as they resume using transit/rail services. Buses or trains occupied by unhoused persons may face lingering cleanliness issues, and there have been reports of threats, assault and crime incidents that deter ridership.¹⁶ From the transit/rail agency's perspective, addressing homelessness on systems poses a complex challenge, particularly amidst many other pressing issues and limited funding. Across the region, transit/rail agencies will need to develop comprehensive strategies that address homelessness on their systems, considering factors such as safety, cleanliness and the welfare of both riders and unhoused persons.

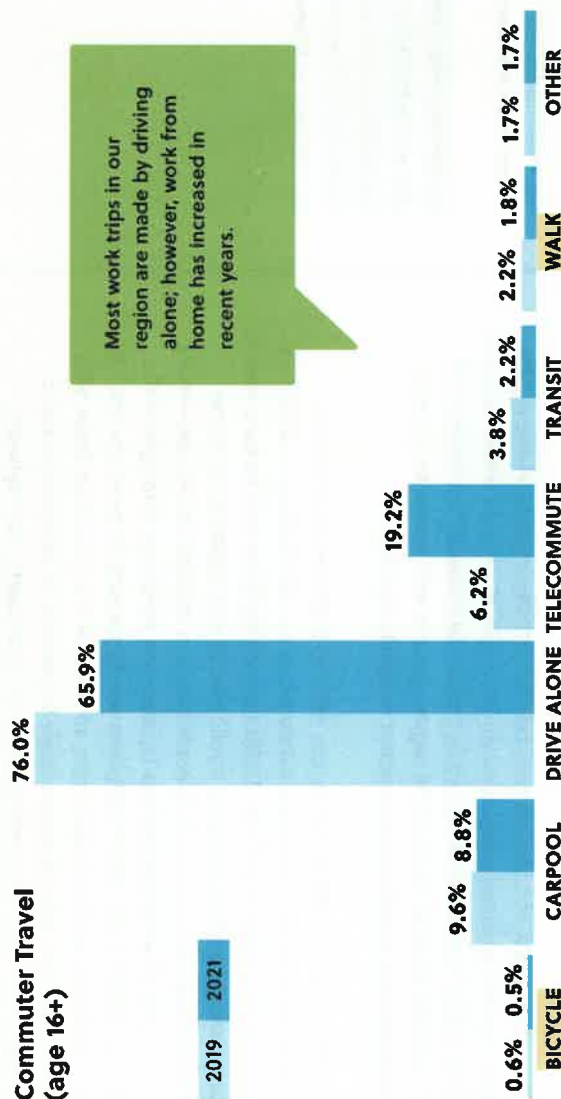
Increasing safety for pedestrians and bicyclists can make transit and active transportation a more appealing travel option, thereby motivating mode shifts away from single occupancy vehicle travel and reducing GHG emissions. However, finding sustainable solutions within the context of limited resources will remain an ongoing challenge.

CONNECT SOCIAL 2024: TAKE A CLOSER LOOK

The Way We Move Today

The region's transportation network is extensive. However, the current lack of convenient travel options in areas of the region apart from driving create traffic congestion and air pollution. Responses to the

COVID-19 pandemic sparked changes in travel behavior and trends, which spotlight what is needed and what is possible for the future of transportation in our region.



Source: 2021 American Community Survey 1-year Sample, Table B08006

Most Non-Work Trips are Short

While trips to work are longer on average, the short distance of most other trips taken in the region opens up possibilities for other modes like walking, biking or rolling.



Annual Safety Statistics



Traffic-related deaths and injuries are a preventable public health and equity issue in the region.

Source: California Statewide Integrated Traffic Records System (SWITRS) (2021); Fatality Analysis Research System (FARS) 2021

ENVIRONMENT

Overview

What is the health of our people and environment? Despite significant improvements over the last several decades, the SCAG region still has some of the worst air quality in the country. Poor local air quality and the lack of dependable transportation options, active transportation, affordable housing, health care and job opportunities in many SCAG region communities can lead to poor health outcomes. The region is already facing the impacts of climate change, including extreme heat and severe wildfires. Heat-related events occurring from 2010 to 2019 resulted in more than 53,000 emergency room visits, 7,000 hospitalizations, and 600 deaths in California. Indicators show that the number and intensity of extreme-heat health events will worsen drastically throughout the state by midcentury. Extreme heat causes drier landscapes, which then make wildfires and drought more likely and extreme. In 2020, California experienced a record number of dry heat days due to a changing climate and had over 6,000 fires that burned millions of acres, making that year the largest wildfire season recorded in the state's modern history. Economic costs from wildfires include resources involved in fighting the fires, damage to property, health care bills, disrupted business costs, lost tax revenue, and decreased property values—and were estimated to be \$10 billion in 2020.

Natural lands offer important benefits to the region, including capturing carbon emissions and recharging groundwater resources. However, natural lands have decreased by roughly 50,000 acres, or 0.2 percent, between 2012 and 2019. Farmland decreased by 40,000 acres, or 3.5 percent, between 2012 and 2018. While farming practices can contribute to GHG emissions, these are typically far less than emissions in urban environments, and farm and grazing lands can provide co-benefits such as wildlife habitats, flood control and groundwater recharge. Our agricultural sector generates \$12.8 billion (2023 \$US) average annual output each year and employs an average of 53,000 workers.

As the region faces unprecedented challenges, it is important to coordinate regional land use and transportation strategies. It is also essential to address Southern California's growth and sustainability challenges in order to protect the SCAG region's natural resources and reduce future risks from climate change.

Key Environmental Challenges

Climate Change: This challenge includes increased wildfires, flooding, extreme heat, drought, sea-level rise and heavy storms, among other hazards. These impacts influence public health, communities, natural systems and the economy, as well as how we travel if there are disruptions and damages to our transportation system.

Poor Air Quality and Related Health Impacts: Across the SCAG region, transportation and land use decisions are shaping neighborhoods while also influencing the health outcomes of residents. The way a community is designed impacts the likelihood that a person will bike or walk to school, work or local shops; have access to healthy food or parks; and breathe air free of pollutants. Conditions in the places where people are born, live, learn, work and play are known as the Social Determinants of Health (SDOH), and they help explain why some health outcomes (e.g., rates of asthma or diabetes) vary widely across the region. To improve health outcomes and reduce these inequities, it is critical to consider public health in integrated land use and transportation planning such as through meeting federal air quality standards. (For more details, see Chapter 5 for SCAG's transportation conformity, the Supplementals section for the South Coast Air Quality Management District's Contingency Measure Plan, and the Goods Movement Technical Report Section 5.2 for goods movement related air quality.)

Loss of Open Space: The urbanization of the region over the past several decades has led to the consumption of hundreds of thousands of acres of natural land and farmland. The diverse natural landscapes of Southern California are an invaluable asset to the millions of people, native plants and animal species that call the SCAG region home.

Key Economic Challenges

Lack of economic opportunity: One of the top economic challenges raised by people throughout the region was the lack of higher-paying jobs within the region. Sometimes this was expressed as a lack of sufficient education and training to access those jobs. As we transition to clean energy technologies, it will be important to support residents in the necessary training to ensure that they have the skills to access opportunities within these related fields.

Population aging: By 2050, the region's median age is projected to increase to 43.8 years—up from 37.7 years in 2019 and 30.5 years in 1990. This will lead to a substantial change in the ratio of working-age individuals (16–64) to seniors (65+). In 1990, there were 6.8 working-age people per senior, and by 2050, there are projected to only be 2.9. This will likely put additional strain on retirement benefits, including Social Security.

Increasing supply-chain complexities: Accommodating the needs of a growing goods movement sector across the supply chain is a challenge. Variables beyond the region's control, such as trade tariffs, the COVID-19 pandemic and other geopolitical tensions can impact how we can efficiently move goods within and through the region. Additionally, national, state and local policies will have an impact on both freight intermodal capacity and industrial development across goods movement industries.

TAKING ACTION

Implementation of Connect SoCal relies primarily on the actions and decisions of other transportation agencies, local jurisdictions and actors in the private sector to operate transit service, install new bike paths, approve new land uses or build new housing. SCAG's role for Plan implementation rests on collaboration with other agencies and stakeholders, policy leadership, our role as an information hub, through research—and, lastly, by providing resources to local agencies or jurisdictions to advance their planning efforts or implementation of Connect SoCal. Implementation Strategies for Connect SoCal 2024 can be found in Chapter 3.

Regional Leadership

SCAG's role in implementing Connect SoCal 2024 is primarily through one of four ways: collaboration, funding administration, research and resources.

Collaboration and policy leadership: Coordinating policies across jurisdictions is crucial to successful Plan implementation. SCAG will collaborate with local governments, transit agencies, non-profits, community organizations and other stakeholders to align land use and transportation planning, streamline regulations and encourage cooperation.

Local Technical Assistance Resources:

Local Information Services Program: Responding to the needs of local jurisdictions, SCAG has initiated the Local Information Services Program by providing tools, resources, technical assistance and training to local jurisdictions to support local planning projects. The program consists of three major services, which benefit local jurisdictions: Toolbox Tuesday Technical Webinars, Local Information Services Team (LIST) and GIS training services. The program has also created tools like the Safety Hub and the Housing Element Parcel Tool (HELPR). Overall, the purpose of the program is to:

1. Improve internal and external collaboration, education and engagement
2. Promote SCAG's available tools and resources
3. Provide personalized one-on-one (1:1) technical assistance to local jurisdictions
4. Enhance staff planning knowledge and technical capabilities

Go Human: To address the safety of people walking and biking in the region's transportation network, SCAG created the *Go Human* campaign, an award-winning community engagement program with the goals of reducing traffic collisions and encouraging people to walk and bike more in the SCAG region. With support from the California Office of Traffic Safety, SCAG's *Go Human* program has implemented four rounds of grant-funding opportunities since 2018, helping local organizations create and lead traffic-safety projects. With more than \$893,000 distributed through grant funds in the SCAG region, *Go Human* funding has supported 106 traffic-safety projects and reached more than 981,000 people. In April 2023, *Go Human* launched

its Community Hubs Program, which offers funding opportunities for community organizations to implement local traffic-safety and community-engagement strategies that leverage community gathering and resource sites or networks. The program aims to build street-level community resiliency and increase the safety of populations that have historically been and/or are currently most harmed by traffic injuries and fatalities, including Black, Indigenous and people of color; people with disabilities; and frontline workers, particularly those walking and biking.

Sustainable Communities Program: SCAG helps to advance Connect SoCal through the Sustainable Communities Program (SCP), which has facilitated over \$16.9 million in funding to local jurisdictions since the adoption of Connect SoCal in 2020. This adds to the \$17 million in funding to local jurisdictions through the SCP between the adoption of the 2016 RTP/SCS and Connect SoCal 2020. The funding program's goals are to provide needed planning resources to local jurisdictions so they can plan for active and multimodal transportation, sustainable land use and affordable housing—all to support the implementation of Connect SoCal and increase the region's competitiveness for federal and state funds. See Table 2.1 for the projects funded since 2020.

Regional Early Action Program: On July 5, 2023, SCAG was awarded \$237 million from the California Department of Housing and Community Development. This was part of the Regional Early Action 2.0 program to accelerate progress toward state housing goals and climate commitments through a strengthened partnership between the state, its regions and local entities. These resources will enable SCAG to fund projects and programs that support Connect SoCal implementation.

TABLE 2.1 Sustainable Communities Program Projects Approved Since 2020

COUNTY	PROJECT TYPE	AGENCY	PROJECT NAME
Active Transportation & Safety			
Los Angeles	Pedestrian Plan	LA County Public Health	Lennox Community Pedestrian Plan
Los Angeles	Network Visioning & Implementation	Los Angeles Dept. of Transportation	Wilshire Center/K-town AT Network Visioning
Los Angeles	Quick Build	City of Santa Monica	East Pico Safety Project
Riverside	Non-Infrastructure	Riverside County Public Health	Safe Routes for All - Coachella
Orange	First/Last Mile	OCTA	OCTA Bus Stop Safety and Accessibility Study
Riverside	Active Transportation Plan	City of Banning	Banning Comprehensive ATP
Los Angeles	Safe Routes	City of Lynwood	Lynwood Safe Routes To School Plan
Los Angeles	Network Visioning & Implementation	City of Pomona	Pomona Citywide Complete Streets Ordinance
Los Angeles	First/Last Mile	Montebello Bus Lines	First-Mile / Last-Mile Master Plan
Los Angeles	Safe Routes	City of Duarte	Safe Routes to School Program
Orange	Vision Zero	City of Santa Ana	Safe Mobility Santa Ana Plan Update
Housing & Sustainable Development			
Los Angeles		Pasadena	City of Pasadena ADU Incentive Program
Los Angeles	Advanced ADU Bundle	Santa Monica	ADU Accelerator Program
Orange		Laguna Beach	ADU Ordinance and Toolkits
Orange		Buena Park	Advancing ADU Implementation
Los Angeles		Compton	ADU Housing Opportunity
Orange	Preliminary ADU Bundle	Garden Grove	Advancing Accessory Dwelling Unit Implementation Programs
Los Angeles		Paramount	Paramount Small Model Homes
Los Angeles		Santa Fe Springs	ADU Implementation Program: Prototypes and Procedural Manual
Los Angeles		Covina	Covina Downtown Enhanced Infrastructure Financing District
Los Angeles	EIFD Bundle	LAC/USC Health Village	LAC/USC Healthy Village Vision
Riverside		Yucaipa	Yucaipa EIFD

CONNECT SOCIAL 2024:
LOOKING FORWARD

Creating an Equitable Future

SCAG has made a commitment and, in some cases, has the legal obligation to analyze and address the inequities that the government and planning profession, and others have created by systemically driving and perpetuating societal differences along racial lines. These inequities have resulted in vastly different living and social conditions, as well as reduced access to opportunities.



As part of Connect SoCal development, SCAG convened the Racial Equity & Regional Planning Subcommittee, which recommended that Connect SoCal 2024 function as a vehicle to promote racial equity. In this way, it can serve to address the historic impacts of systemic racism and coordinate and implement equity-centered activities across the region. SCAG aimed to consistently apply an equity lens while developing the Plan—and the Technical Reports, too, which address specific equity issues relevant to their respective topics.

While SCAG considers potential impacts on people of color and low-income households in our regional growth, transportation and economic development planning and analysis, SCAG recognizes that more affirmative approaches that seek to counter the effects of historic practices are needed to advance equity and social justice across the region. It is imperative that SCAG approach this work with a keen understanding of the diversity of the region—including sovereign Tribal Governments and Communities—to ensure that efforts to advance racial equity are inclusive and responsive to the needs across the region. Some key strategies for improving equity in the region include:

Priority for Equity Communities:
Prioritization of historically marginalized communities is a key focus for SCAG and

state and federal funding programs, which is why it was elevated as a priority by the Subcommittee. Prioritized capacity-building and funding efforts support historically marginalized communities—often communities of color—to develop programs that respond to community-identified needs and advance community-driven solutions.

Reconnecting Communities: Historic physical and economic segregation was caused by some U.S. housing and transportation policies and led to decades of inequalities. We are now planning policies and projects that involve removing, retrofitting or mitigating highways or other transportation facilities that create barriers to community connectivity, including mobility, access or economic development.

Affirmatively Furthering Fair Housing: Our goal is to take meaningful actions that address significant disparities in housing needs and access to opportunity, replace segregated living patterns with truly integrated and balanced living patterns, transform racially and ethnically concentrated areas of poverty into areas of opportunity, and foster and maintain compliance with civil rights and fair housing laws.

To further these strategies, SCAG develops studies and programs focused on creating more equitable outcomes for the region, including the following examples:

A VISION FOR 2050

Looking Toward the Future

The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements and the emerging trends and persistent challenges facing the region. SCAG then engaged with stakeholders and members of the public on a draft vision for Connect SoCal in 2050 and a set of draft goals. Reflecting that input, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future." The following goals and subgoals will help the SCAG region to achieve this vision:

Mobility: Build and maintain an integrated multimodal transportation network

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: Develop, connect and sustain livable and thriving communities

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

SCAG's vision for Southern California in the year 2050: A healthy, prosperous, accessible and connected region for a more resilient and equitable future.

Regional Planning Policies

SCAG developed a set of Regional Planning Policies to guide decision-making in the region that aligns with the Plan's vision and achievement of our goals. These policies carry forward priorities that have been refined over several planning cycles to promote a multimodal transportation system and sustainable land use and development. The policies listed in the Regional Planning Policies section near the end of this chapter incorporate recent discussions and direction from SCAG's Regional Council, Policy Committees and special subcommittees. The categories covered by these policies are detailed in each of the following sections.

Connect SoCal 2024 represents our most up-to-date understanding of the region, along with the policies, strategies and projects to advance the region's mobility, economy and sustainability through 2050.

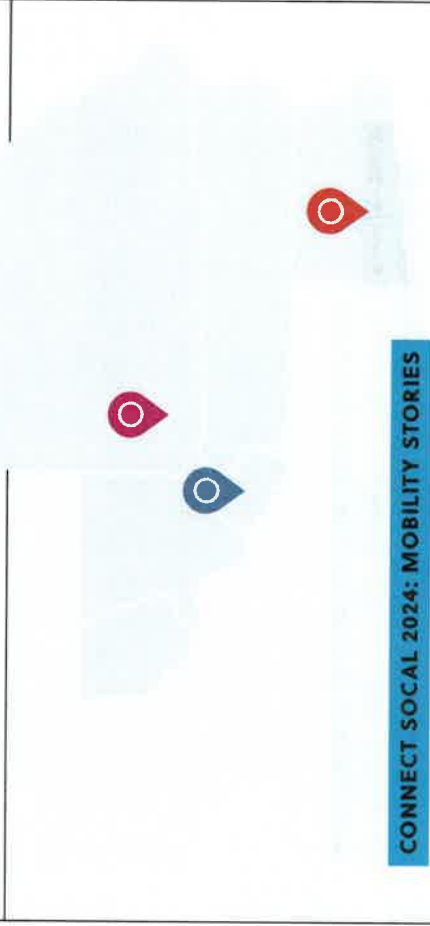
MOBILITY IN 2050

The Future of Movement

How will we move and increase access to opportunities in 2050? Transportation and its corresponding technologies connect us to places and allow us to move between home and important destinations like work, school or the grocery store. Our community's land use pattern determines the distribution of these destinations which, when combined with available transportation options, either support or negatively impact our ability to meet our needs. Historically, patterns such as racial segregation, gentrification and displacement have limited mobility and access for communities of color. These historic inequities have present-day impacts that surface in a variety of ways, including increased exposure to air pollution, noise and traffic collisions. Ensuring mobility and accessibility is important, especially in the region's Priority Equity Communities, which are census tracts with a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors. Additionally, it is critical that SCAG and our partner transportation agencies work in collaboration with communities most impacted by socioeconomic, environmental and transportation burdens. For people across the region to thrive, a healthy mobility ecosystem needs to exist, one where various modes of transportation work in tandem to meet the needs of the community.

In spring 2023 public outreach survey, SCAG asked thousands of people across the region what would be the ideal mode to access various activities. About 30 percent or more of respondents would prefer to walk/bike/roll when traveling to school or childcare, for errands and to social activities. In contrast, for work trips, about 25 percent would prefer to take transit and 25 percent would prefer to drive alone. The mismatch between the expressed preference of these survey respondents and the data on how we move today in Chapter 2—where 66 percent of commute trips are made by driving alone—indicates that there is pent-up demand for more options.

Connect SoCal 2024 includes investments, policies and programs for improving access to a robust multimodal transportation system that is reliable and safe for all users. Achieving the Plan vision requires ensuring that the current network is well-maintained and that policies are in place to support an efficient and coordinated operation of the system. This section highlights the investments and areas of focus for ensuring a robust transportation network in the region.



Traveling in the Region Tomorrow

Santa Ana, CA: A freshman at Santa Ana College rents a room close to school so that she can walk to class. When she needs to get to her internship in Corona, she takes Metrolink. For other trips, she relies on her Mobility Wallet to make the best choice, depending on cost and speed. Sometimes this means taking the OC Streetcar for local trips, a dockless shared bike for some extra exercise or renting a shared electric vehicle to make a longer trip.

San Bernardino, CA: A senior citizen lives in an assisted living facility. He can no longer safely operate a vehicle but still maintains an active social and civic life. He uses an app to reserve paratransit rides that transport him to appointments and community meetings. For shorter trips, he uses his motorized scooter on neighborhood sidewalks but plans his routes through streets with the most trees to keep cool in the shade.

El Centro, CA: A mom uses her electric car to drive her son to daycare and to get to work. She lives in an apartment that only has one charger, but she is able to rely on the robust public charging infrastructure to always have enough charge to get where she needs to go. She likes to ride her bike with her son to visit family on the weekends and feels safe doing so, thanks to the new bike paths.

Mobility Policies and Strategies

The following list provides a brief description of the categories that Connect SoCal 2024 uses to frame the Regional Planning Policies and Implementation Strategies detailed below.

- System Preservation and Resilience:** Maintaining the operational efficiency of our transportation system is crucial. Unfortunately, demand on the system has increased over the decades without sufficient maintenance reinvestment. This has greatly influenced the number of roadways and bridges that have fallen into an unacceptable state of disrepair. Part of the challenge is to ensure that projects in the Plan follow a “fix-it-first” principle and that life-cycle costs, such as maintenance and preservation expenses, are considered and planned for during the development of infrastructure projects. Another part of the challenge is securing sufficient revenue to maintain both existing and new infrastructure in a state of good repair. This is a significant concern for our local streets and roads because every trip begins with them and, regardless of mode, we all rely upon a well-maintained local street and road system to support other critical mobility and safety goals.
- Complete Streets:** Complete Streets are roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, using micromobility devices, or riding transit/rail.
- Transit and Multimodal Integration:** Strategies for improving the transportation system are dependent on integration with our growth and land use patterns. The availability, access and efficiency of different modes, including transit/rail, walking, bicycling and other forms of active transportation—including driving—all depend on a close relationship with how our region uses land and how we grow. This is particularly true when it comes to improving and building a transit/rail system that can best serve people in communities throughout our region. Encouraging shifts in the modes people use

also depends on the implementation of strategies supporting more seamless connections across modes, especially via first/last mile connection, those occurring between transit/rail and biking, walking, or rolling, and ensuring platforms exist to facilitate trip planning and payments.

- Transportation Systems Management (TSM):** TSM is a series of techniques, including transportation demand management, designed to maximize the functional capacity and efficiency of the existing transportation system. Effective TSM strategies reduce traffic congestion, improve air quality and safety, and reduce or eliminate the need to construct new and expensive transportation infrastructure. Many TSM strategies seek to optimize the operation of the existing transportation system through use of Intelligent Transportation Systems (ITS). An example of this would be transit signal prioritization or advanced technologies that can anticipate changing traffic conditions and provide real-time information to drivers, allowing them to make more informed decisions.
- Transportation Demand Management (TDM):** TDM strategies and investments can reduce the demand for roadway travel, particularly during peak times or on congested routes. Shifting trips to less congested times, such as through congestion pricing, can optimize the use of existing roadway capacity. Shifting trips from single occupancy vehicles (SOVs) to other modes often costs significantly less than roadway or transit capital expansion projects. TDM strategies add transportation choices that improve sustainability, public health and quality of life by reducing congestion, air pollution and GHG emissions. When transit ridership, carpooling, bicycling and walking increase, the efficiency of the entire transportation system improves, bringing many benefits to the region.

- Technology Integration:** Emerging technology has the potential to expand transportation choices and equity throughout the region. By providing more options for local and regional trips, emerging technologies may shift trips to less environmentally damaging modes, minimize negative environmental impacts associated with current vehicle use, increase system efficiency, improve safety and reduce auto-related collisions and fatalities. However, realizing these potential benefits (and avoiding potential negative impacts) is dependent on the rate of technology development and adoption of a wide range of public and private sector innovations. Some of these technologies, such as alternative fuel and powered vehicles, micro-mobility, bike sharing and microtransit, have a mitigating influence on GHG emissions. Others, such as ride-hailing and automated vehicles, will likely increase VMT and GHG emissions if their business models do not adapt to eliminate or reduce single-passenger rides and “deadheading,” where vehicles are driven with zero passengers. Therefore, it is vitally important to adopt strategies and policies that encourage shared rides.

- Safety:** Maintaining the safety of all people who travel in our region is important at the local, regional, state and federal level. SCAG develops targets for safety that are updated every two years. Improving safety directly impacts the well-being and confidence of people who are walking, biking and rolling, as well as their willingness to choose active transportation. This is particularly pronounced for certain groups, such as children, older adults and individuals with disabilities who may need extra time and specific information to navigate and cross roads safely and securely. Additionally, returning transit/rail riders may be more likely to resume using transit/rail services in a safe and secure environment.

- Funding the System/User Fees:** The cost of a multimodal transportation system that will serve the region’s projected growth in population, employment and demand for travel surpasses the projected revenues expected from existing sources, including the gas tax, our historic source of transportation funding. The purchasing power of our gas tax revenues is decreasing and will continue on a downward trajectory while transportation costs escalate. Projected revenues will continue to decline as fuel efficiency improves and the number of alternative-fuel and alternative-powered vehicles continues to grow. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 61 percent of the region’s core revenues are from local sources. Efforts are underway to explore how we can transition from our current system based on fuel taxes to a more direct system based on user fees. In addition to generating revenues, user fees are among the most impactful VMT and GHG reduction strategies for the transportation sector. However, a sensible system of user fees must be designed with policies that address fairness and equity concerns.



LET’S GET TECHNICAL

Review the Mobility, Congestion Management and Transportation Finance Technical Reports for further discussion of these critical aspects of transportation planning.

Complete Streets: Planning for All Users

Planning for a future where everyone has safe, affordable, reliable and sustainable transportation options requires additional transportation investments.

Complete Streets: These streets are designed to support safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, rolling or riding transit/rail. The approaches vary based on community context, but elements often include comfortable sidewalks, bicycle lanes, transit priority lanes and signals, high-quality transit stops, frequent and safe crosswalks, median islands, accessible signals, curb extensions, modified vehicle travel lanes, streetscape and landscape treatments. They may also accommodate and optimize new technologies and micromobility devices, first mile/last mile connections to transit/rail and curbside management strategies including last-mile deliveries. SCAG's strategy is to focus targeted investments on corridors on the High Injury Network (HIN), where safety issues are concentrated and improvements to eliminate these issues would encourage mode shift.

Safe Routes to School (SRTS): The primary goal of these programs is to encourage and facilitate active transportation options while enhancing the safety and accessibility of routes used by people walking, biking or rolling. These programs often involve a combination of infrastructure improvements, educational campaigns and policy changes to create safer environments for traveling via active transportation. SCAG's strategy is to focus targeted investments on corridors within the High Injury Network (HIN) and located in close proximity to K–12 schools.

for developing a regional network of dedicated bus lanes and other transit priority treatments. The regional transit priority network is intended to enable enhanced transit services, improved mobility, accessibility and sustainability.

Zero-Emission Bus Acceleration: All transit agencies are required to transition to 100 percent zero-emission bus fleets by 2040 (Innovative Clean Transit regulation), a decade before the horizon year of Connect SoCal. Many agencies have already begun to transition their fleets, including the Antelope Valley Transit Authority, which became the first all-electric transit agency in North America in 2022. Due to this significant undertaking and given both the higher upfront costs and supportive infrastructure, additional funding is needed to support the transition.

Mobility Hubs: Mobility hubs are places where we can seamlessly connect with multiple modes of transportation in a safe, comfortable and accessible environment. Mobility hubs include a range of transportation options—but, typically, at least two—that connect and interact with one another (e.g., transit/rail, car share, bike share, etc.). They typically improve connectivity to transit/rail and are the infrastructure foundation for multimodal trip planning and promoting mode-shift. They are considered essential for a safe and convenient transfer between transportation modes. SCAG's strategy is to focus targeted investments in a set of prioritized mobility hubs distributed across the region.

Metrolink SCORE Buildout: This transformation of Metrolink, from a service profile primarily oriented to downtown Los Angeles peak-period commuters, to one that also serves a broader set of trips with more options to better align with changing travel patterns, such as more trips to activity centers throughout Southern California (including medical facilities, educational institutions and cultural centers), more non-work trips, and fewer peak-hour commuters due to work-from-home and hybrid work schedules.

To develop this forecast, SCAG first prepared a Regional Growth Forecast to understand how many people, households and jobs we needed to plan for. Then SCAG developed a preliminary Forecasted Regional Development Pattern based on local general plans and known development entitlement agreements. RHNA allocations, to the extent that they had been embedded into certified housing elements, were taken into account. In addition, regional sustainability strategies from the final, adopted Connect SoCal 2020, including priority growth and environmentally constrained areas, were embedded into the forecast. These are detailed further in the Priority Development Area and Green Region Resource Area sections. Then SCAG met with local jurisdictions across the region to verify that our understanding of the future matched with local planning efforts. This input from local jurisdictions was integrated into the Forecasted Regional Development Pattern for Connect SoCal 2024. Details about forecast data and consistency with the SCS can be found in the Supplementals section of this document.

The Regional Growth Forecast assumes the region is successful in alleviating much of the latent housing demand that has built up over past decades by projecting 30 percent higher household growth during the 2020s than Connect SoCal 2020. This reflects changes to state- and local-housing-supportive policy as well as stronger housing production numbers in recent years, including ADUs, which are historically undercounted. In contrast to past cycles in which local review usually yields lower household growth and higher job growth, the locally reviewed Connect SoCal 2024 household forecast was actually 2.3 percent higher than the preliminary version developed with a demographic panel of experts. This accelerated production reflects the optimism on the part of local jurisdictions to meet the housing needs of today and tomorrow. In addition to far more near-term household growth, the Forecasted Regional Development Pattern also demonstrates housing growth in generally more sustainable locations within the region than the prior Plan. The share of household growth in Connect SoCal 2024 in more than one priority area and outside environmental constraint areas is 39 percent compared to only 36 percent in Connect SoCal 2020.

- **15-Minute Communities:** A 15-minute community is one in which you can access all of your basic, day-to-day needs, services and amenities within a 15-minute walk, bike or roll from your home. This is where people are able to make fewer and/or shorter trips due to the proximity of activity centers and destinations. For SCAG's purposes, this represents a framework for making our jurisdictions more inclusive, more equitable and more efficient by providing a range of mobility options and overall reduction in single-occupant vehicle trips.

- **Equitable Engagement and Decision-Making:** Fostering strong and resilient communities depends not just on our built environment but also on our social networks. Striving for more equitable engagement and decision-making can ensure that our communities reflect the priorities of the people within them.

Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per Senate Bill 375 (SB 375), SCAG must include a "forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies..." will enable SCAG to reach its per capita passenger vehicle GHG emission reduction target of 19 percent below 2005 levels by 2035, if feasible. This Forecasted Regional Development Pattern (see Map 3.3) details where people, households and employment will be located through 2050, the horizon year of the Plan.



LET'S GET TECHNICAL

For further discussion of critical aspects of regional planning, review the Land Use and Communities Technical Report.

Priority Development Areas

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to help the region reach Plan goals. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. PDAs are a technical tool to facilitate Plan development and analysis, and are used for **different purposes**, such as **growth visioning**, **performance measurement** or grant applications. However, as a general principle, development in overlapping PDAs indicates a greater alignment with Plan goals. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors and Spheres of Influence (SOIs) (in unincorporated areas only), see Map 3.4 Priority Development Areas.

PDAs follow the principles of center-focused placemaking, providing locations where many Connect SoCal strategies can be fully realized. Additionally, PDAs assist with guiding the Forecasted Regional Development Pattern. Connect SoCal's PDAs—NMAs, TPAs, Livable Corridors and SOIs—account for 8.2 percent of the region's total land area. However, implementation of SCAG's recommended growth strategies will help these areas accommodate 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces and conserve the region's resource areas.

From May to December 2022, jurisdictions were tasked with reviewing the PDA layers and the Forecasted Regional Development Pattern to ground regional strategies at the local level. This local feedback helps ensure our regional PDA strategies are best reflected at the local level and produce the strongest regional outcome.

Although the region will see benefits from infill development, jurisdictions are encouraged to actively acknowledge and plan for potential impacts, including displacement for both residents and small businesses. Production and preservation of permanent affordable housing to complement infill strategies is essential for achieving equitable outcomes. These priorities are reflected in Regional Planning Policies.

- Neighborhood Mobility Areas (NMAs)** include four elements that reflect potential to improve, restore and enhance safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. The four elements of an NMA are: 1) intersection density, 2) low-speed streets, 3) land use diversity, and 4) accessibility to amenities within one-mile using street network distances. NMAs exist in each county and throughout the region, and can vary in their specific form, regardless of whether the NMA is located in a dense urban neighborhood or a historic business district. SCAG developed a region-wide map of neighborhood mobility to help further strategies and policies within Connect SoCal 2024.
- Livable Corridors** are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors (HQTCS), will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past plans like HQTCS and input from local jurisdictions during the Local Data Exchange process. Additionally, this strategy integrates certain transit improvements, including Bus Rapid Transit (BRT), other features improving bus performance and user experience, and certain active transportation improvements to support safe bicycling and walking.

- **Transit Priority Areas (TPAs)** are areas within one half mile of existing or planned major transit stops in the region. A major transit stop is defined in state statute as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where transit-oriented development (TOD) can be realized — where people can live, work and play in higher-density, compact communities that are conducive to complete streets that facilitate access to high frequency transit with safe and comfortable walking and biking networks. Focusing regional growth in areas with planned or existing major transit stops is key to achieving equity, economic and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands.

- **Spheres of Influence (SOIs)** are existing or planned service areas within the planning boundary outside of an agency's legal boundary. The intent of an SOI is to promote the efficient, effective and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. A city will periodically annex parcels in an SOI into the city limits to include new developments or areas with infrastructure needs. Unlike the other three PDAs, spheres of influence are exclusively found in the unincorporated areas of SCAG's six counties. Prioritizing unincorporated county growth within existing SOIs discourages urban sprawl and the premature conversion of agricultural and natural lands—and typically makes more efficient use of infrastructure that can reduce costs to taxpayers. As a result, less than 3 percent of the region's future household growth from 2019 to 2050 will be located in unincorporated areas that are outside of SOIs.

Priority Development Areas (PDAs) are areas within the SCAG region where future growth can be located to reach Plan goals. Generally, people in these areas will have access to multiple modes of transportation or trip origins and destinations will be closer together, allowing for shorter trips.

MOBILITY



System Preservation and Resilience

01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle
02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)

Complete Streets

03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)
04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)

05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery
06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities

Transit and Multimodal Integration

07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety
08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity
09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities
11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change

Transportation System Management

12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network

Transportation Demand Management

14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)

Technology Integration

17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy

19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security
21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure

Safety

22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported
25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs

Funding the System/User Fees

- 26.** Promote stability and sustainability for core state and federal transportation funding sources
- 27.** Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits
- 28.** Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs
- 29.** Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources
- 30.** Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery
- 31.** Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience

COMMUNITIES



Priority Development Areas

- 32.** Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities
- 33.** Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled
- 34.** Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled

Housing the Region

- 35.** Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region
- 36.** Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities

Equitable Engagement and Decision-Making

- 45.** Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term
- 46.** Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice
- 47.** Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes

- 37.** Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region
- 38.** Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region
- 39.** Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups
- 40.** Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities
- 41.** Support efforts to increase housing and services for people experiencing homelessness across the region

15-Minute Communities

- 42.** Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses
- 43.** Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality
- 44.** Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options



Sustainable Development

- 48.** Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience
- 49.** Support communities across the region to advance innovative sustainable development practices
- 50.** Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability

Air Quality

- 51.** Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts
- 52.** Support investments that reduce hazardous air pollutants and greenhouse gas emissions
- 53.** Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities

Clean Transportation

- 54.** Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable
- 55.** Promote equitable use of and access to clean transportation technologies so that all may benefit from them
- 56.** Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity
- 57.** Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology

Universal Basic Mobility

- 80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services
- 81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers

Workforce Development

- 82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers
- 83. Encourage inclusive workforce development that promotes upward economic mobility
- 84. Support entrepreneurial growth with a focus on underrepresented communities
- 85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)
- 86. Inform and facilitate data-driven decision-making about the region's workforce

Tourism

- 87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation
- 88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
System Preservation and Resilience		
Per federal requirements, establish and monitor regional targets for pavement conditions, bridge conditions and transit/rail assets, in coordination with Caltrans	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Repair, operate, maintain and preserve the SCAG region's transportation assets in a state of good repair	Support	Lead: Caltrans, local jurisdictions, transit/rail agencies, CTCs
Collaborate to work toward a regional asset management approach	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Evaluate projects submitted for inclusion in the FTIP and RTP/SCS according to contributions in achieving system-performance targets	Lead	Support: Caltrans, transit/rail agencies, CTCs
Complete Streets		
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
Encourage data-driven approaches to inform Complete Streets policies	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Develop a Complete Streets network and integrate Complete Streets into regional policies and plans, including consideration of their impacts on equity areas	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Engage regional stakeholders in Complete Streets policy and plan development, implementation and evaluation	Lead	Support: Local jurisdictions, transit/rail agencies, CTCs
Provide leadership at the state and regional levels to promote Complete Streets, including involvement on the statewide Complete Streets Advisory Committee and the Active Transportation Technical Advisory Committee	Lead	n/a

Mobility Implementation Strategies

STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Transit and Multimodal Integration		
* All Modes. Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region All Modes. Enable a more seamless mobility experience through the implementation of Mobility as a Service (MaaS). This may include leveraging Cal-ITP's support, initiate open-loop payment demonstrations, and test shared-product systems and post-payment solutions.	Support	Lead: Transit/rail agencies, local jurisdictions, CTCs
All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Transit/rail agencies, local jurisdictions Support: Private sector companies
* All Modes. Test, deploy and scale new and shared mobility services, including micromobility (e.g., bike share, e-scooters, etc.) and microtransit pilot projects	Support	Lead: Local jurisdictions, CTCs, transit/rail agencies, private sector companies
* Transit/Rail. Expand the region's dedicated lanes network—including new bus rapid transit, dedicated bus lanes, express bus service on managed and express lanes—as well as the region's urban and passenger rail network and transit/rail signal priority treatments. Improve transit/rail frequency, reliability, and fare and scheduling integration across operators	Partner and Support	Lead: Transit/rail agencies, CTCs Partner and Support: Local jurisdictions
Transit/Rail. Improve transit/rail safety and security for riders, including promoting best practices through SCAG advisory committees and working groups	Support	Lead: Transit/rail agencies, CTCs, local jurisdictions
* Transit/Rail. Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	Partner	Lead: Local jurisdictions Support: Transit/rail agencies, CTCs
* Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools) Partner with local jurisdictions on demonstrations and quick-build projects through SCAG's Go Human initiative	Partner	Lead: Local jurisdictions, transit/rail agencies, CTCs
* Active Transportation. Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	Partner and Support	Lead: Local jurisdictions Partner and Support: CTCs
Streets and Freeways. Reconnect communities by removing, retrofitting or mitigating transportation facilities such as highways or railways that create barriers to community connectivity	Partner	Partner: Local jurisdictions, CTCs, Caltrans

* (Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG's GHG reduction target set by CARB.

Mobility Implementation Strategies

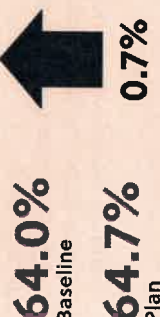
STRATEGY	SCAG ROLE	OTHER RESPONSIBLE PARTIES
Technology Integration (continued)		
Implement ITS priorities to improve the safety and efficiency of the current transportation system	Partner	Lead: CTCs Support: FHWA, Caltrans, local jurisdictions.
Further develop a Regional Configuration Management process among CTCs, Caltrans districts, ports and local governments to ensure consistent and compatible integration of ITS technologies and interoperable operations	Support	Lead: Caltrans, local jurisdictions, CTCs
Conduct regional assessment of current and planned Connected and Automated Vehicle (CAV) implementation in the SCAG region to determine opportunity zones for future deployments and develop toolkits and best practices for local jurisdictions	Lead	Support: CTCs, Caltrans, local jurisdictions
Safety		
Integrate equity into regional safety and security planning processes through analysis of the disproportionate impacts on disadvantaged communities and vulnerable roadway users, like pedestrians, bicyclists, older adults and young people	Partner	Partner: CTCs, Caltrans, local jurisdictions, CBOs, regional bike/pedestrian organizations
Promote implementation of data-driven approaches to guide transportation safety and security investment decision-making, including development of High Injury Networks and innovative safety modeling tools	Lead	Partner: Local jurisdictions Support: Caltrans, FHWA
Provide leadership at the state and regional levels to promote transportation safety and security planning, including involvement on the statewide Strategic Highway Safety Plan (SHSP) Steering Committee and Executive Leadership Committee	Lead	Partner: Caltrans, regional safety stakeholder groups
Evaluate projects submitted for inclusion in RTP/SCS and FTIP for their progress in achieving safety targets in the SCAG region	Lead	Partner: Caltrans, CTCs Support: Transit/rail agencies
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	Partner	Partner: Local jurisdictions, Caltrans, FHWA

Location Efficiency

Share of Regional Housing in Priority Development Areas



Share of Regional Employment in Priority Development Areas



Rural Land Consumption



Less Time Spent Driving

Daily Miles Driven per capita



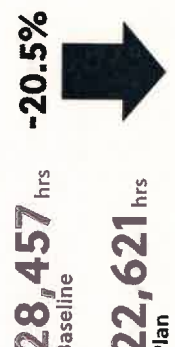
Daily Traffic Delay per capita



Heavy Duty Truck Delay Highway



Heavy Duty Truck Delay Arterial



Improved Accessibility

Annual Transit Boardings per capita



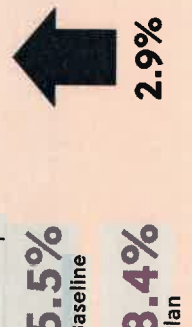
Average Commute Travel Time



Transit Mode Share Work Trips

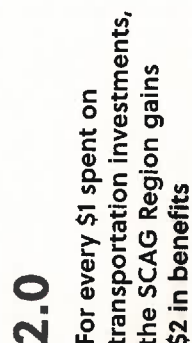


Active Transportation Mode Share Work Trips



Economic Opportunity

Benefit/Cost Ratio



\$726

Average Annual Transportation and Utility Cost Savings per Household

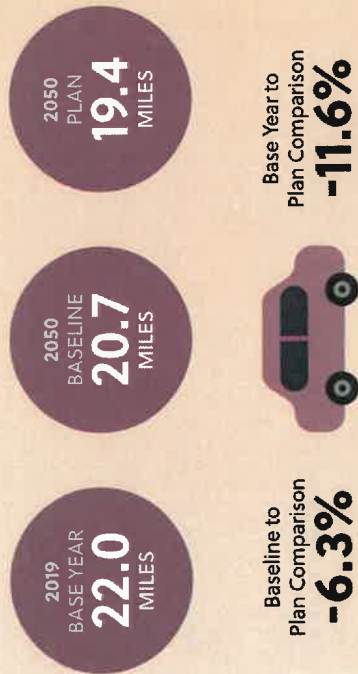
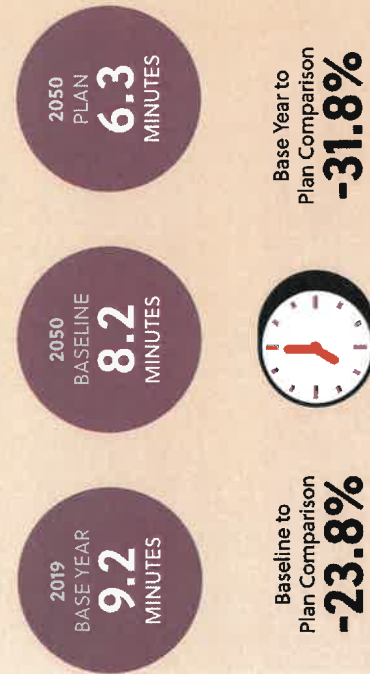
279,000

Average Annual New Jobs from Transportation Investments

465,000

Average Annual New Jobs from Transportation Investments and Increased Competitiveness

CONNECT SOCIAL 2024: PERFORMANCE RESULTS

Daily Vehicle Miles Traveled (VMT)*
per capitaDaily Minutes of Person Delay
per capita

*VMT per capita refers to automobiles and light trucks only

Note: Base Year: 2019 Existing Conditions; Baseline: Continuation of current trends without Plan; Plan: Full Implementation of Connect SoCal 2024

	2019 BASE YEAR	2050 BASELINE	2050 PLAN
Imperial County			
DAILY VMT per capita	33.0 MILES	35.7 MILES	35.1 MILES
DAILY DELAY per capita	3.3 MINUTES	7.1 MINUTES	4.5 MINUTES
Los Angeles County			
DAILY VMT per capita	20.6 MILES	19.0 MILES	17.4 MILES
DAILY DELAY per capita	11.8 MINUTES	9.5 MINUTES	8.0 MINUTES
Orange County			
DAILY VMT per capita	22.6 MILES	21.3 MILES	20.3 MILES
DAILY DELAY per capita	8.2 MINUTES	7.2 MINUTES	5.1 MINUTES
Riverside County			
DAILY VMT per capita	22.7 MILES	21.7 MILES	21.2 MILES
DAILY DELAY per capita	4.5 MINUTES	5.9 MINUTES	4.1 MINUTES
San Bernardino County			
DAILY VMT per capita	26.3 MILES	25.5 MILES	23.8 MILES
DAILY DELAY per capita	5.8 MINUTES	8.4 MINUTES	4.5 MINUTES
Ventura County			
DAILY VMT per capita	20.6 MILES	19.4 MILES	18.5 MILES
DAILY DELAY per capita	5.8 MINUTES	4.7 MINUTES	2.9 MINUTES

TABLE 5.1 Connect SoCal 2024 Performance Measures

PERFORMANCE MEASURE	CONNECT SOCIAL GOAL AREA	DESCRIPTION	2050 PERFORMANCE RESULTS		
			BASELINE	CONNECT SOCIAL	TREND
Average Trip Distance (all modes)	Mobility	Average distance traveled for work trips (miles)	16.2	15.9	-1.9%
		Average distance traveled for non-work trips (miles)	6.1	6.1	0.0%
		Share of all trips 10 miles or less	46.9%	47.6%	+0.7
		Share of all trips 25 miles or less	80.1%	80.7%	+0.6
Travel Mode Share (SOV)	Mobility	Share of work trips by single occupancy vehicle (SOV)	65.9%	61.9%	-4.0
		Share of all trips by single occupancy vehicle (SOV)	37.0%	34.7%	-2.3
Travel Mode Share (HOV)	Mobility	Share of work trips by high occupancy vehicle (HOV)	23.9%	21.7%	-2.2
		Share of all trips by high occupancy vehicle (HOV)	48.7%	46.3%	-2.4
Travel Mode Share (Transit)	Mobility	Share of work trips by transit	4.6%	7.9%	+3.3
		Share of all trips by transit	3.9%	5.3%	+1.4
Travel Mode Share (Walk)	Mobility	Work trips	3.6%	4.3%	+0.7
		All trips	8.8%	10.2%	+1.4
Travel Mode Share (Bike)	Mobility	Work trips	1.9%	4.1%	+2.2
		All trips	1.6%	3.5%	+1.9
Person Hours of Delay by Facility Type	Mobility	Highways	1,266,283	1,024,863	-19.1%
		High Occupancy Vehicle (HOV)	84,351	12,345	-85.4%
		Arterials	1,245,043	927,265	-25.5%
		All facilities	2,868,470	2,184,952	-23.8%
Person Delay Per Capita	Mobility	Daily minutes of delay experienced per capita	8.2	6.3	-23.8%
Truck Delay by Facility Type (Hours)	Mobility	Highways	140,249	119,137	-15.1%
		Arterials	28,457	22,621	-20.5%
		All facilities	173,039	144,812	-16.3%
Average Commute Travel Time (Minutes)	Mobility	Average travel time to work (all modes)	27.8	27.1	-2.5%

Healthy

Will people and our environments become healthier? Cleaner fuels and emergent vehicle technologies will significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that impact public health in the SCAG region.

Connect SoCal prioritizes the attainment of all applicable federal requirements. As documented in the Transportation Conformity Analysis Technical Report, Connect SoCal meets all federal regulatory requirements for transportation conformity as defined under the federal Clean Air Act (CAA). Pursuant to the CAA, the U.S. EPA establishes and regularly updates the National Ambient Air Quality Standards (NAAQS), along with a set of planning and reporting requirements for designated criteria air pollutants. The primary purpose of NAAQS is to protect people's health.

Transportation conformity regulations apply to areas designated by the U.S. EPA as being in non-attainment or maintenance for the transportation-related criteria air pollutants, which are carbon monoxide (CO), nitrogen dioxide (NO₂), ozone and particulate matter (PM_{2.5} and PM₁₀). Under the U.S. Department of Transportation's Metropolitan Planning Regulations and the U.S. EPA's Transportation Conformity Regulations, Connect SoCal is required to pass the following four conformity tests to demonstrate transportation conformity:

1. Regional Emissions Analysis
2. Financial Constraint
3. Timely Implementation of Transportation Control Measures
4. Interagency Consultation and Public Involvement

Connect SoCal has passed the required tests for transportation conformity and therefore demonstrates positive transportation conformity. The Regional Council will adopt the initial Connect SoCal transportation conformity determination as part of the Final Connect SoCal, while the FHWA and the Federal Transit Administration (FTA) will approve the final transportation conformity determination.

Achieving SCAG's GHG Emission Reduction Target

Under Senate Bill (SB) 375, SCAG is responsible for developing a Plan that reduces greenhouse gas (GHG) emissions in the region by eight percent from 2005 levels by 2020 and by 2035. SCAG relies on a broad range of strategies to achieve this reduction. Some GHG emission reductions come from factors outside of SCAG's control, such as increases in auto operating costs or demographic changes. The most significant and impactful strategies within the decision-making influence of the region include land use, user fees/pricing, transit/shared mobility and active transportation.

Although transportation conformity is a federal requirement and the reduction of GHG emissions is a state mandate, both requirements are highly interrelated. First, the same policies, strategies, programs and projects that support achievement of state GHG emissions reduction targets also contribute to meeting federal transportation conformity requirements. In addition, transportation conformity addresses emissions of federally designated criteria pollutants and their precursors, which originate from the same source as GHG emissions: the combustion of fossil fuels in motor vehicles. The reduction or elimination of fossil-fuel use in motor vehicles will help the region meet both federal transportation conformity requirements and state GHG emission reduction targets.



LET'S GET TECHNICAL

The transportation conformity analysis and findings are described in detail in the Connect SoCal Transportation Conformity Analysis Technical Report.

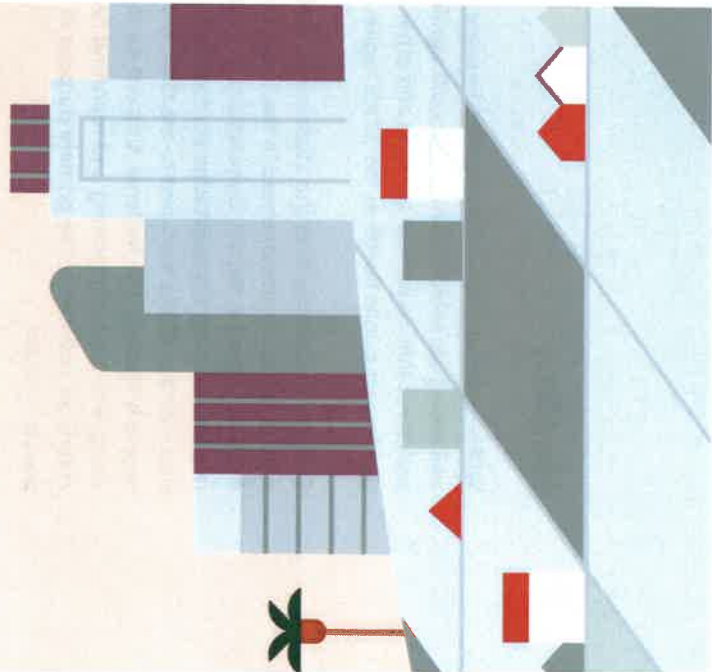
2035 GHG Emission Reductions



CONNECT SOCAL 2024: TAKE A CLOSER LOOK

Achieving the Target

SCAG is required to reduce greenhouse gas (GHG) emissions from passenger vehicles. This can be done through strategies like transitioning to cleaner vehicles or reducing driving by making it easier to take alternative modes of travel. There are other factors that influence how much people in the region drive that are often outside of our control, like demographics changes and our increasingly aging population. With a suite of strategies to support reduced GHG emissions combined with other factors, Connect SoCal meets its GHG emission reduction target of 19 percent by the year 2035.



How did we get here?

Land Use:

Local land use plans enable development in places where people can take shorter trips and access alternative modes of transportation.

Pricing/User Fees:

User fees like road user charges, cordon pricing and parking generate revenues but must be designed with policies to address fairness and equity concerns.

Transit and Shared Mobility:

Expansion and enhancement of the regional transit system as well as shared mobility options allow for more convenient and accessible travel options throughout the region.

Active Transportation:

New bike lanes and improvements to pedestrian infrastructure within communities across the region provide more options for short trips.

Other:

Other strategies that contribute to lesser, but important, reductions in GHG emissions include parking deregulation and car share.

This Plan relies on many strategies to reduce GHGs. Many strategies, like land use and transit enhancements, also work to improve the region's accessibility.

TABLE 5.3 Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Mobility		
Share of Transportation System Usage	<i>Plan Assessment:</i> Comparison of transportation system usage by mode for low-income households and people of color relative to each groups regional population share	This existing conditions analysis confirmed typical patterns of higher-income transit riders tending to ride the train, while lower income transit riders tend to ride the bus. People of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents.
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in distance traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase miles traveled on transit and decrease miles traveled by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person miles traveled for lower income quintiles and for Hispanic/Latino, Black and Asian travelers.
	<i>Plan Assessment:</i> Change in hours traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase time spent on transit and decrease time spent traveling by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person hours traveled for higher income quintiles and for Hispanic/Latino and White travelers.
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of jobs reachable within 15 and 30 minutes by automobile and 15 and 45 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 jobs for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied
	<i>Plan Assessment:</i> Number of retail establishments reachable 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 shopping for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.

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.
	<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.
Bicycle and Pedestrian Collisions	<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.

Disadvantaged Communities Maps

San Bernardino



Disadvantaged Communities Maps

Department of Public Works

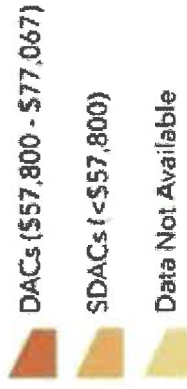
Project Location



Source: DAC and EDA Mapping Tool - 2023

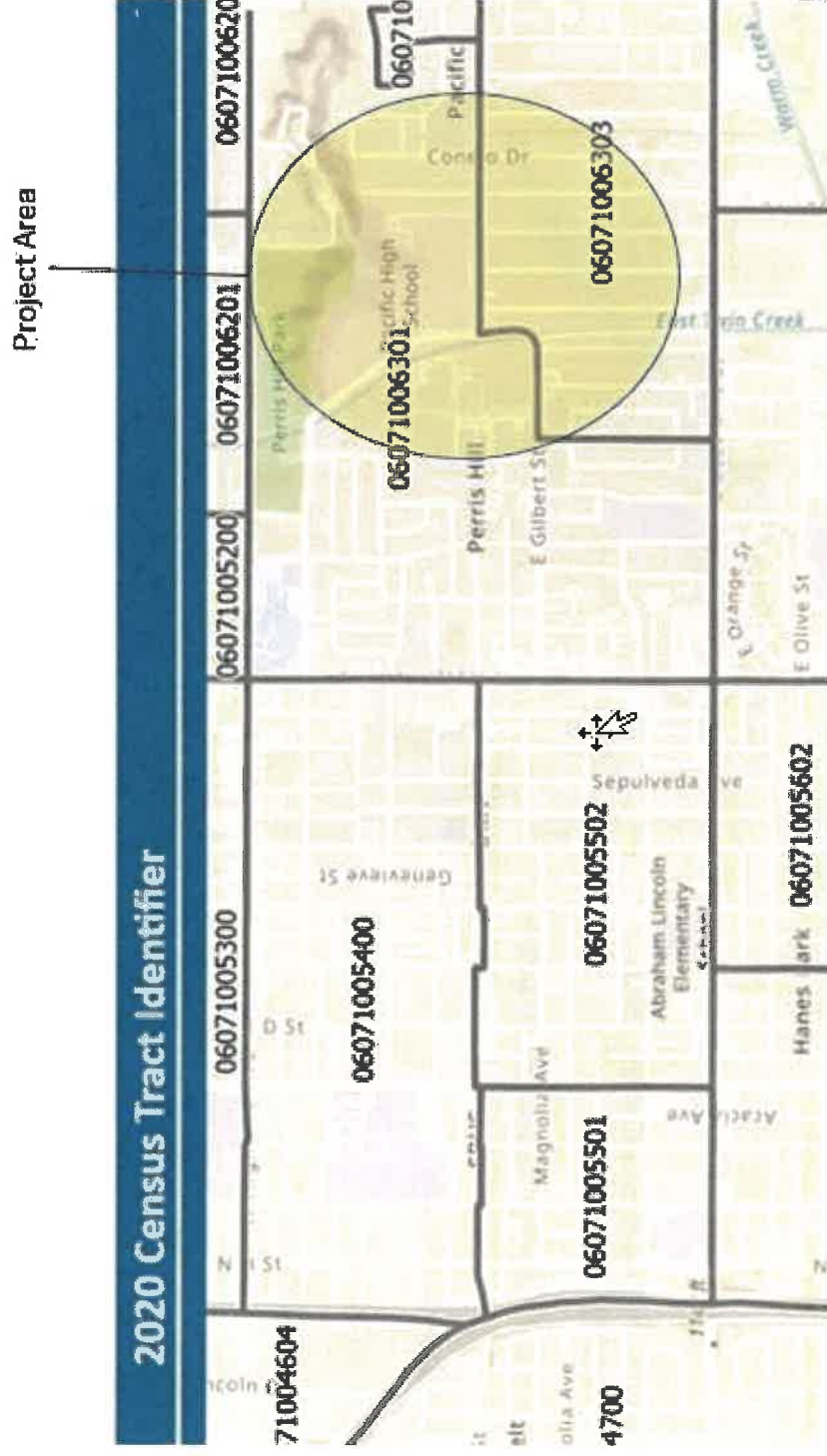
Disadvantaged Communities - Census Tracts (ACS: 2019 - 2023)

i16_Census_Tract_DisadvantagedCommunities_2023



The Pacific High School Safe Routes to School (SRTS) Project area spans two census tracts (60711006301 and 6071006303) that are both disadvantaged communities characterized by a disproportionate environmental pollution burden and lower than average median household incomes. The 2020 Census map and the Healthy Places Index identify census tracts 06071006301 and 06071006303. Another demographic source, CalEnviroScreen 4.0 identifies the same area as 06071006301 and 06071006302. The median household income is \$51,948 and \$44,100 in census tracts 06071006301 and 06071006303, respectively, and both are significantly lower than the countywide median household income of \$85,069 as identified by the US Census in 2023.

2020 Census Tract Identifier with the project area noted



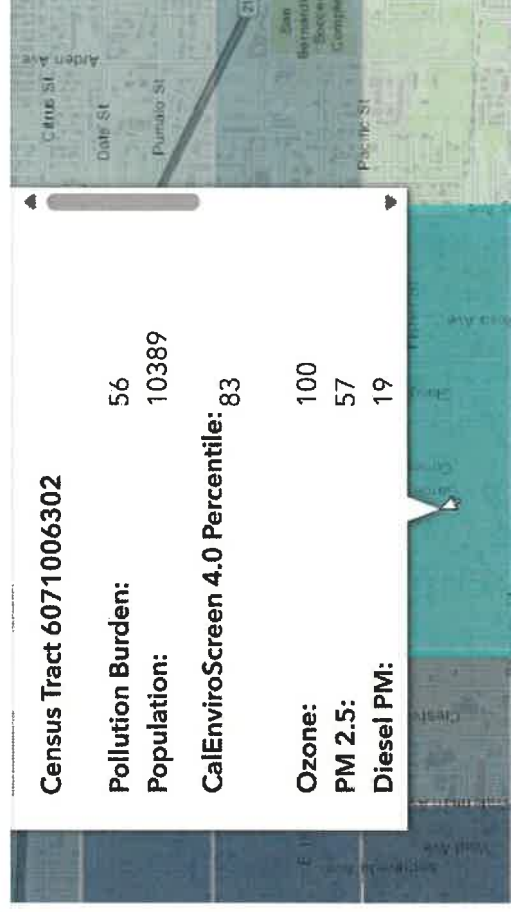
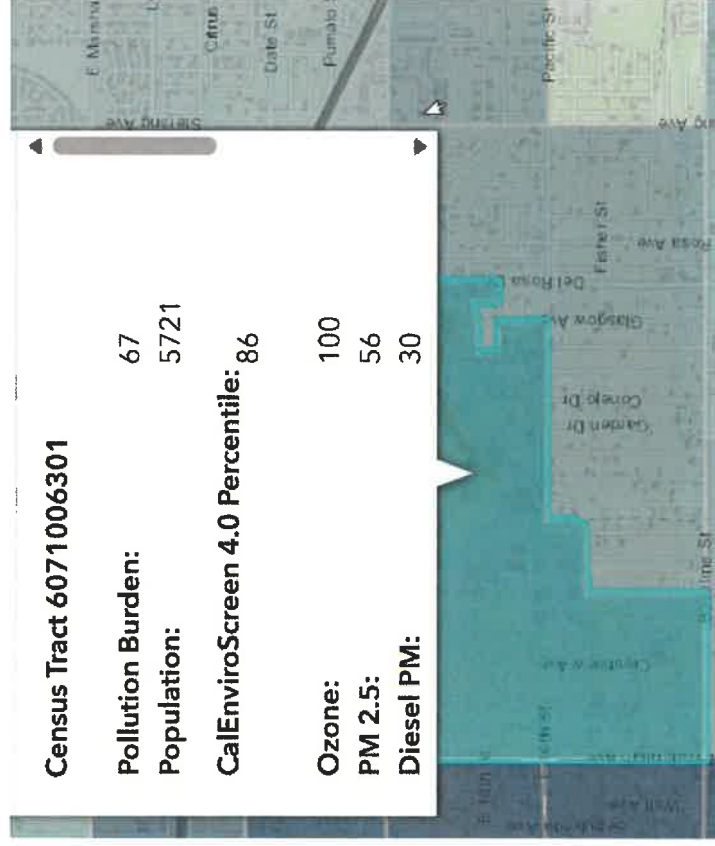
Source: [Census Bureau Data](#)



Source: SB 535 Disadvantaged Communities 2022



CalEnviroScreen 4.0 Pollution Burden



CalEnviroScreen 4.0 indicates pollution burden of 67 and 56 for census tracts 06071006301 and 06071006302, respectively.

Source: [CalEnviroScreen 4.0 Indicator Maps](#)



Tract 63.01

Less → More healthy conditions

This Tract

County Avg: 26.8
City / Town Avg: 9.7

This Tract has healthier community conditions than just 2.3% of other California Tracts.



Tract 63.03

Less → More healthy conditions

This Tract

County Avg: 26.8

This Tract has healthier community conditions than just 6.7% of other California Tracts.



Healthy Places Index



The Pacific High SRTS Project spans census tracts 60711006301 and 60711006303. The Healthy Places Index Map indicates a 0-25 score based on 25 factors that indicate health and wellness, including income, environment, and education. This score is at the lower end of the scale relative to other census tracts in California. Census tract 60711006301 has a 2.3% score, meaning only 2.3 % of census tracts have healthier conditions. Census tract 60711006303 has a 6.7% score. The County average is 26.8% making these two census tracts notably low in score by comparison.

Median Household Income

SEEKERS

Census Tract 63.01; San Bernardino County; California

☒ **Display Sources**

P9 | 2020 Decennial Census

Education

PAGE 95

5.3% ± 3.2%

Bachelor's Degree or Higher in Census Tract 63.01; San Bernardino County; California

24.1% ± 0.6%

Bachelor's Degree or Higher in San Bernardino County, California

S1501 | 2024 American Community Survey 5-Year Estimates

School Enrollment

71.5% ± 7.6%

School Enrolled Population Enrolled in Kindergarten to 12th Grade in Census Tract 63.01; San Bernardino County; California

69.1% ± 0.9%

School Enrolled Population Enrolled in Kindergarten to 12th Grade in San Bernardino County, California

S1401 | 2024 American Community Survey 5-Year Estimates

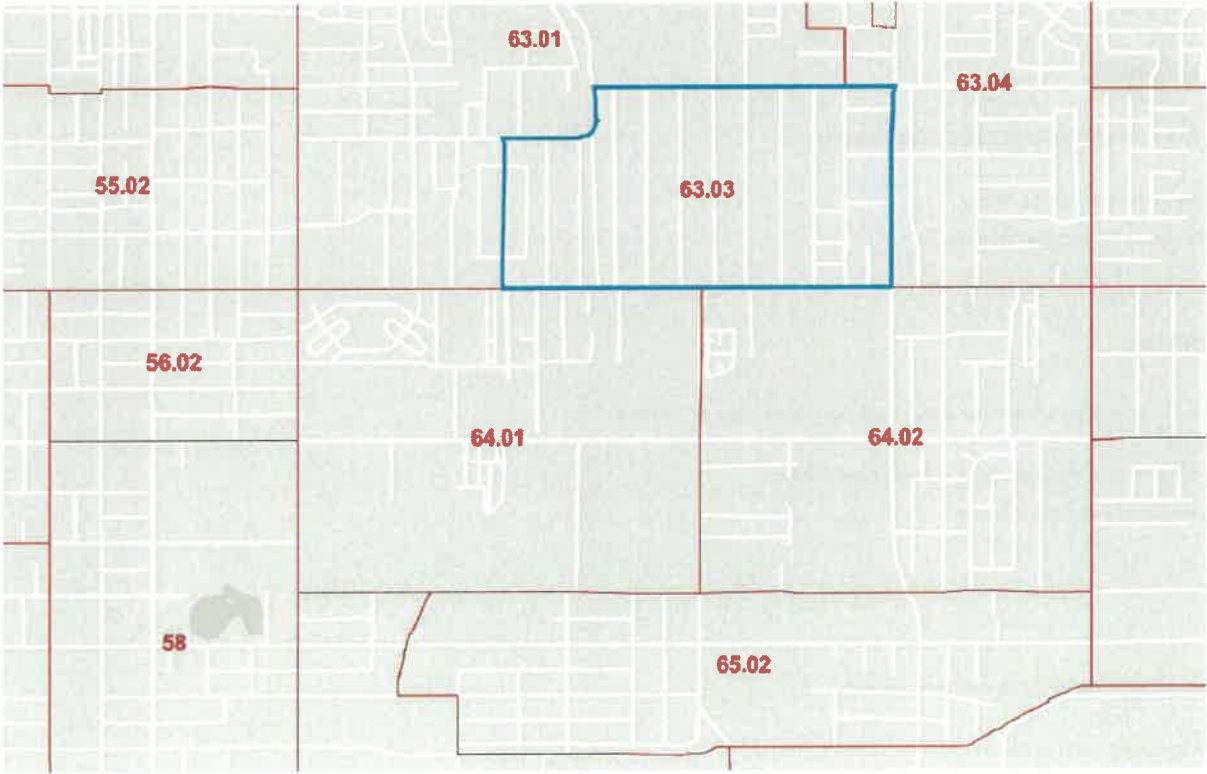
[Accessibility](#) | [Information Quality](#) | [FOIA](#) | [Data Protection and Privacy Policy](#) | [U.S. Department of Commerce](#) | [Release Notes](#)

Census Tract 63.03; San Bernardino County; Californi

Census Tract 63.03; San Bernardino County; California is a Census Tract located in San Bernardino County, California

Populations and People Total Population 4,983 <i>P1 2020 Decennial Census</i>	Income and Poverty Median Household Income \$44,100 <i>S1901 2024 American Community Survey 5-Year Estimates</i>
Education Bachelor's Degree or Higher 3.3% <i>S1501 2024 American Community Survey 5-Year Estimates</i>	Employment Employment Rate 55.4% <i>DP03 2024 American Community Survey 5-Year Estimates</i>
Housing Total Housing Units 1,284 <i>B25002 2024 American Community Survey 5-Year Estimates</i>	Health Without Health Care Coverage 10.7% <i>S2701 2024 American Community Survey 5-Year Estimates</i>
Families and Living Arrangements Total Households 1,284 <i>DP02 2024 American Community Survey 5-Year Estimates</i>	Race and Ethnicity Hispanic or Latino (of any race) 3,879 <i>P8 2020 Decennial Census</i>

Census Tract 63.03; San Bernardino County; California Reference Map



Source: U.S. Census Bureau

Housing

Financial Characteristics

\$1,395 ± \$143
Median Gross Rent in Census Tract 63.03; San Bernardino County; California

\$1,957 ± \$40
Median Gross Rent in San Bernardino County, California

DP04 | 2024 American Community Survey 5-Year Estimates

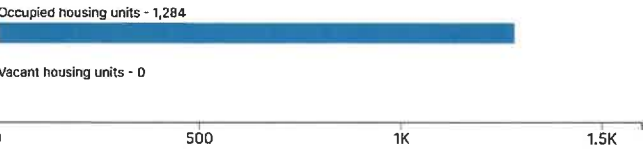
Housing Units

1,284 ± 167
Total Housing Units in Census Tract 63.03; San Bernardino County; California

755,302 ± 395
Total Housing Units in San Bernardino County, California

B25002 | 2024 American Community Survey 5-Year Estimates

Housing Occupancy
In Census Tract 63.03; San Bernardino County; California



☐ off Display Margin of Error
B25002 | 2024 American Community Survey 5-Year Estimates

Share / Embed

Occupancy Characteristics

1,284 ± 167
Occupied Housing Units in Census Tract 63.03; San Bernardino County; California

687,092 ± 3,941
Occupied Housing Units in San Bernardino County, California

B25002 | 2024 American Community Survey 5-Year Estimates

Physical Characteristics

8.3% ± 6.3%
Occupied Housing Units with Four or More Bedrooms in Census Tract 63.03; San Bernardino County; California

29.5% ± 1.0%
Occupied Housing Units with Four or More Bedrooms in San Bernardino County, California

S2504 | 2024 American Community Survey 5-Year Estimates

Vacancy

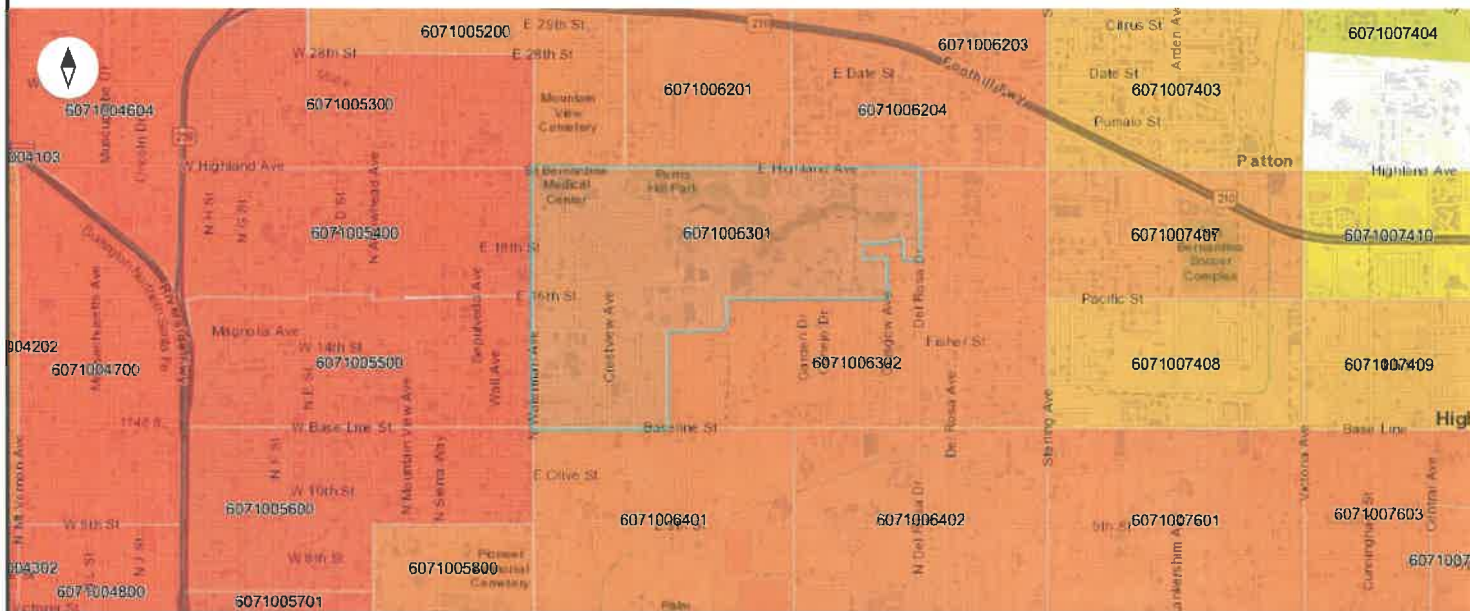
0 ± 19
Vacant Housing Units in Census Tract 63.03; San Bernardino County; California

68,210 ± 3,922
Vacant Housing Units in San Bernardino County, California

B25002 | 2024 American Community Survey 5-Year Estimates

CalEnviroScreen 4.0

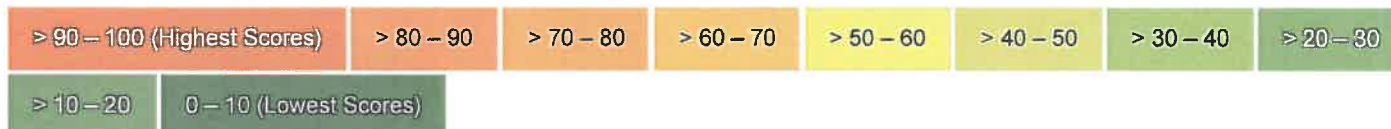
CalEnviroScreen 4.0 Results App



San Bernardino County | Bureau of Land Management | Esri | HERE | Garmin | INCREMENT P | USGS | METI/NASA | EPA | USDA | Header, P1, P2, P3, P4, H1, and P5 Tables from U.S. Census Bureau's 2020 Public Law 94-171 files.

Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6071006301 (Population: 5,721)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6071006301 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	86
Pollution Burden Percentile	67
Population Characteristics Percentile	92

Exposures

Ozone	100
Particulate Matter 2.5	56
Diesel Particulate Matter	30
Toxic Releases	55
Traffic	35
Pesticides	0
Drinking Water	77
Lead from Housing	95

Environmental Effects

Cleanup Sites	70
Groundwater Threats	0
Hazardous Waste	85
Impaired Waters	12
Solid Waste	0

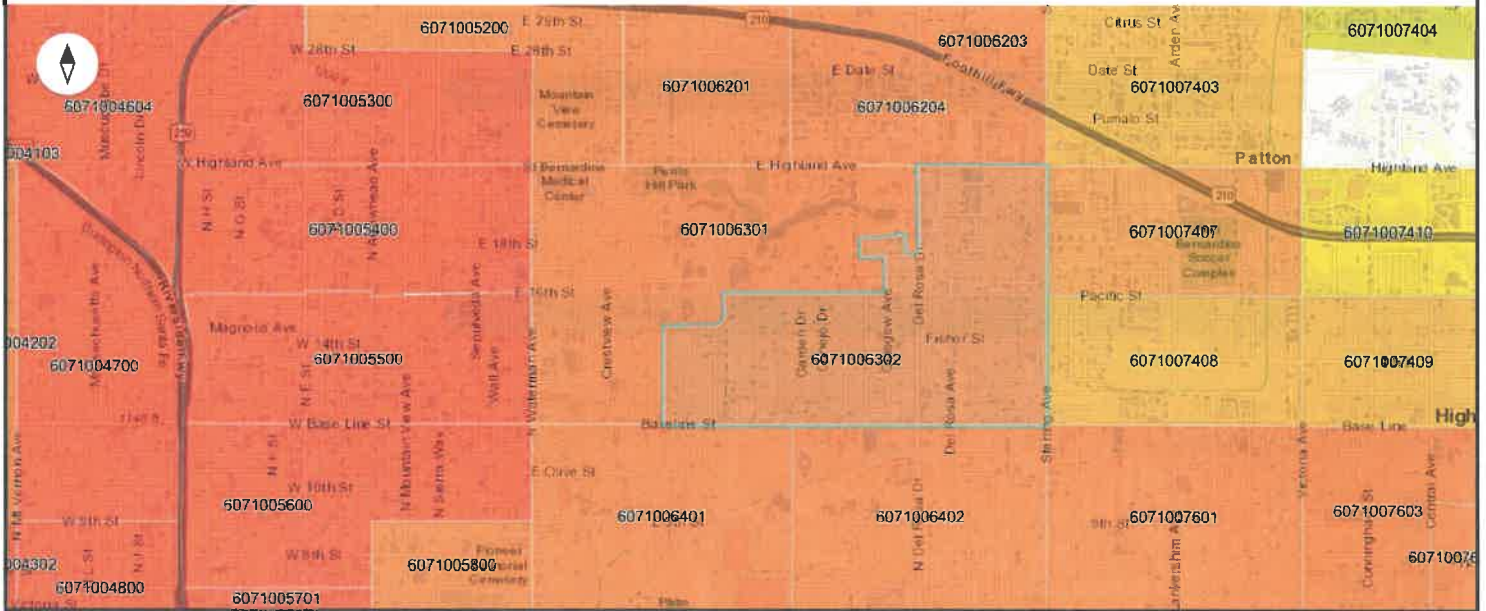
Sensitive Populations

Asthma	96
Low Birth Weight	47
Cardiovascular Disease	96

Socioeconomic Factors

Education	86
Linguistic Isolation	73
Poverty	90
Unemployment	50
Housing Burden	94

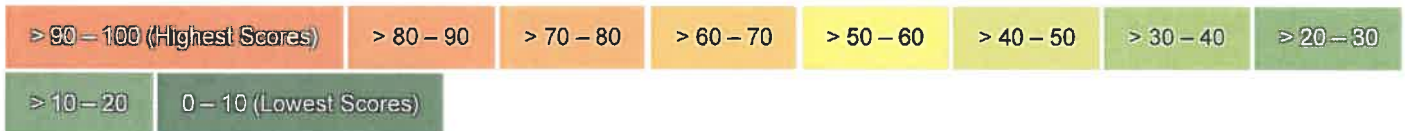
CalEnviroScreen 4.0 Results App



San Bernardino County | Bureau of Land Management | Esri | HERE | Garmin | INCREMENT P | USGS | METI/NASA | EPA | USDA | Header, P1, P2, P3, P4, H1, and P5 Tables
from U.S. Census Bureau's 2020 Public Law 94-171 files.

Legend

CalEnviroScreen 4.0 Results



CalEnviroScreen 4.0 High Pollution, Low Population

Census Tract: 6071006302 (Population: 10,389)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6071006302 relative to other census tracts.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	83
Pollution Burden Percentile	56
Population Characteristics Percentile	93

Exposures

Ozone	100
Particulate Matter 2.5	57
Diesel Particulate Matter	19
Toxic Releases	52
Traffic	25
Pesticides	0
Drinking Water	95
Lead from Housing	96

Environmental Effects

Cleanup Sites	32
Groundwater Threats	0
Hazardous Waste	72
Impaired Waters	12
Solid Waste	0

Sensitive Populations

Asthma	92
Low Birth Weight	67
Cardiovascular Disease	87

Socioeconomic Factors

Education	79
Linguistic Isolation	57
Poverty	96
Unemployment	75
Housing Burden	87

Healthy Places Index

SEATTLE

The California Healthy Places Index (HPI 3.0) map platform has been updated with the 2020 census tract and zip code boundaries provided by the US Census Bureau.

Community Conditions

Explore the California Healthy Places Index score to examine neighborhood measures linked to health outcomes, and view key indicators of diversity and equity.

Learn more >



California Healthy
Places Index 3.0 Score
(Higher Value = Healthier
Conditions) (v3.0)
Percentile Ranking



Less → More healthy community
conditions

0 25 50 75 100 Excluded

Select geography

Tracts ▾

San Bernardino

California Healthy Places Index 3.0
Score (Higher Value = Healthier
Conditions) (v3.0): 2.3 percentile

Less → More healthy conditions

This Tract

County Avg: 26.8

City / Town Avg: 9.7

This Tract has healthier community conditions than just
2.3% of other California Tracts.

Tract 63.01

County > City / Town > Tract
San Bernardino > San Bernardino >
63.01

Population:
5,721

Policy Action Areas

The California Healthy Places Index (HPI 3.0) map platform has been updated with the 2020 census tract and zip code boundaries provided by the US Census Bureau.

Community Conditions

Explore the California Healthy Places Index score to examine neighborhood measures linked to health outcomes, and view key indicators of diversity and equity.

Learn more >

San Bernardino County

California Healthy Places Index 3.0 Score (Higher Value = Healthier Conditions) (v3.0): 6.7 percentile

Less → More healthy conditions

This Tract

County Avg: 26.8

This Tract has healthier community conditions than just 6.7% of other California Tracts.

Tract 63.03

County > Tract
San Bernardino > 63.03

Population: 0

Policy Action Areas

Economic



California Healthy Places Index 3.0 Score (Higher Value = Healthier Conditions) (v3.0) Percentile Ranking

Less → More healthy community conditions

0 25 50 75 100 Excluded

Select geography

Tracts ▾



*The population is 4,893 per US census

Barriers and Gap Closures



Currently, there is no bicycle infrastructure within a 1-mile radius of Pacific High School creating a barrier to safe bicycle travel. The Project will add a Buffered Class II bike lane to connect the Pacific High School campus to the San Bernardino YMCA, a popular community resource. Additionally, a Class III bike lane on Tippencanoe Avenue will allow cyclists to access residential streets with a safer designated bike route.





NEW ROUTES: Project closes critical gaps to create a new continuous pedestrian route along Paris Hills Park Road and in neighborhoods to the south.

Existing Pedestrian Infrastructure

Pacific High School

Paseo Way

an Bernardino Juvenile Court

Scsep

San Gabriel St

Perris Hill Park Rd

Pacific St

E Gilbert St

Garden Dr

Conejo Dr

Blanco's Hauling and Handyman Service

Hillside

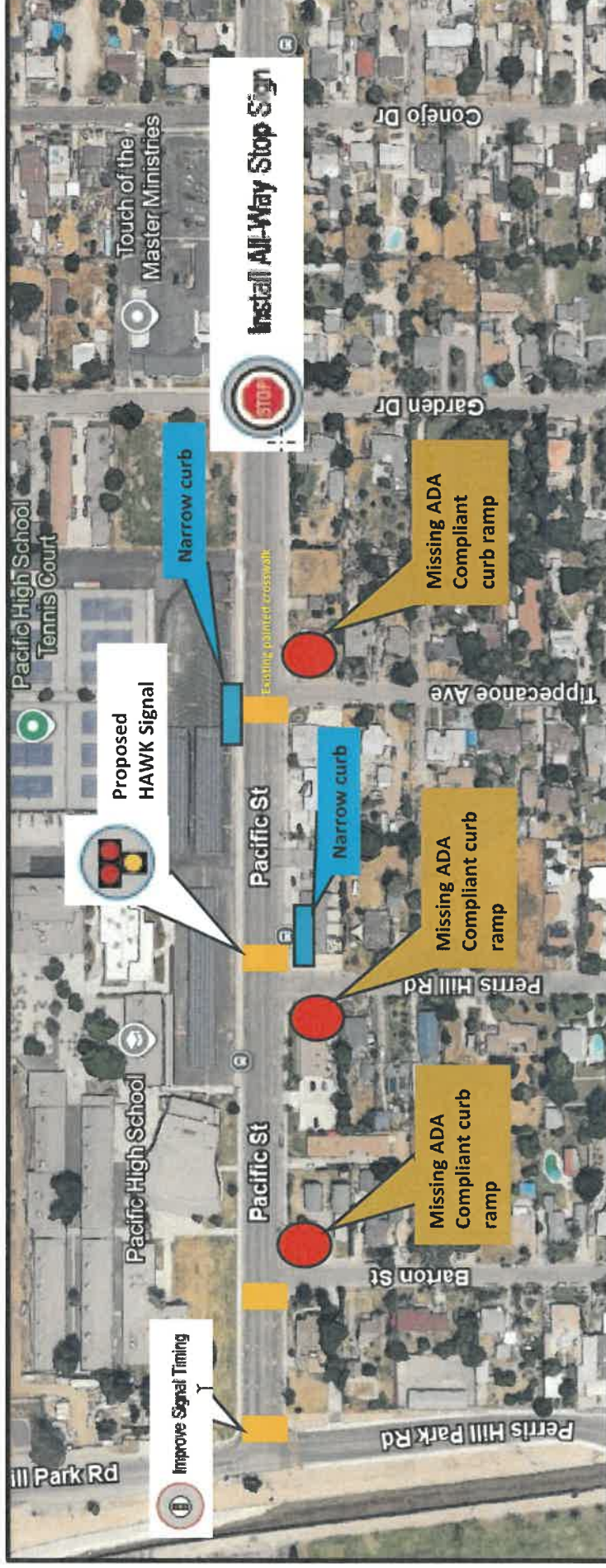
San Bernardino

Elks Lodge #

PAGE 109

Proposed new sidewalks will close gaps in pedestrian infrastructure on commonly used routes that currently lack contiguous sidewalks. A proposed sidewalk on the west side of Perris Hill Park Road will complete a pedestrian route that currently only has a single sidewalk on the east side of the street, which forces all users on the same path, regardless of direction. Proposed sidewalks on north-south residential streets will allow safer pedestrian travel, separated from vehicular traffic.

Gaps and Barriers - Safe Crossings and Accessible Infrastructure



Pacific Street is a four-lane roadway that pedestrian students must cross to access the Pacific High School campus's south-facing entry. Currently, there are no traffic-stopping features on Pacific Street between Barton Street and Conejo Drive. The only pedestrian crosswalks are painted on the road surface. A crossing guard at Perris Hill Road and Pacific Street assists pedestrians during peak rush hours.

The Project will **add ADA-compliant curbs** where they are missing at three corners to ensure accessibility for all sidewalk users. **Curb extensions** at current sites with narrow curbs will shorten the street and widen pedestrian space to reduce the time spent in the roadway and increase visibility for drivers.

Proposed improved signal timing at the intersection of Perris Hill Park Road and Pacific Street will **enhance crossing safety** by timing traffic stops. A HAWK signal at Perris Hill Road and Pacific Street, along with an **ADA-compliant** sign will force traffic stops to improve safety at main crossings.

TIMS Crash Data

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: San Bernardino

City: San Bernardino

Include 1 mile buffer outside of selected County/City: Yes

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

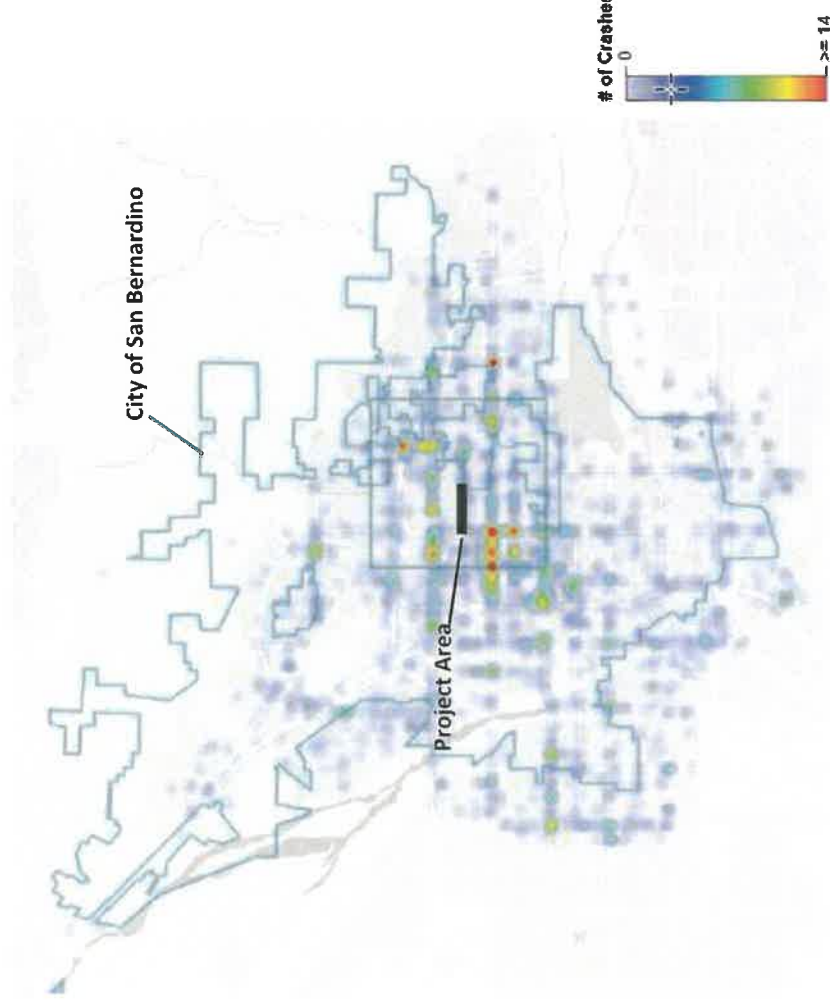
Crash Severity: Fatal, Serious Injury, Other Visible Injury, and Complaint of Pain

Year: 2015 - 2024

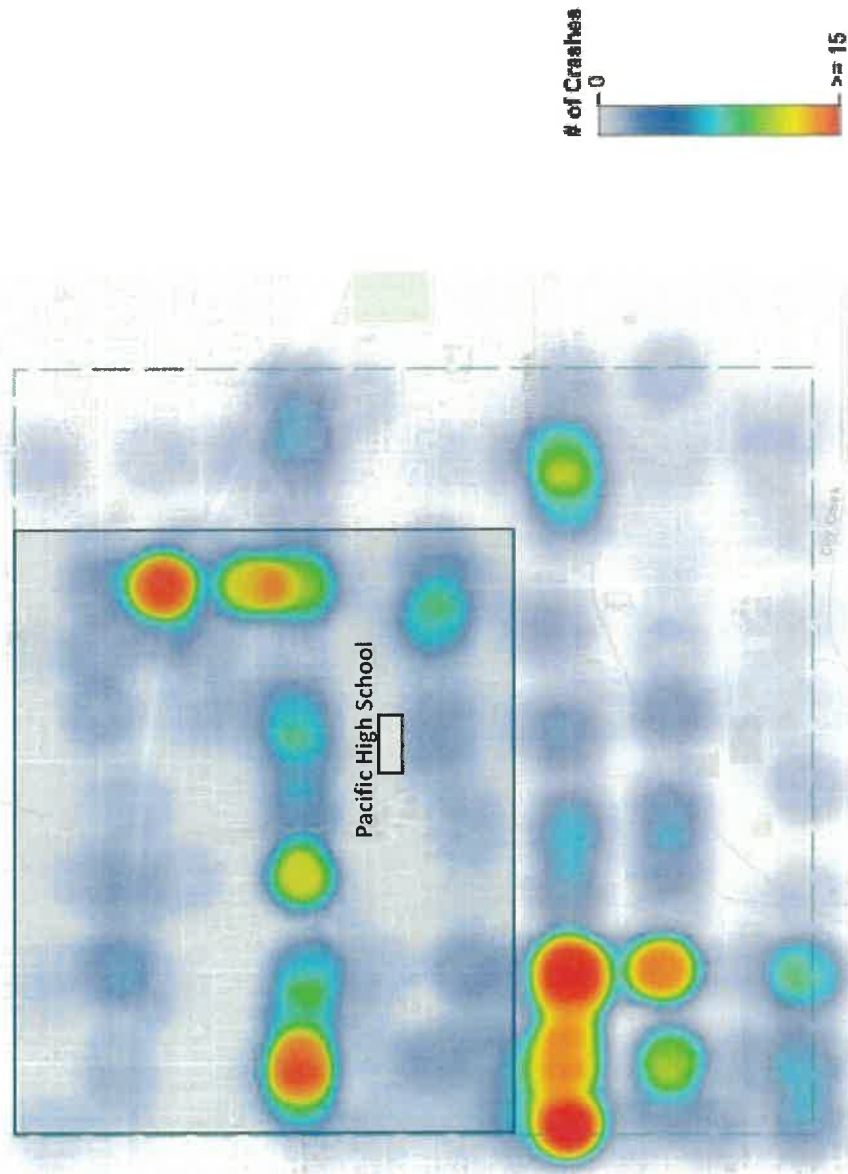
Crash Summary for initial parameters defined above:

Number of Crashes by Crash Severity

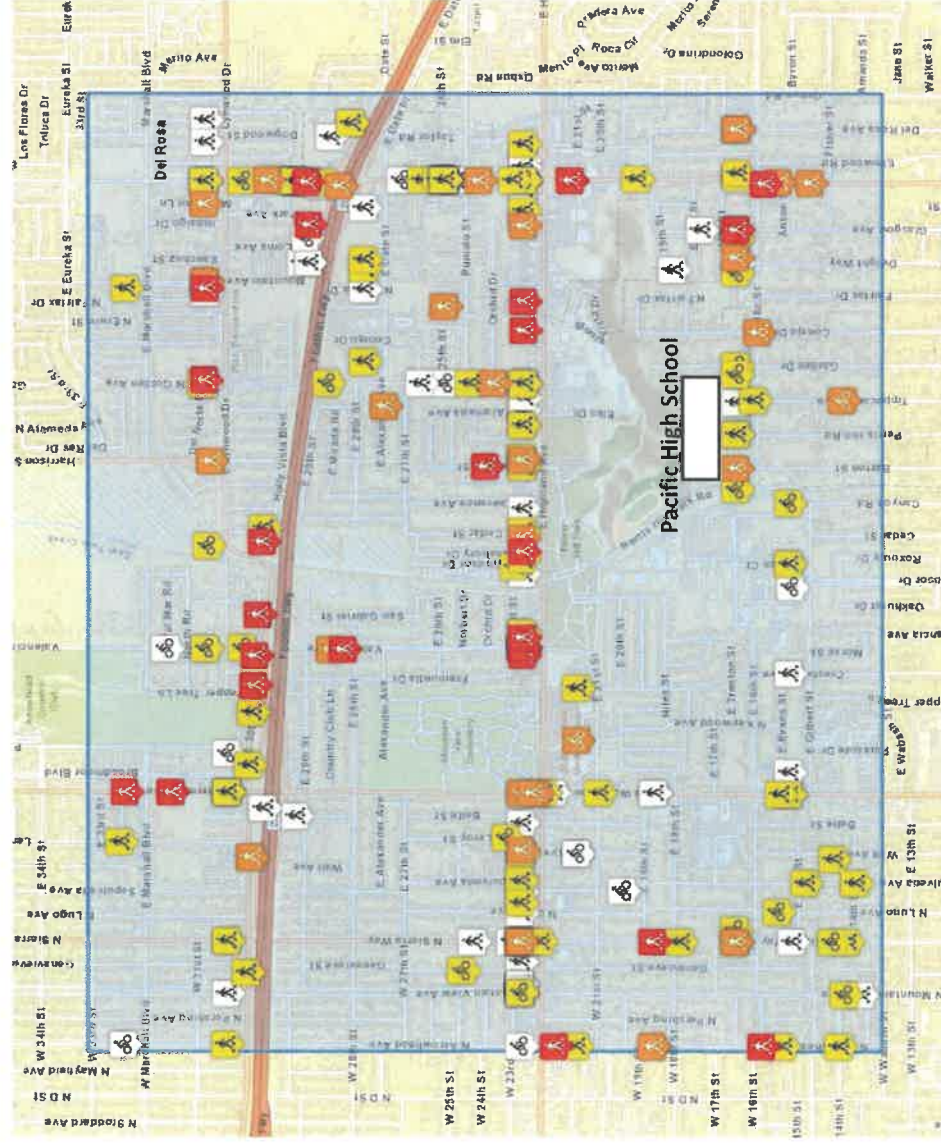
Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle	25	51	302	238	616
Pedestrian	232	266	593	497	1588



Community Level Heat Map



Accident Detail Map 2015-2024

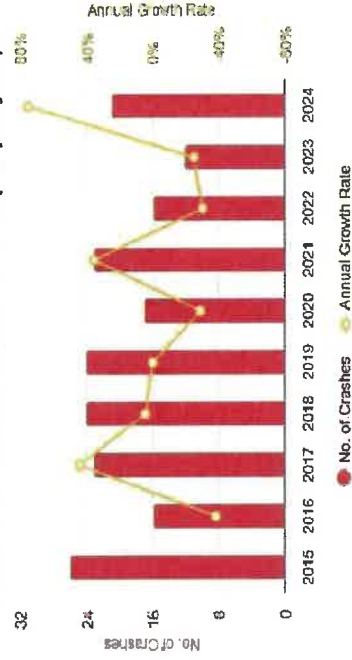
Source: TIMS - Transportation Injury Mapping System. **PAGE 114**

Crash Summary data, graphs, and tables

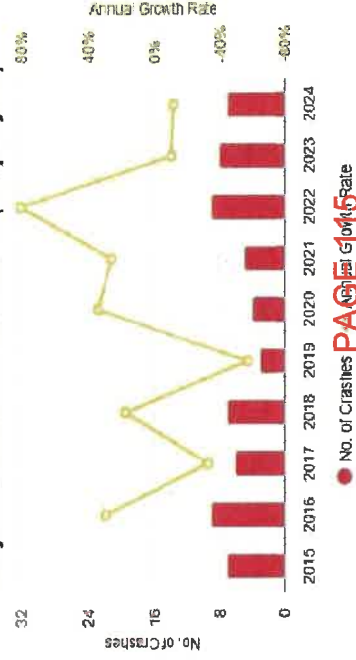
Summary Results

	Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle		0	4	33	28	65
Pedestrian		20	30	08	79	202

Pedestrian Crashes Annual Growth (4% per year)



Bicycle Crashes Annual Growth (8% per year)



Source: TIMS - Transportation Injury Mapping System

Crash List 2015 - 2024

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Intc	Bike	Ped	Killed	Injured
8818454	01/14/2015	12:14	North Arrowhead Av	W Marshall Bl	9.69 ft North	No	Yes	0	1
8846170	01/24/2015	04:15	Rt 210	Waterman Av	340 ft East	No	Yes	0	1
8963450	02/08/2015	17:44	N Harrison St	E Lynwood Dr	74 ft South	No	Yes	0	1
8852856	02/14/2015	18:27	North Arrowhead Av	W Virginia St	81 ft North	No	Yes	0	1
8981045	02/15/2015	13:43	N Del Rosa Av	E Pinalto St	528 ft North	Yes	No	0	1
8852807	02/19/2015	11:03	E Highland	Golden Av	At Int	No	Yes	0	1
8852852	02/21/2015	18:37	E Lynwood Dr	E 30th St	At Int	Yes	No	0	1
6902722	03/03/2015	07:02	East Highland Av	Elks St	60 ft East	No	Yes	0	1
6900256	03/12/2015	08:28	N Belle St	28th St	152 ft South	No	Yes	0	1
8989883	03/24/2015	10:42	17th St	Glasgow Av	At Int	No	Yes	0	1
8602801	03/30/2015	10:39	Highland Av	Golden Av	30 ft West	Yes	No	0	1
8914558	04/20/2015	07:11	E 30th St	N Parkside Dr	90 ft West	Yes	No	0	1
8979823	05/25/2015	21:22	Rt 210	Del Rosa Av	36860 ft West	Yes	No	0	1
7006014	08/15/2015	20:52	N Harrison St	East Highland Av	472 ft North	No	Yes	1	1
8996891	08/16/2015	14:00	East Highland Av	N Del Rosa Av	At Int	Yes	No	0	1
7038747	07/04/2015	20:00	E Date St	E Date St 1400	At Int	No	Yes	0	1
6262365	07/13/2015	04:45	Rt 210	Del Rosa Av	500 ft West	No	Yes	1	0
6392871	07/18/2015	21:14	North Waterman Av	30th St	700 ft North	No	Yes	1	0
7024565	07/19/2015	22:39	North Sierra Wy	West Highland Av	At Int	Yes	No	0	1
8045848	07/21/2015	01:40	Pacific St	Benton St	At Int	No	Yes	0	1
7062880	08/14/2015	19:40	Pacific St	Del Rosa Dr	75 ft East	No	Yes	0	1
7108280	08/18/2015	15:51	N Sepulveda Av	E 15th St	345 ft South	No	Yes	0	1
7126052	09/30/2015	07:00	Rt 210	N Del Rosa Av	At Int	No	Yes	0	1
7121494	10/07/2015	13:45	Waterman Av	21st St	281 ft North	No	Yes	0	1
7184458	10/22/2015	13:17	Gilbert St	Anton St	At Int	No	Yes	0	1
7123947	10/23/2015	20:25	North Arrowhead Av	Magnolia Av	105 ft North	No	Yes	0	1
7139561	11/13/2015	20:33	East Highland Av	North Sierra Wy	At Int	No	Yes	0	1
7189340	11/20/2015	17:22	E Date St	E Date St 1551	At Int	No	Yes	0	1
7181158	12/02/2015	20:13	Valencia	Highland	At Int	No	Yes	0	1
7187281	12/07/2015	14:16	East Highland Av	Del Rosa Av	500 ft West	No	Yes	0	1
7162338	12/08/2015	21:37	W 14th St	Wall St	75 ft West	No	Yes	0	1
7188155	12/11/2015	08:00	Lynwood Dr	Del Rosa Av	At Int	No	Yes	0	1
7183860	12/15/2015	10:45	E Date St	N Del Rosa Av	At Int	No	Yes	0	1
7204940	02/06/2016	12:30	E 16th St	North Sierra Wy	150 ft East	Yes	No	0	1
8025408	03/02/2016	07:53	E Gilbert St	Creshtew Av	8 ft East	No	Yes	0	2
8026538	03/09/2016	08:04	E Pinalto St	N Erwin Av	108 ft East	No	Yes	0	1
8012475	03/15/2016	13:20	Pacific St	Garden Dr	At Int	Yes	No	0	1
8021318	03/25/2016	21:45	E Date St	Golden Av	276 ft East	No	Yes	0	1
8038804	04/08/2016	13:34	N Golden Av	Pinalto St	8 ft North	Yes	No	0	1
8037149	04/11/2016	13:41	N Leroy St	Highland Av	188 ft North	Yes	No	0	1
8045807	04/19/2016	14:00	N Del Rosa Av	Date St	3 ft South	No	Yes	0	1
8047232	04/22/2016	14:55	N Canyon Rd	E Gilbert St	At Int	Yes	No	0	1
8093586	05/03/2016	14:44	West Highland Av	Genevieve St	105 ft East	No	Yes	0	1
8090814	05/14/2016	22:12	E Lynwood Dr	Mountain Av	146 ft West	No	Yes	0	1
8110231	07/07/2016	16:04	Highland Av	Sepulveda Av	18 ft West	Yes	No	0	1
9022816	07/14/2016	21:00	Dwight Way	Pacific Street	4 ft South	No	Yes	0	1
8125282	08/08/2016	15:55	N Wall Av	Highland Av	3 ft South	Yes	No	0	1
8125317	08/13/2016	11:00	E 21st St	N Kenwood Av	At Int	Yes	No	0	1

<https://tiny.cc/bkckw5w3nq>

6/31

9/28/2026

ITIMS - Transportation Injury Mapping System

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
8125305	08/19/2016	20:00	East Highland Av	N Valencia St	At Int	No	Yes	0	1
8143206	09/17/2016	18:31	E Date St	Fairfax Dr	282 ft East	No	Yes	0	1
9036822	10/09/2016	21:15	Pacific Street	Glasgow Avenue	At Int	No	Yes	1	0
90377531	10/29/2016	02:22	State Route 210 Westbound	Valencia Avenue	1433 ft East	No	Yes	1	1
8144376	11/07/2016	02:00	East Highland Av	Harrison St	120 ft East	No	Yes	0	1
8176558	11/11/2016	25:00	East Highland Av	N Del Rosa Av	At Int	No	Yes	0	1
8205537	11/17/2016	11:07	30th St	Sierra Wy	At Int	Yes	No	0	1
8177921	11/22/2016	15:38	North Waterman Av	East Gilbert St	At Int	No	Yes	0	1
8194871	12/09/2016	07:50	N Del Rosa Av	Pumalo	132 ft South	No	Yes	0	2
8204851	12/23/2016	18:30	East Highland Av	N Elmwood Dr	3 ft West	No	Yes	0	1
8302442	01/05/2017	17:35	East Highland Av	North Wall St	At Int	No	Yes	0	1
8302705	01/06/2017	15:38	North Sierra Wy	Highland Av	115 ft North	Yes	No	0	1
8302454	01/16/2017	17:00	North Waterman Av	East Gilbert St	At Int	No	Yes	0	1
8300974	02/17/2017	17:10	North Arrowhead Av	W 30th St	At Int	No	Yes	0	1
8301362	02/23/2017	10:40	North Waterman Av	21st St	403 ft North	No	Yes	0	1
8344005	03/12/2017	12:28	E Lynwood Dr	N Del Rosa Av	At Int	No	Yes	0	1
80411594	03/12/2017	21:56	Del Rosa Dr	Del Rosa Ave	250 ft South	No	Yes	0	2
8370878	04/06/2017	13:20	N Mountain View Av	West Highland Av	At Int	Yes	No	0	1
8398255	04/12/2017	22:13	30th St	Waterman Av	At Int	No	Yes	0	1
90548005	05/03/2017	13:42	State Route 210 Westbound	Valencia Avenue	190 ft West	No	Yes	1	1
90458062	05/04/2017	09:20	Tippecanoe Avenue	Baseline Street	1320 ft North	Yes	No	0	1
8391478	05/22/2017	19:50	E Date St	Fairfax St	402 ft East	No	Yes	0	2
8418145	06/14/2017	13:59	N Golden Av	East Highland Av	At Int	No	Yes	0	1
8418591	06/17/2017	02:28	Pacific St	Del Rosa	25 ft East	Yes	No	0	1
8410763	06/30/2017	18:25	West Highland Av	North Sierra Wy	At Int	No	Yes	0	1
8422524	07/16/2017	14:12	N Del Rosa Av	E Date St	152 ft South	No	Yes	0	1
8414452	08/02/2017	15:45	East Date Pl	North Del Rosa Av	At Int	No	Yes	0	1
90528874	08/12/2017	17:37	Golden Avenue	Lynwood Avenue	30 ft North	No	Yes	0	2
8414407	08/29/2017	13:28	North Anton St	East Gilbert St	At Int	No	Yes	0	1
80542535	09/03/2017	04:07	Tippecanoe Ave	Pacific St	222 ft South	No	Yes	0	1
8468923	09/05/2017	21:25	N Del Rosa Av	Date St	84 ft South	No	Yes	0	1
8455575	09/08/2017	11:00	N Belle St	Highland Av	6 ft South	No	Yes	0	1
8457728	09/16/2017	16:30	North Waterman Av	E Gilbert St	At Int	No	Yes	0	1
8510876	10/20/2017	04:14	N Del Rosa Av	E Pumalo St	267 ft North	No	Yes	0	1
8510664	10/21/2017	12:25	North Sierra Wy	Highland Av	85 ft South	Yes	No	0	1
8521187	11/03/2017	19:57	S Highland Av	MT View Av	120 ft East	No	Yes	0	1
8523037	11/09/2017	19:45	N Del Rosa Av	E Date St	353 ft South	No	Yes	0	1
8510898	11/13/2017	18:00	N Del Rosa Av	Rt 210	At Int	No	Yes	0	1
8525022	12/02/2017	19:02	E Pacific St	Garden Dr	101 ft West	Yes	No	0	1
8486950	01/14/2018	18:14	Del Rosa Av	Rt 210	3 ft North	No	Yes	0	1
8561253	01/17/2018	17:42	N Mountain View Av	W Wabash St	At Int	No	Yes	0	1
8561218	01/27/2018	09:58	East Highland Av	N Golden Av	At Int	No	Yes	0	1
8560245	02/02/2018	20:25	West Highland Av	Mountain View Av	108 ft East	No	Yes	0	1
8568512	02/13/2018	10:25	North Sierra Wy	Highland Av	136 ft South	Yes	No	0	1
8568500	02/13/2018	18:21	North Arrowhead Av	21st St	285 ft North	No	Yes	1	0
8568536	02/20/2018	19:12	North Golden Av	East Lynwood Dr	At Int	No	Yes	0	1
90579352	03/09/2018	14:55	Pacific Street	Penns Hill Rd	10 ft East	No	Yes	0	1
8591444	03/21/2018	19:44	N Windsor Dr	East Highland Av	100 ft North	No	Yes	0	1
8603630	04/11/2018	15:01	North Waterman Av	18th St	At Int	No	Yes	0	1

https://tims.berkley.edu/oolnapp

7/11

01/28/2016

TINAS - Transportation Injury Mapping System

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
8626412	04/11/2018	15:01	North Waterman Av	18th St	At Int	No	Yes	0	1
8639211	04/26/2018	08:30	E 30th St	North Waterman Av	At Int	Yes	No	0	1
8639214	05/05/2018	20:30	Del Rosa Dr.	Fisher St	30 ft South	No	Yes	0	6
8639036	05/14/2018	15:28	N Del Rosa Av	Rt 210	At Int	Yes	No	0	1
8465709	05/31/2018	22:30	N Del Rosa Av	E Date St	154 ft South	No	Yes	1	0
8662037	07/24/2018	20:07	North Sierra Wy	14th St	177 ft South	No	Yes	0	1
90764151	07/24/2018	04:43	Sc-210/Wb From Del Rosa Ave	Del Rosa Ave	5 ft West	No	Yes	0	1
8669705	08/20/2018	17:10	E 18th St	North Sierra Wy	At Int	No	Yes	0	1
8701109	08/31/2018	23:40	East Highland Av	Harrison	86 ft East	No	Yes	0	1
8707914	09/01/2018	23:35	East Highland Av	Harrison	86 ft East	No	Yes	0	1
8648335	09/03/2018	22:39	E Marshall Bl	North Waterman Av	At Int	No	Yes	1	0
8646232	09/08/2018	23:15	East Highland Av	Monte Vista Dr	228 ft East	No	Yes	1	0
8744436	09/10/2018	16:03	East Highland Av	Del Rosa	8 ft West	Yes	No	0	1
8711224	09/13/2018	08:40	West Highland Av	North Arrowhead Av	At Int	Yes	No	0	1
8719814	09/24/2018	15:28	East Highland Av	Lawrence	70 ft West	No	Yes	0	1
90632375	09/28/2018	07:10	Pacific Street	Glasgow Avenue	At Int	No	Yes	1	0
90631249	10/01/2018	15:00	Glasgow Ave	Pacific Street	50 ft South	Yes	No	0	1
8728340	10/07/2018	18:03	East Highland Av	Harrison St	11 ft West	No	Yes	0	1
8728462	10/13/2018	14:30	N Mountain View Av	West Highland Av	At Int	No	Yes	0	1
8728552	10/17/2018	22:24	N Del Rosa Av	Carpenter St	302 ft North	Yes	No	0	1
8762593	11/29/2018	16:46	N Sepulveda Av	13th St	424 ft North	No	Yes	0	1
8765304	01/03/2019	16:40	North Sierra Wy	Highland Av	600 ft North	No	Yes	0	1
8766288	01/04/2019	18:13	Golden Av N	E Orchid Dr	22 ft North	No	Yes	0	1
8810070	01/30/2019	14:35	East Highland Av	N Harrison St	At Int	No	Yes	0	1
90924507	02/01/2019	09:57	Sc-210/Eb To Waterman Ave.	Waterman Ave.	185 ft West	No	Yes	0	1
8820787	02/07/2019	14:47	W 18th St	North Arrowhead Av	At Int	No	Yes	0	1
8840900	02/15/2019	25:00	E 30th St	North Waterman Av	At Int	No	Yes	0	1
8869794	03/30/2019	14:28	East Highland Av	Waterman Av	21 ft West	No	Yes	0	1
8859883	04/10/2019	21:31	N Del Rosa Av	E Carpenter Av	At Int	No	Yes	0	1
8876806	04/23/2019	23:12	N Del Rosa Av	E Date St	255 ft North	No	Yes	0	1
8878165	04/26/2019	20:11	N Mt View Av	W 30th St	At Int	No	Yes	0	1
8897751	05/20/2019	22:59	N Golden Av	E 20th St	10 ft North	No	Yes	0	1
8901237	06/09/2019	21:30	N Del Rosa Dr	E Lynwood Dr	At Int	No	Yes	0	1
8918877	07/20/2019	17:30	East Highland Av	Lugo Av	5 ft East	No	Yes	0	1
91058835	07/27/2019	21:25	Sc-210/Eb To Del Rosa Ave	Del Rosa Ave	30 ft West	No	Yes	0	2
8627379	08/05/2019	07:49	N Wall Av	E 21st St	At Int	Yes	No	0	1
8627375	08/05/2019	07:00	W 30th St	North Sierra Wy	At Int	No	Yes	0	1
8953927	08/14/2019	22:42	North Waterman Av	East Highland Av	At Int	No	Yes	0	1
8959246	08/27/2019	15:22	North Sierra Wy	W 18th St	At Int	No	Yes	2	1
8955481	08/12/2019	19:48	East Highland Av	N Golden St	180 ft West	No	Yes	0	1
91101111	10/11/2019	17:50	Marshall Blvd	Mountain Ave	80 ft West	No	Yes	0	1
8960085	10/16/2019	11:22	N Del Rosa Av	E Date St	80 ft North	Yes	No	0	1
9002048	11/09/2019	23:15	Pacific St	Del Rosa Av	At Int	No	Yes	0	1
91175611	12/05/2019	05:30	State Route 210 Westbound	Valencia Avenue	428 ft East	No	Yes	1	0
9010610	12/09/2018	19:41	Del Rosa Av	Pacific St	At Int	Yes	No	0	1
9031374	12/19/2019	05:22	Arrowhead Av	18th St	At Int	No	Yes	0	1
9031058	12/25/2019	18:40	E Punalolo St	N Del Rosa Av	At Int	No	Yes	0	1

01/25/2026

TIAS - Transportation Injury Mapping System

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
9031074	12/28/2019	18:49	E Date St	Del Rosa	751 ft East	No	Yes	0	1
9042967	01/14/2020	07:00	E Pumalo St	N Del Rosa Av	At Int	No	Yes	0	1
8911386	01/28/2020	08:19	E Lynwood Dr	Mountain Av	11 ft East	No	Yes	0	1
9064365	02/07/2020	16:21	East Highland Av	N Windsor Dr	90 ft West	No	Yes	0	1
9087711	03/16/2020	13:38	East Highland Av	Del Rosa Dr	401 ft West	No	Yes	0	1
9087718	03/30/2020	19:20	N Del Rosa Av	Pumalo St	75 ft North	No	Yes	0	1
9086338	04/21/2020	19:55	East Highland Av	Cedar St	80 ft East	No	Yes	0	2
9112216	05/20/2020	18:02	E Date Pl	N Del Rosa Av	3 ft West	No	Yes	0	1
9131650	08/26/2020	15:29	East Highland Av	E Highland Av 1598	At Int	No	Yes	0	1
91728946	07/28/2020	23:50	State Route 210 Westbound	Valencia Avenue	488 ft West	No	Yes	1	1
9147965	08/10/2020	20:34	N Windsor Dr	E Gilbert St	21 ft South	Yes	No	0	1
9152458	08/31/2020	15:40	N Valencia Av	Highland Av	6 ft South	No	Yes	0	1
9191643	09/10/2020	10:47	East Highland Av	N Newport Av	At Int	No	Yes	0	1
91321413	10/06/2020	20:00	Lynwood Dr	Ironwood St	At Int	No	Yes	0	1
9187062	10/19/2020	18:00	East Highland Av	Wall Av	6 ft West	No	Yes	0	1
9160584	10/28/2020	20:20	N Del Rosa Av	E Date Pl	185 ft South	No	Yes	0	1
9162981	10/30/2020	10:49	E 30th St	N Valencia Av	At Int	Yes	No	0	1
9192218	11/14/2020	21:37	North Sierra Wy	W 16th St	At Int	No	Yes	0	1
91356599	11/29/2020	18:20	Pacific St	Glasgow Ave	125 ft West	Yes	No	0	1
9208070	12/09/2020	18:40	N Del Rosa Av	E Pumalo St	At Int	Yes	No	0	1
9208032	12/20/2020	07:50	N Leroy St	East Marshall Bl	62 ft North	No	Yes	0	1
9211708	12/25/2020	17:54	East Highland Av	Monte Vista Dr	155 ft West	No	Yes	1	0
9217192	01/07/2021	19:37	E Lynwood Dr	N Golden Av	At Int	Yes	No	0	1
9230887	01/14/2021	21:23	E Lynwood Dr	N Golden Av	52 ft East	No	Yes	1	0
9244920	01/27/2021	14:37	N Lugo Av	E 15th St	9 ft North	Yes	No	0	1
91422765	03/05/2021	15:15	Dogwood Street	Lynwood Ave	200 ft South	No	Yes	0	1
9257870	03/20/2021	22:03	E Pumalo St	N Del Rosa Av	At Int	No	Yes	0	1
9277197	04/15/2021	20:14	N Valencia Av	Highland Av	At Int	No	Yes	0	1
9274634	04/25/2021	10:41	East Highland Av	Valencia Av	154 ft East	No	Yes	0	1
9282516	05/02/2021	20:00	North Sierra Wy	East Highland Av	At Int	No	Yes	0	1
9282535	05/02/2021	21:00	Del Rosa Ave	Pumalo St	At Int	No	Yes	0	1
9301839	05/07/2021	20:57	Del Rosa Av	Highland Av	587 ft South	No	Yes	1	0
9262521	05/13/2021	21:07	Waterman Ave	N Del Rosa St	190 ft South	No	Yes	0	1
9300356	05/17/2021	09:39	East Highland Av	West Magnolia Av	At Int	No	Yes	0	1
9302410	06/10/2021	10:34	North Sierra Wy	Del Rosa Av	At Int	No	Yes	0	1
9275180	06/12/2021	22:26	Pacific St	Waterman Ave	989 ft East	No	Yes	0	1
91513375	08/17/2021	19:22	St-210 W/b	Mountain View Ave	175 ft East	No	Yes	0	2
91518155	08/18/2021	16:28	St-210 E/b	North Sierra Wy	At Int	Yes	No	0	1
9298604	08/28/2021	18:33	West Highland Av	Del Rosa Av	600 ft West	No	Yes	0	1
9315402	07/11/2021	15:50	East Highland Av	E Pumalo St	At Int	Yes	No	0	1
9340590	08/17/2021	15:00	N Del Rosa Av	Valencia Ave	1526 ft East	No	Yes	0	1
91632422	11/12/2021	23:50	St-210 W/b	Glasgow Ave	5 ft West	No	Yes	0	1
91631358	11/15/2021	17:20	Pacific St	E Pumalo St	At Int	No	Yes	0	1
9365148	11/17/2021	12:43	N Del Rosa Av	N Valencia Av	At Int	Yes	No	0	1
9365159	11/20/2021	13:02	E North Rd	N Del Rosa Av	At Int	No	Yes	0	1
9385712	12/01/2021	14:46	E Date St	N Del Rosa Av	At Int	No	Yes	0	1
9389781	12/01/2021	14:45	E Date St	N Del Rosa Av	At Int	No	Yes	0	1
9387367	12/10/2021	25:00	E Lynwood Dr	N Mountain Av	At Int	No	Yes	0	1
9386232	12/22/2021	05:42	N Valencia Av	28th St	121 ft South	No	Yes	1	0
91671117	12/23/2021	08:20	Pacific St	Highland Av 119	11 ft West	No	Yes	0	2

<https://tias.berkeley.edu/home.asp>



Department of Public Works

04/28/2026

TIMS - Transportation Injury Mapping System

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
9392737	01/09/2022	14:28	N Del Rosa Av	East Highland Av	At Int	Yes	No	0	1
9520398	01/24/2022	18:20	East Highland Av	N Valencia Av	15 ft East	No	Yes	1	0
9426456	03/10/2022	14:38	North Sierra Wy	East Highland Av	At Int	Yes	No	0	1
9417620	03/03/2022	13:39	East Highland Av	N Del Rosa Av	At Int	Yes	No	0	1
9451576	04/06/2022	14:08	E Gilbert St	Waterman Av	287 ft East	No	Yes	0	1
9520397	05/10/2022	20:58	East Highland Av	N Valencia Av	90 ft West	No	Yes	1	0
9457031	05/13/2022	16:41	E 21st St	N Wall Av	At Int	Yes	No	0	1
9457039	05/16/2022	12:32	East Highland Av	N Valencia Av	207 ft East	Yes	No	0	1
91783939	05/22/2022	11:40	Pacific St	Peris Hill Rd	3 ft East	Yes	No	0	1
91623706	06/05/2022	20:35	Pacific St	Del Rosa Dr	3 ft West	Yes	No	0	1
9476789	08/08/2022	08:12	West Highland Av	N Mountain View Av	At Int	Yes	No	0	1
9476823	08/08/2022	21:24	East Highland Av	Wall Av	42 ft East	No	Yes	0	1
9475808	08/10/2022	23:39	North Waterman Av	Gilbert	120 ft North	No	Yes	0	1
9476814	08/11/2022	25:00	E Lynwood Dr	N Valencia Av	At Int	Yes	No	0	1
9483294	07/14/2022	25:00	N Golden Av	East Highland Av	370 ft North	No	Yes	0	1
9432704	07/22/2022	15:17	North Waterman Av	Rt 210	30 ft South	No	Yes	0	1
9520413	08/14/2022	04:37	East Highland Av	Cedar St	100 ft West	No	Yes	1	0
9512743	08/11/2022	18:22	East Highland Av	N Sepulveda Av	124 ft East	No	Yes	0	1
9484722	08/22/2022	19:30	North Arrowhead Av	Marshall Bl	At Int	Yes	No	0	1
9520418	09/22/2022	21:20	E Lynwood Dr	Mountain Av	98 ft West	No	Yes	1	0
9523837	10/07/2022	08:45	West Highland Av	North Sierra Wy	At Int	No	Yes	0	1
9511302	10/20/2022	20:15	North Waterman Av	E 21st St	275 ft South	No	Yes	0	1
9524184	11/11/2022	13:02	West Highland Av	Mountain View Av	118 ft East	No	Yes	0	1
9536184	11/23/2022	18:35	N Del Rosa Av	Highland Av	131 ft North	No	Yes	0	1
9536186	11/28/2022	15:35	N Del Rosa Av	Rt 210	At Int	Yes	No	0	1
92006490	01/30/2023	18:28	Pacific Ave	Dwight Way	62 ft East	No	Yes	0	1
9557849	02/05/2023	03:15	North Waterman Av	East Highland Av	130 ft South	No	Yes	0	1
9559647	02/15/2023	09:20	North Waterman Av	East Highland Av	At Int	Yes	No	0	1
9572978	03/19/2023	10:10	E Pacific St	Dwight Wy	130 ft West	Yes	No	0	1
9568360	04/20/2023	12:25	E 27th St	Golden Av	302 ft West	No	Yes	0	1
9580061	04/22/2023	21:30	East Highland Av	Del Rosa Av	281 ft East	No	Yes	0	2
9580085	04/25/2023	20:50	North Waterman Av	30th St	50 ft West	No	Yes	0	1
9591218	05/01/2023	09:05	West Highland Av	N Mountain View Av	At Int	Yes	No	0	1
9594087	05/09/2023	22:41	N Valencia Av	East Highland Av	At Int	No	Yes	0	1
9586941	05/12/2023	19:33	N Valencia Av	E Lynwood Dr	At Int	Yes	No	0	1
9594059	05/14/2023	01:30	N Del Rosa Av	E Pinalto St	438 ft South	No	Yes	0	1
9602800	07/03/2023	11:45	West Highland Av	N Mountain View Av	53 ft East	No	Yes	0	1
9486008	08/08/2023	20:23	N Mary Ann Ln	E Lynwood Dr	At Int	No	Yes	0	1
9607648	08/24/2023	15:03	E 19th St	N Sepulveda Av	At Int	Yes	No	0	1
9626785	08/28/2023	18:00	W 18th St	Sierra Wy	121 ft North	Yes	No	0	1
9625786	08/29/2023	22:50	E Pinalto St	N Del Rosa Av	At Int	No	Yes	0	2
9626887	09/29/2023	14:41	East Highland Av	N Sepulveda Av	157 ft East	Yes	No	0	1
9471004	10/02/2023	17:48	West Highland Av	North Sierra Wy	At Int	Yes	No	0	1
9638884	10/27/2023	02:38	East Highland Av	N Sepulveda Av	187 ft West	No	Yes	0	1
9646393	11/06/2023	16:00	East Highland Av	N Newport St	At Int	No	Yes	0	1
92280305	01/15/2024	18:00	Pacific St	Glasgow Ave.	10 ft West	No	Yes	0	1
9673686	02/22/2024	18:13	N Mountain View Ave	Virginia St	29 ft North	Yes	No	0	1
9673688	02/02/2024	22:50	N Valencia Ave	E 28th St	36 ft North	No	Yes	0	1
9690075	02/23/2024	15:45	West Highland Av	N Valencia Av	At Int	No	Yes	0	1
9604078	03/08/2024	09:13	30th St	Waterman Av	At Int	No	Yes	0	1

https://tims.berkeley.edu/reports/

10/11

04/28/2026

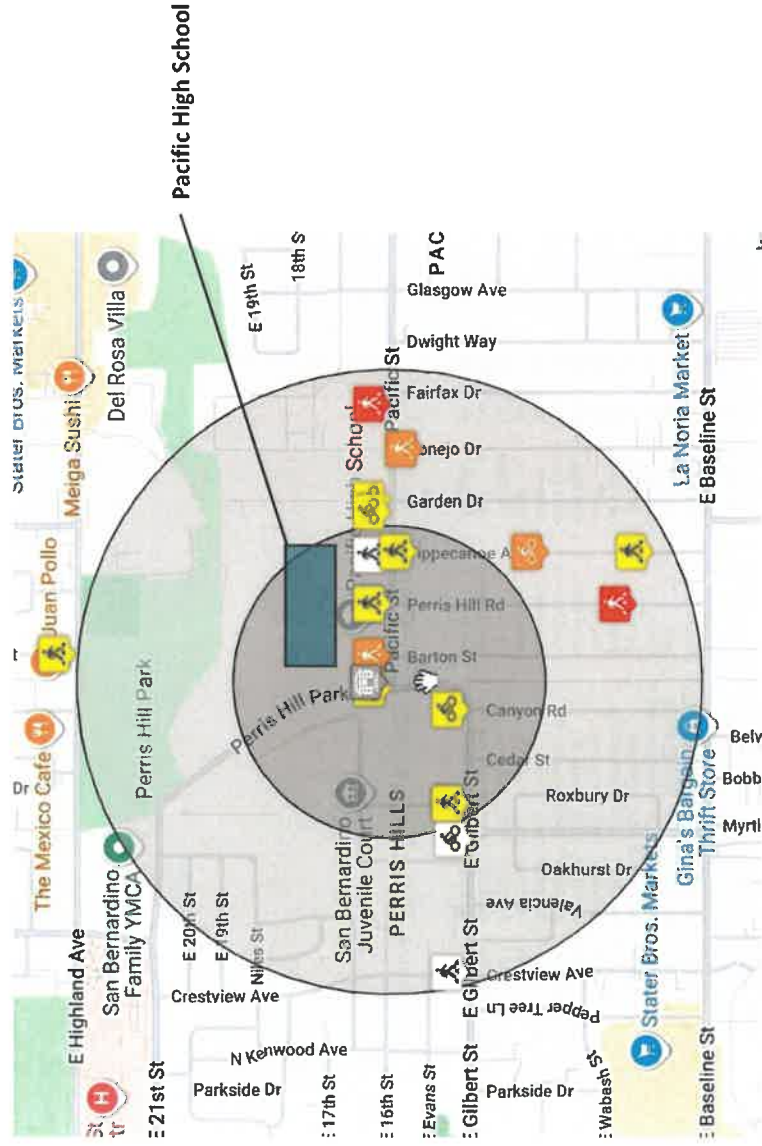
TIMS - Transportation Injury Mapping System

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int	Bike	Ped	Killed	Injured
9670437	03/08/2024	21:02	E 14th St	North Sierra Wy	At Int	Yes	No	0	1
92342024	03/08/2024	12:55	Del Rosa Dr	Fisher St	373 ft North	No	Yes	0	1
9686656	04/05/2024	15:00	East Highland Av	N Valencia Av	206 ft East	No	Yes	0	1
9686580	05/14/2024	11:45	N Golden Av	28th St	100 ft North	Yes	No	0	1
9702255	05/19/2024	23:50	Del Rosa Av	Pumalo St	At Int	No	Yes	0	1
92405114	05/22/2024	21:00	Sc-210 Wth To Del RosaDel Rosa Avenue		10 ft East	Yes	No	0	1
9706949	06/07/2024	21:40	North Sierra Wy	East Highland Av	240 ft South	No	Yes	0	1
9708916	06/22/2024	10:10	Highland Av	Mountain View Av	7 ft West	No	Yes	0	1
92442320	07/10/2024	19:14	Conejo Dr	Pacific St	270 ft South	No	Yes	0	1
9730953	07/29/2024	23:50	Highland Av	Del Rosa Av	184 ft East	No	Yes	0	1
9731775	08/01/2024	21:42	East Highland Av	Windsor Dr	83 ft East	No	Yes	0	1
9731778	08/02/2024	20:24	East Highland Av	Cedar	175 ft East	No	Yes	0	1
9786289	08/09/2024	20:21	North Arrowhead Av	18th St	260 ft South	No	Yes	1	0
9786170	09/07/2024	19:52	E Highland	Valencia Av	135 ft East	No	Yes	1	0
94068533	09/18/2024	01:50	Del Rosa Drive	Anson Street	48 ft North	No	Yes	1	0
94456101	09/29/2024	00:45	Dwight Way	18th Street	At Int	No	Yes	0	1
9773528	10/20/2024	25:00	Pacific St	Perris Hill Rd	81 ft West	Yes	No	0	1
9773532	10/21/2024	10:45	Genevieve St	Highland Av	727 ft North	Yes	No	0	1
9773531	10/21/2024	10:12	21st St	Arrowhead N	At Int	No	Yes	0	1
9773486	10/27/2024	22:21	Sierra Way	Highland Av	At Int	No	Yes	0	1
9763583	11/01/2024	18:52	N Sierra	17th St	183 ft North	No	Yes	0	1
9782070	12/10/2024	17:32	East Highland Av	N Del Rosa Av N	At Int	Yes	No	0	1
9784683	12/13/2024	17:15	Cresview Av	21st St	3 ft South	No	Yes	0	1

Source: TIMS - Transportation Injury Mapping System



Accidents in a half-mile radius around Pacific High School 2015-2024



Source: TIMS - Transportation Injury Mapping System

Summary Statistics

Radius	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	1	5	3	6	3	9
1/4 - 1/2 mi.	2	2	4	3	7	4	11
Total	2	3	9	6	13	7	20

Crash List one-half mile radius 2015-2024

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Pad
629820	2014-11-20	19:54	E PACIFIC ST	N FAIRFAX ST	101.00	W	No	Yes
7180458	2015-10-22	13:17	GILBERT ST	ANTON ST	0.00	-	No	Yes
8012475	2016-03-15	13:20	PACIFIC ST	GARDEN DR	0.00	-	Yes	No
7006168	2015-09-01	18:01	PERRIS HILL RD	BASELINE ST	592.00	N	No	Yes
92442320	2024-07-10	18:14	CONERO DR	PACIFIC ST	270.00	S	No	Yes
9773529	2024-10-20	25:00	PACIFIC ST	PERRIS HILL RD	91.00	W	Yes	No
8025408	2018-03-02	07:53	E GILBERT ST	CRESTVIEW AV	8.00	E	No	Yes
8045949	2015-07-21	01:40	PACIFIC ST	BARTON ST	0.00	-	No	Yes
8047232	2016-04-22	14:55	N CANYON RD	E GILBERT ST	0.00	-	Yes	No
8514407	2017-08-28	13:28	NORTHANTON ST	EAST GILBERT ST	0.00	-	No	Yes
8525022	2017-12-02	18:02	E PACIFIC ST	GARDEN DR	101.00	W	Yes	No
8726340	2018-10-07	18:03	EAST HIGHLAND AV	HARRISON ST	11.00	W	No	Yes
8810070	2019-01-30	14:55	EAST HIGHLAND AV	N HARRISON ST	0.00	-	No	Yes
90459092	2017-05-04	09:20	TIPPECANOE AVENUE	BASELINE STREET	1320.00	N	Yes	No
90542535	2017-09-03	04:07	TIPPECANOE AVE	PACIFIC ST	222.00	S	No	Yes
90688861	2018-02-17	18:19	TIPPECANOE AVE	BASELINE ST	450.00	N	No	Yes
90879352	2018-03-08	14:55	PACIFIC STREET	PERRIS HILL RD	10.00	E	No	Yes
9147965	2020-08-10	20:34	N WINDSOR DR	E GILBERT ST	21.00	S	Yes	No
9187117	2021-12-23	08:20	PACIFIC ST.	TIPPECANOE AVE	11.00	W	No	Yes

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Pad
91783939	2022-05-22	11:40	PACIFIC ST	PERRIS HILL RD	3.00	E	Yes	No

Public Participation

SEELEY BLVD



CHAPTER 3 OUTREACH & ENGAGEMENT



**SAFE ROUTES
to
SCHOOLS**

OUTREACH AND ENGAGEMENT

The San Bernardino County SRTS team worked closely with the school districts, schools, teachers, parents, and the overall community to address their concerns and priorities. School staff and families are experts on how students get to and from school, and their input is invaluable to creating recommendations that will best serve future students. This Plan identified a comprehensive outreach and engagement approach that provided opportunities for school staff, parents, and caregivers to learn about the SRTS Safety Action Plan and its goals; share their concerns about traffic safety around their school and neighborhood, and inform the decision-making process and ultimate project recommendations. This chapter provides a summary of the outreach conducted during the planning process and how feedback was used to inform the final SRTS Safety Action Plan.

3.1 SCHOOL OBSERVATIONS AND WALK AUDITS

The project team observed school drop-off or pick-up at each of the 21 project schools. The purpose of these observations was to understand school circulation patterns, identify barriers to walking and biking, and document unsafe behaviors.

Each school observation was coupled with a walk audit with school stakeholders, including parents/caregivers, principals, school staff, and others. The purpose of the walk audits was to introduce participants to the SRTS Safety Action Plan, and to provide opportunities for them to give their input on their needs and concerns, preferences, and observations that are barriers to safe walking, biking, and rolling to and from school. To ensure participation, each school publicized the walk audit through their communication channels (email, web page, social media, flyers).

The project team gave participants pens, clipboards, and maps of their school that included existing conditions. Each map included questions to prompt observations and an area for participants to record input. All materials were provided in both English and Spanish and outreach was conducted in both English and Spanish, as needed. Participants were invited to communicate verbally or via the paper map with the deficiencies and safety concerns about traveling to and from school. The project team was on hand to document the participant feedback and dialogue with them about potential solutions to improve

transportation conditions along the school route. The feedback from the walk audit heavily informed the infrastructure recommendations. Chapter 4 includes the individual school plan which summarizes specific observations and feedback from each walk audit.

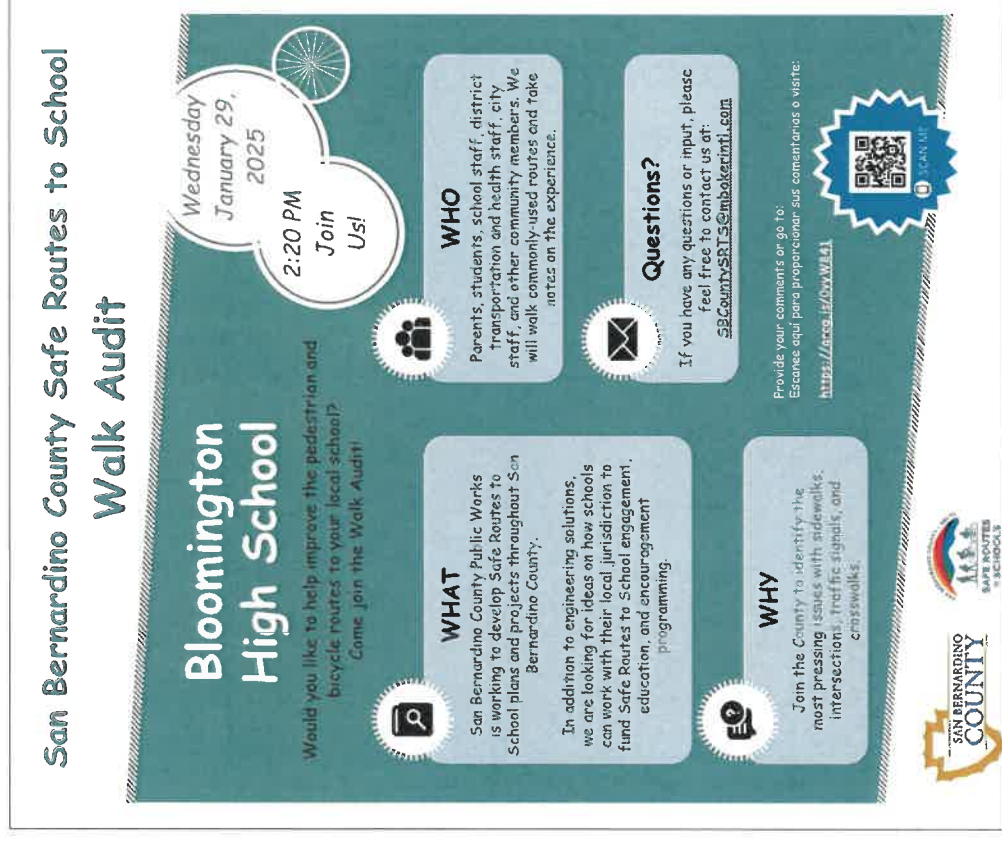


Figure 3.1 Walk Audit Flyer Example

3.2 STUDENT TALLIES AND PARENT SURVEYS

STUDENT TALLIES

As part of the outreach for each school, the project team circulated a packet of material which included the walk audit flyers, student travel tally sheets, as well as instructions on how to administer the travel tally sheet. This tally sheet uses the standard "Student Travel Tally" form developed by the National Center for SRTS to collect data from students on how they travel to and from school and was administered via a QR code to an on-line interface. Each school was asked to conduct the tally during the week of their schedule audit.

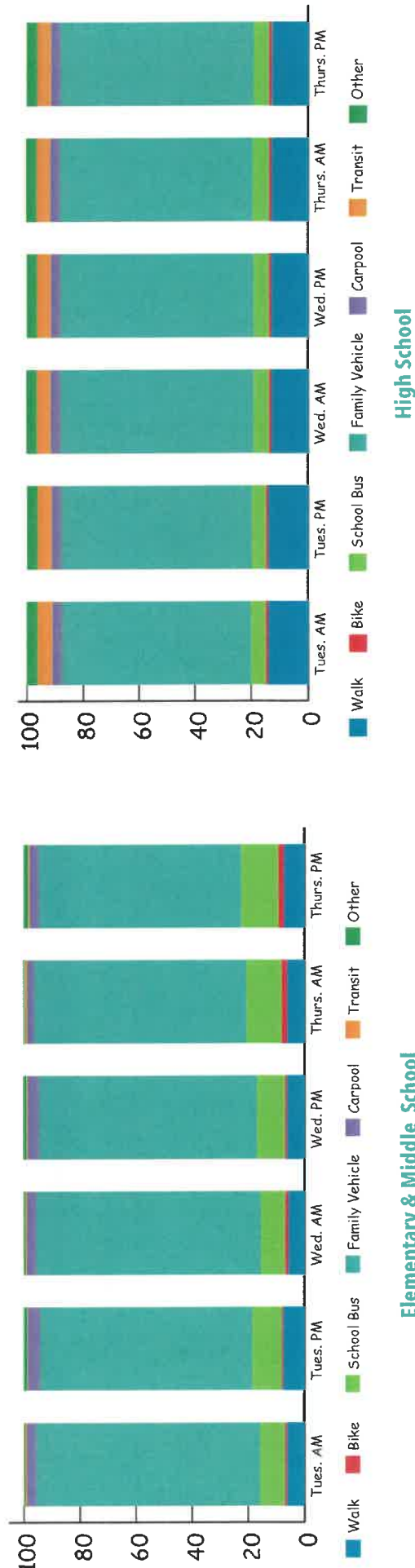
Overall, over 400 student travel tallies were submitted from across all 21 schools and were used to determine how students are traveling to and from school on a daily basis. Figure 3.2 shows the different travel modes students took to and from school in the morning and in the afternoon. Please note that high schools received a separate tally sheet to have students conduct their own tallies instead of the teachers conducting the tally. In general, family vehicles are the most common mode of transportation among students. Students were also recorded walking and taking the school bus.

PARENT SURVEY

Parents/guardians' knowledge and attitudes about their student's travel habits, including walking and biking to and from school were analyzed from the parent surveys collected at the beginning of this project. The survey was an online questionnaire sent to all project schools which was then publicized to all parents/guardians through each individual school's communication channels (email, web page, social media, flyers). Over 350 surveys were submitted from the 21 participating schools. The survey asked parents how their student currently travels to and from school, the distance their family lives from school, challenges associated with walking and biking, and their overall attitudes toward active modes of transportation.

The results of the parent surveys are highlighted in each individual school plan in Chapter 4.

Figure 3.2 Student Travel Mode to and from School



Elementary & Middle School

High School

As Figure 3.3 shows, most parents shared that they live over two miles from their school and is a big reason why they do not allow their students to bike and walk to/from school. As shown, approximately 28% of parents responded that they live over two miles from their school while 23% responded they live within a quarter mile. This identified an opportunity to focus on biking and walking infrastructure within a quarter mile of the project schools. Parents also shared a number of concerns influencing their decision to allow or not allow their student to walk or bike to/from school. The biggest concern was unsafe intersections and crossings (Figure 3.4).

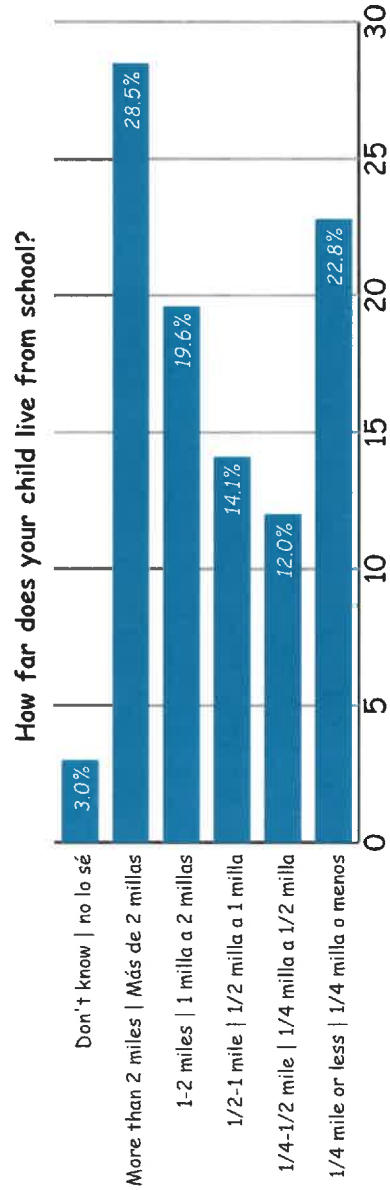


Figure 3.3 Parent Survey Question - Distance

What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?

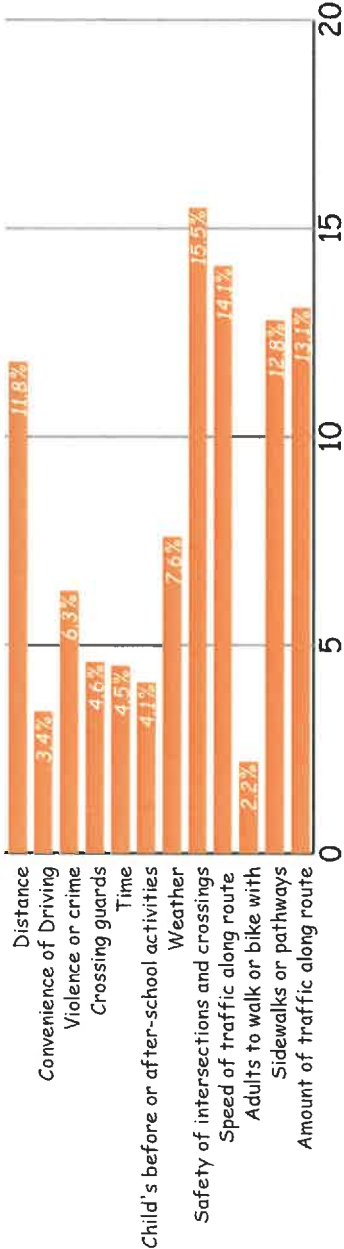


Figure 3.4 Parent Survey Question - Reason





San Bernardino County Safe Routes to School

Parent/Caregiver Survey

The San Bernardino County is developing a Safe Routes to School Plan for your school that aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets around your school are safe for everyone.

Your feedback is important to this project! Please take this 5-minute survey about your family's travel choices and perception of safety. What transportation concerns do you have?

Pacific High School

Encuesta de Padres/Cuidadores

El Plan de Rutas Seguras a la Escuela del Condado de San Bernardino tiene como objetivo alentar a los estudiantes a participar en más actividad física, aumentar el uso de instalaciones públicas como senderos para caminar y andar en bicicleta, crear rutas más seguras a la escuela y garantizar que las calles alrededor de su escuela sean seguras para todos.

Su opinión es importante para este proyecto. Por favor toma esta encuesta de 5 minutos sobre las opciones de viaje de su familia y las percepciones de viaje de su familia y la percepciones de seguridad.





Pacific High School

San Bernardino County Safe Routes to School Student Arrival and Departure Tally Survey

The San Bernardino County Safe Routes to School Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets around your school are safe for everyone.



SCAN ME

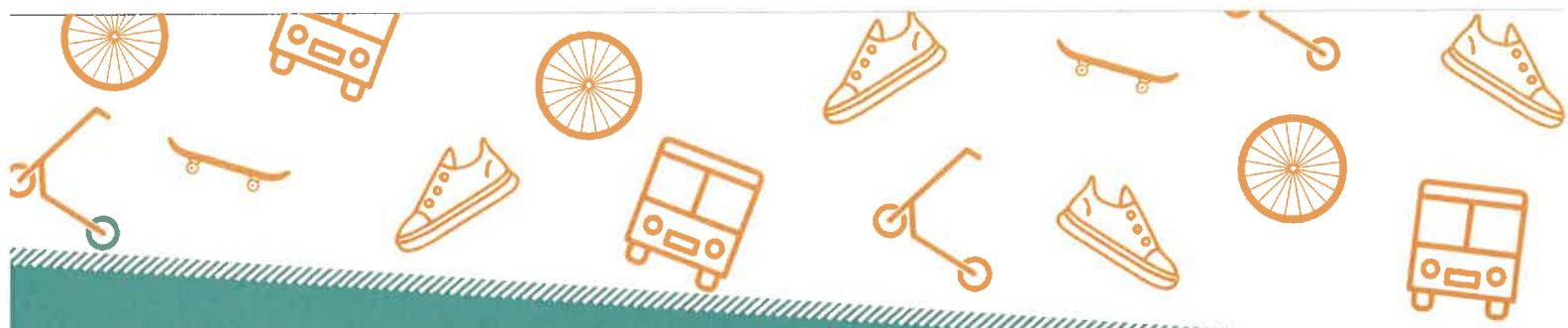
Please tell us
how you travel to
and from school



or access the tally here:

<https://www.surveymonkey.com/r/SRTS-Student-Tally>





Pacific High School

San Bernardino County Safe Routes to School Student Arrival and Departure Tally Survey

The San Bernardino County Safe Routes to School Plan aims to encourage students to take part in more physical activity, increase the use of public facilities such as bicycle and walking paths, create safer routes to school, and ensure that streets around your school are safe for everyone.

To help the County better understand your school, teachers are requested to survey students' modes of travel. Please conduct the surveys in the classroom. Please see the directions below:

1. Please conduct these counts on AT LEAST two of the following three days Tuesday, Wednesday or Thursday.
2. Please do not conduct these counts on Monday or Friday.
3. Before asking students to raise their hands, please read through all possible answer choices so they will know the available choices. Each student may only answer once.
4. Ask your students as a group the question, "How did you arrive at school today?"
5. Then, reread each answer choice and record the number of students that raised their hands for each choice.
6. Follow the same procedure for the question, "How do you plan to leave for home after school?"
7. Please conduct the survey once per day. During the count please ask students both school arrival and departure questions.
8. Please conduct the survey regardless of weather conditions.

☀ Access the tally here:
surveymonkey.com/r/SRTSTally



San Bernardino County Safe Routes to School Walk Audit

Pacific High School

Would you like to help improve the pedestrian and
bicycle routes to your local school?
Come join the Walk Audit!

Tuesday
February 4,
2025

8:30 AM
Morning
Drop Off



WHAT

San Bernardino County Public Works
is working to develop Safe Routes to
School plans and projects throughout San
Bernardino County.

In addition to engineering solutions,
we are looking for ideas on how schools
can work with their local jurisdiction to
fund Safe Routes to School engagement,
education, and encouragement
programming.



WHO

Parents, students, school staff, district
transportation and health staff, city
staff, and other community members. We
will walk commonly-used routes and take
notes on the experience.



Questions?

If you have any questions or input, please
feel free to contact us at:

SBCountySRTS@mbakerintl.com



WHY

Join the County to identify the
most pressing issues with sidewalks,
intersections, traffic signals, and
crosswalks.

Provide your comments or go to:
Escanee aquí para proporcionar sus comentarios o visite:

<https://arcg.is/0vyW841>



SCAN ME



San Bernardino County Safe Routes to School

Auditoría de caminata

Pacific High School

Martes
4 de Febrero,
2025

8:30 AM
entrega por la
mañana



¿Te gustaría ayudar a mejorar las rutas para peatones y ciclistas que llevan a tu escuela local?
¡Únete a la auditoría de caminatas!



QUÉ

Obras Públicas del Condado de San Bernardino está trabajando para desarrollar planes y proyectos de Rutas Seguras a la Escuela en todo el Condado de San Bernardino.

Además de soluciones de ingeniería, buscamos ideas sobre cómo las escuelas pueden trabajar con su jurisdicción local para financiar programas de participación, educación y estímulo de Rutas Seguras a la Escuela.



OMS

Padres, estudiantes, personal escolar, personal de transporte y salud del distrito, personal de la ciudad y otros miembros de la comunidad. Recorreremos rutas de uso común y tomaremos notas sobre la experiencia.



¿Preguntas?

Si tiene alguna pregunta o sugerencia, no dude en ponerse en contacto con nosotros en:
SBCountySRTS@mbakerintl.com



POR QUÉ

Join the County to identify the most pressing issues with sidewalks, intersections, traffic signals, and crosswalks.

Escanee aquí para proporcionar sus comentarios o visite:

<https://arcg.is/OvyW841>



SCAN ME





Conservation Corps Consultation



Our job is to create a county in which those who reside and invest can prosper and achieve well-being.

www.SBCounty.gov



From: Coughlin, Christopher@CCC <Christopher.Coughlin@ccc.ca.gov>
Sent: Thursday, May 28, 2026 4:09 PM
To: Burda, Mark <Mark.Burda@dpw.sbcounty.gov>
Cc: ATP@CCC <ATP@CCC.CA.GOV>
Subject: CCC Consultation Request Reply - Pacific H.S. Safe Routes to School - San Bernardino Public Works

You don't often get email from christopher.coughlin@ccc.ca.gov. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.

Hi Mark,

The CCC has reviewed the consultation request and has determined that it is not feasible for CCC services to be used, primarily due to conflicting schedules.

Please include this email with your application as official confirmation that you have consulted with the CCC.

Thank you again for consulting with us on your project!

CHRIS COUGHLIN
Statewide Programs Analyst
1719 24th Street
Sacramento, CA 95816
Christopher.coughlin@ccc.ca.gov



Corps Consultation Form: CCC & LCC Corps Consultations

Applicants to certain California State Grants/Programs may receive preference by partnering with the California Conservation Corps (CCC) and/or Certified Community Conservation Corps (Local Conservation Corps or LCC) on their projects. To initiate the Corps Consultation Process, complete the form below and include all required attachments. [Form Linked Here.](#)

Within 14 business days of receiving a complete submission, the Corps will review the project for feasibility, and both the CCC and California Association of Local Conservation Corps (CALCC) will send the applicant a completed Corps Consultation Review Document for inclusion with their grant application.

For general questions, please contact the CCC at Consultations@ccc.ca.gov and the Local Corps at Info@MyLocalCorps.org.

Is this application solely for planning or acquisition with no field work? *

No

Project Funding Type*

ATP

Department/Conservancy administering the grant program to which you are applying for funding*

California Transportation Commission

Name of Grant Program*

2027 Active Transportation Program

Due date of Grant Application

06/22/2026

Anticipated Grant Award Date

11/02/2026

Name of Grant Applicant Organization*

San Bernardino County Public Works Department

Contact for Project details*

First Name: Mark

Last Name: Burda

Contact's Organization: San Bernardino County Public Works Department

Contact's Title: Transportation Analyst

Contact's Email: mark.burda@dpw.sbcounty.gov

Contact's Phone Number: 909-387-8171

Project Title*

Pacific High School Safe Routes to School

Estimated Project Start Date*

04/01/2027

Estimated Project End Date*

09/30/2029

Project Location (Address or General Coordinates) *

Along Pacific Street near Pacific High School in San Bernardino County (34.12922, -117.26363)

Anticipated Corpsmember Labor Start Date

04/01/2028

Anticipated Corpsmember Labor End Date

09/30/2029

Proposed Budget for Corpsmember Labor (optional)

\$25,000-\$50,000

CCC Center you are interested in consulting with (optional)

Inland Empire

Local Corps you are interested in consulting with (optional)

Urban Conservation Corps of the Inland Empire

If applicable, identify all seasons during which Corpsmember Labor is needed

Spring

Summer

Fall

Project Description identifying key project activities, deliverables, and a clear description of fieldwork. (Attach additional information as necessary.)*

The project will implement Safe Routes to School recommended improvements to reduce vehicle speeds, make crossings safer, and close critical gaps in the active transportation network surrounding Pacific High School. Proposed improvements include traffic signal timing enhancements, installation of a high-intensity activated crosswalk (HAWK) signal, a school-zone speed limit sign, four speed feedback signs, reflective intersection treatments, three curb ramps,

four curb extensions, an all-way stop sign, a dedicated turn lane, and an intersection lane control sign to improve traffic operations and reduce conflicts.

In addition, the project will construct six new sidewalk segments, two bicycle lanes, and one designated bicycle route to create continuous connections between the school, surrounding residential neighborhoods, and key community destinations.

The Project will also include minor landscaping, debris removal, and site restoration activities to support safe and accessible active transportation infrastructure. Deliverables include completed pedestrian and bicycle infrastructure improvements that enhance safety, connectivity, and access for students and the surrounding community.

Portions of this project that can be carried out by Corpsmembers. If unfamiliar with the full capabilities of Corpsmembers, type “Uncertain”. (Attach additional information as necessary.)*

Corpsmembers may assist with a variety of project elements, with a primary focus on supervised field and construction-related tasks. Responsibilities can include site setup, vegetation removal, light grading, debris cleanup, and providing support for sidewalk and curb ramp construction under supervision. Corpsmembers may also help with project startup activities such as materials staging and handling, and assist with temporary traffic control and safety operations when appropriate and supervised. Other potential duties include supporting sign installation, preparing areas for striping, and completing post-construction tasks such as landscaping, site restoration, and general cleanup. Corpsmembers may also contribute to community outreach activities and Safe Routes to School education initiatives.

Please attach the following documents below:

- 1. Project Location Map(s) (required)**
- 2. Site Plan(s) (if available)**
- 3. Any other information that would be helpful for Project Managers to understand your project**



Department of Public Works

Pacific High School Safe Routes to School (SRTS) Project

Active Transportation Program (ATP) Cycle 8
Application

APPLICATION ATTACHMENTS

San Bernardino County Public Works
Project Contact: Mark Burda
Transportation Analyst

Phone: (909) 387-8171

Email: mark.burda@dpw.subcounty.gov



ATTACHMENT A: Application Signature Page

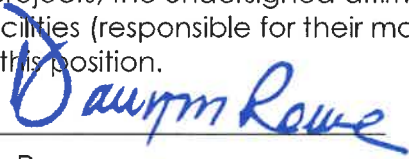
Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: JUN 09 2026

Name: Dawn Rowe Phone: (909) 387-4855

Title: San Bernardino County Board of Supervisors Chair E-mail: Dawn.Rowe@bos.sbcounty.gov

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: N/A Date: _____

Name: _____ Phone: _____

Title: _____ e-mail: _____



ATTACHMENT B:
Engineer's Checklist

ATP Engineer's Checklist Required for all Infrastructure Projects

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

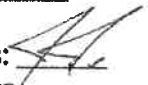
Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

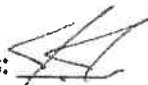
❖ For more assistance, please refer to the Caltrans ATP PSR equivalent recording and slides

1. **Project Location Map** (Attachment C)

Engineer's Initials: 

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. **Project Layout/Plans** showing existing and proposed conditions (Attachment D)

Engineer's Initials: 

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
N/A	\$	Months

Anticipated Number of Easements	Cost	Time needed to Obtain
40	\$1,247,000.00	24 Months

3. **Cross-section(s)** showing existing and proposed conditions (Attachment D)

Engineer's Initials: 

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show the before and after pavement widths/thicknesses.

4. **Project Estimate** (Attachment F)

Engineer's Initials: 

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer's Initials: 

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

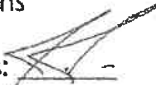
6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer's Initials: 

- a. All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified.
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. <u>CEQA</u>	<u>\$ 30,000.00</u>	<u>12</u> Months
2. _____	<u>\$</u>	____ Months
3. _____	<u>\$</u>	____ Months

7. **Warrant Studies/Guidance** (Attachment K)

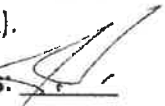
Engineer's Initials: 

☐ (Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if

needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section (Attachment K).

8. **Additional Narration and Documentation** (Attachment K)

Engineer's Initials: 

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Johnson, Jeremy

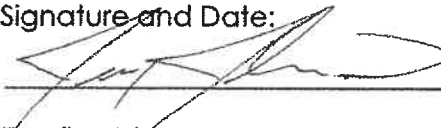
Title:

Managing Engineer

Engineer License Number:

C91246

Signature and Date:

 6/9/2026

Email Address:

Jeremy.johnson@dpw.sbcounty.gov

Phone:

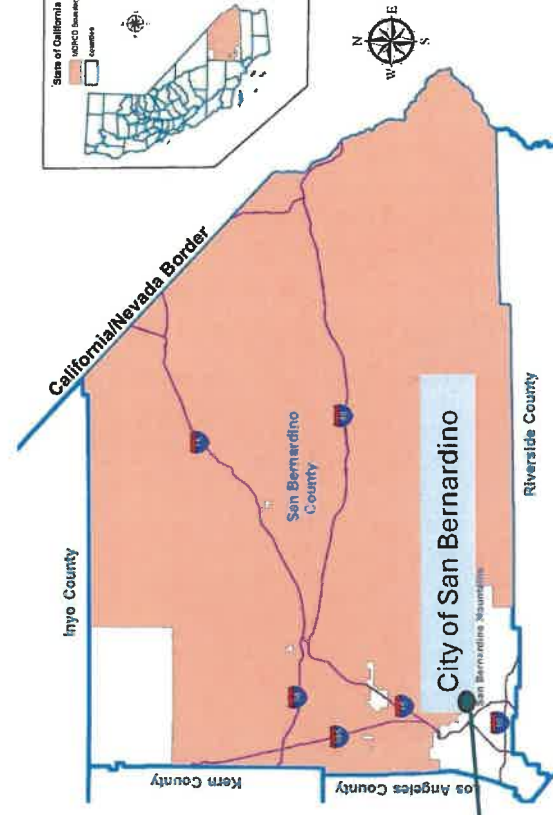
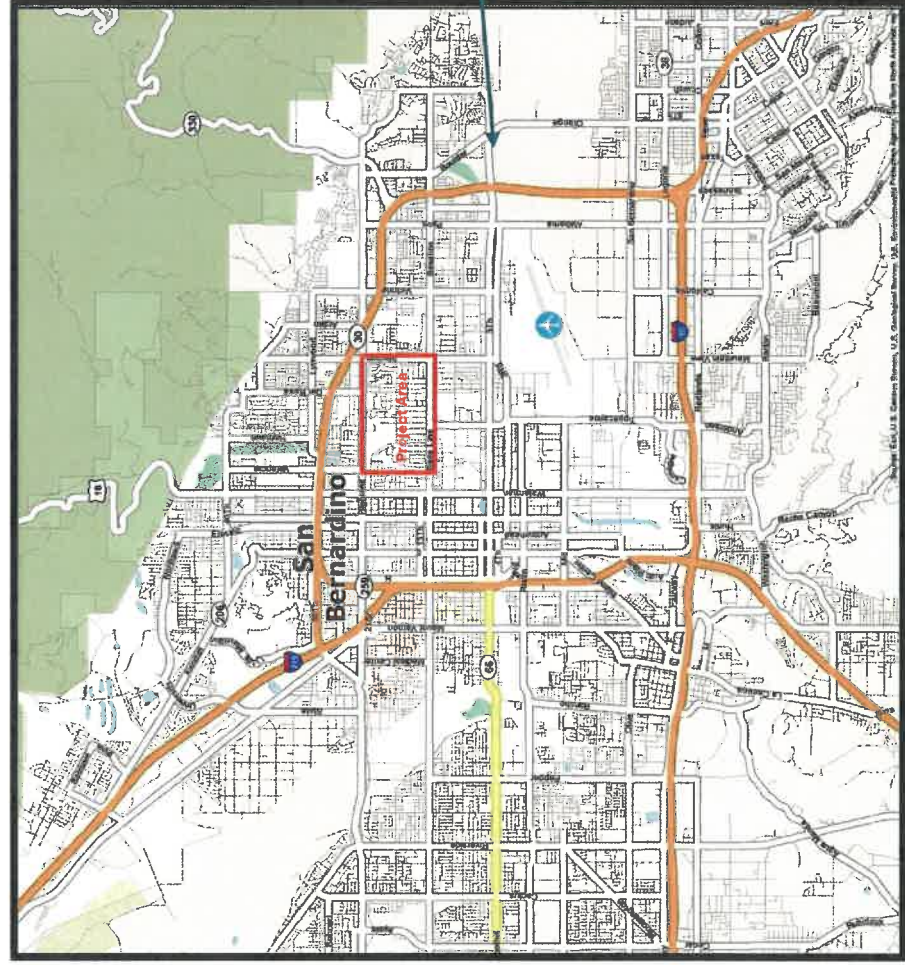
909-387-8165

Place the Engineer's Stamp below:



ATTACHMENT C:
Location Maps

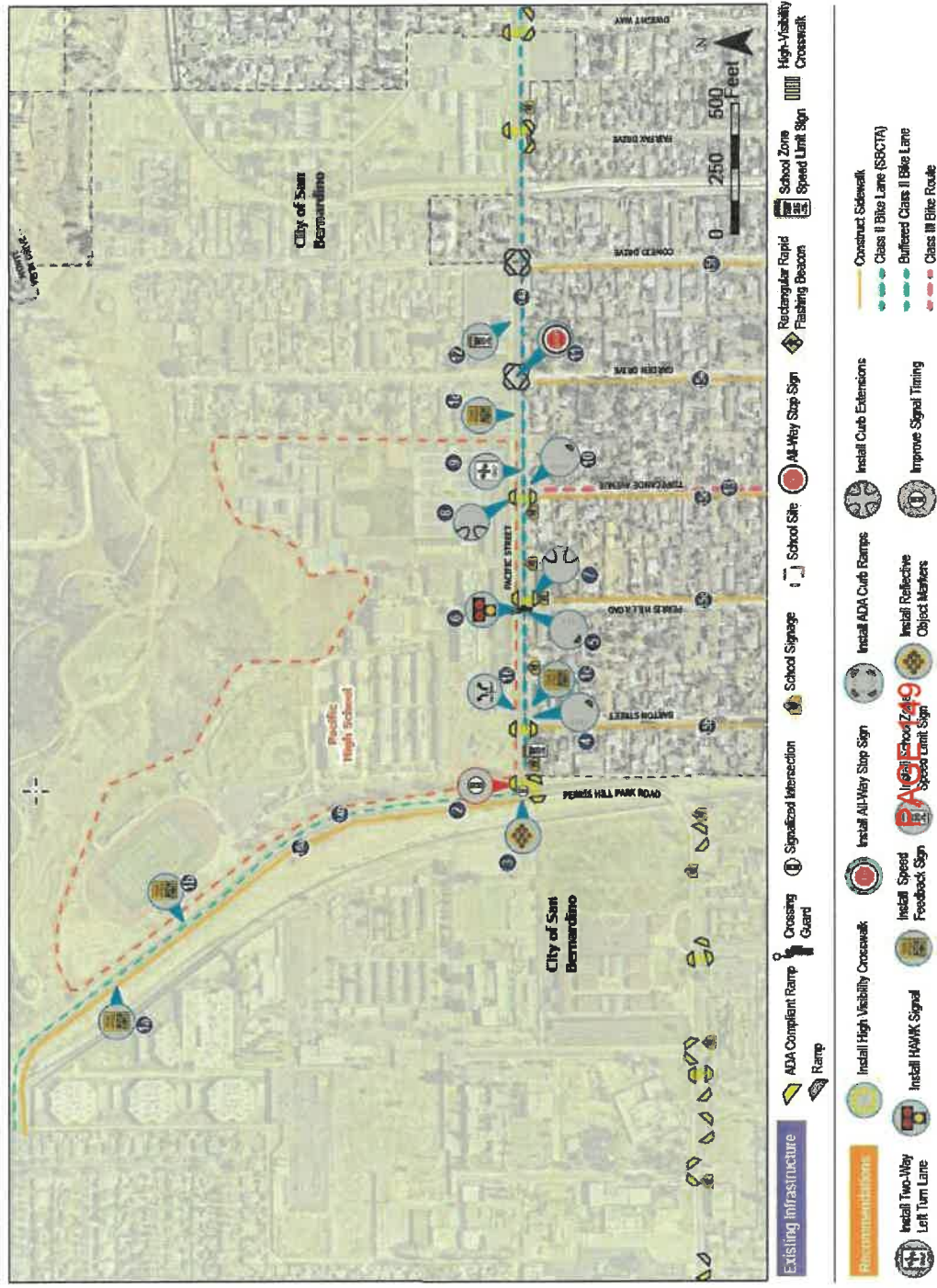
Pacific High School Safe Routes to School Project Active Transportation Program Cycle 8 Application PROJECT LOCATION MAP



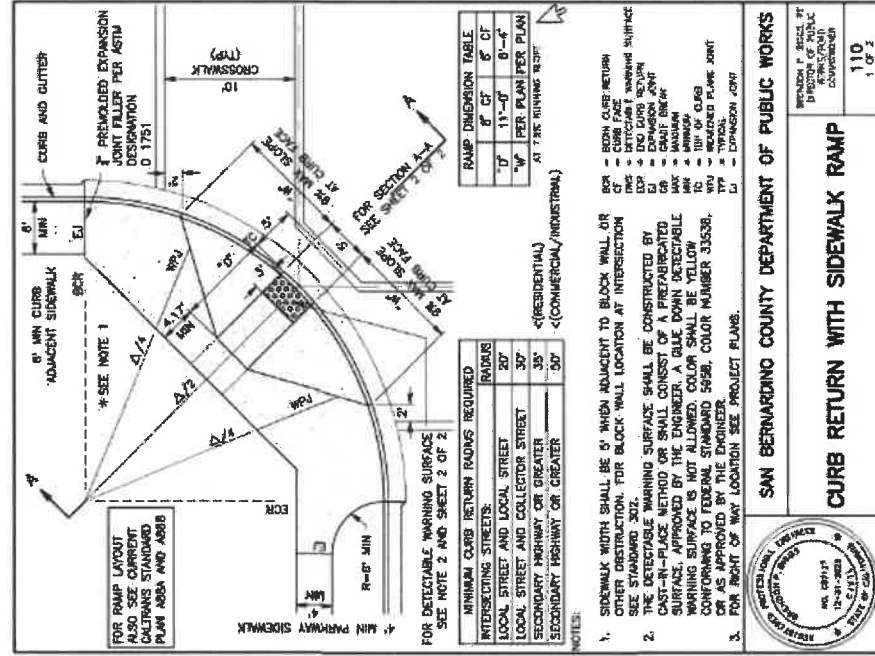
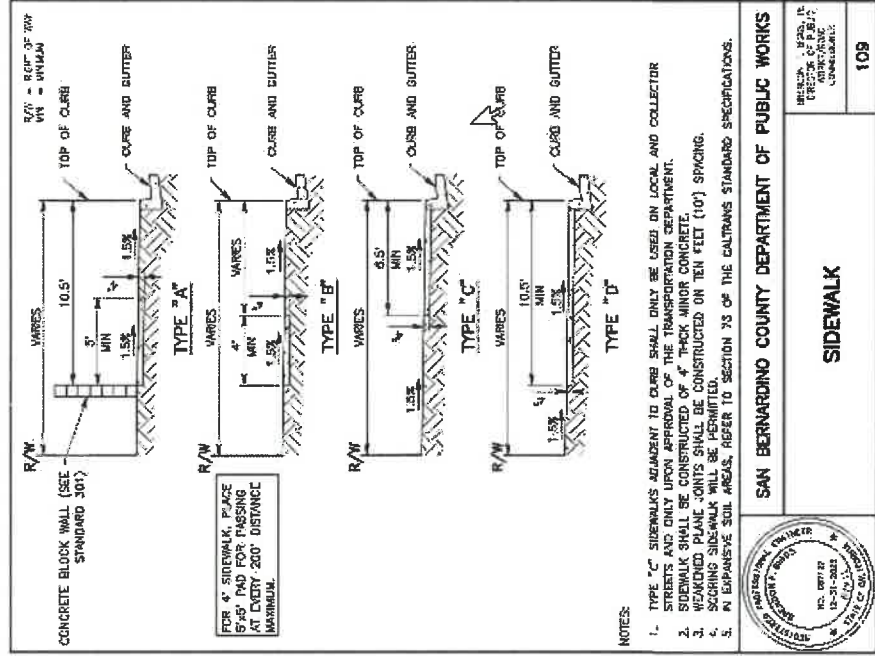
The Project area is a 0.7-mile area around Pacific High School in San Bernardino, San Bernardino County, California. The school is approximately two miles east of downtown San Bernardino. The school campus abuts the city limits of San Bernardino, and the surrounding neighborhoods are in an unincorporated part of San Bernardino County.

ATTACHMENT D: Project Layout and Plans

Existing and Proposed SRTS Infrastructure



Sidewalk and Sidewalk Ramp



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS	
CURB RETURN WITH SIDEWALK RAMP	
PROJECT NO. 110	1 OF 2

ATTACHMENT E: Photos of Existing Conditions

Existing Conditions

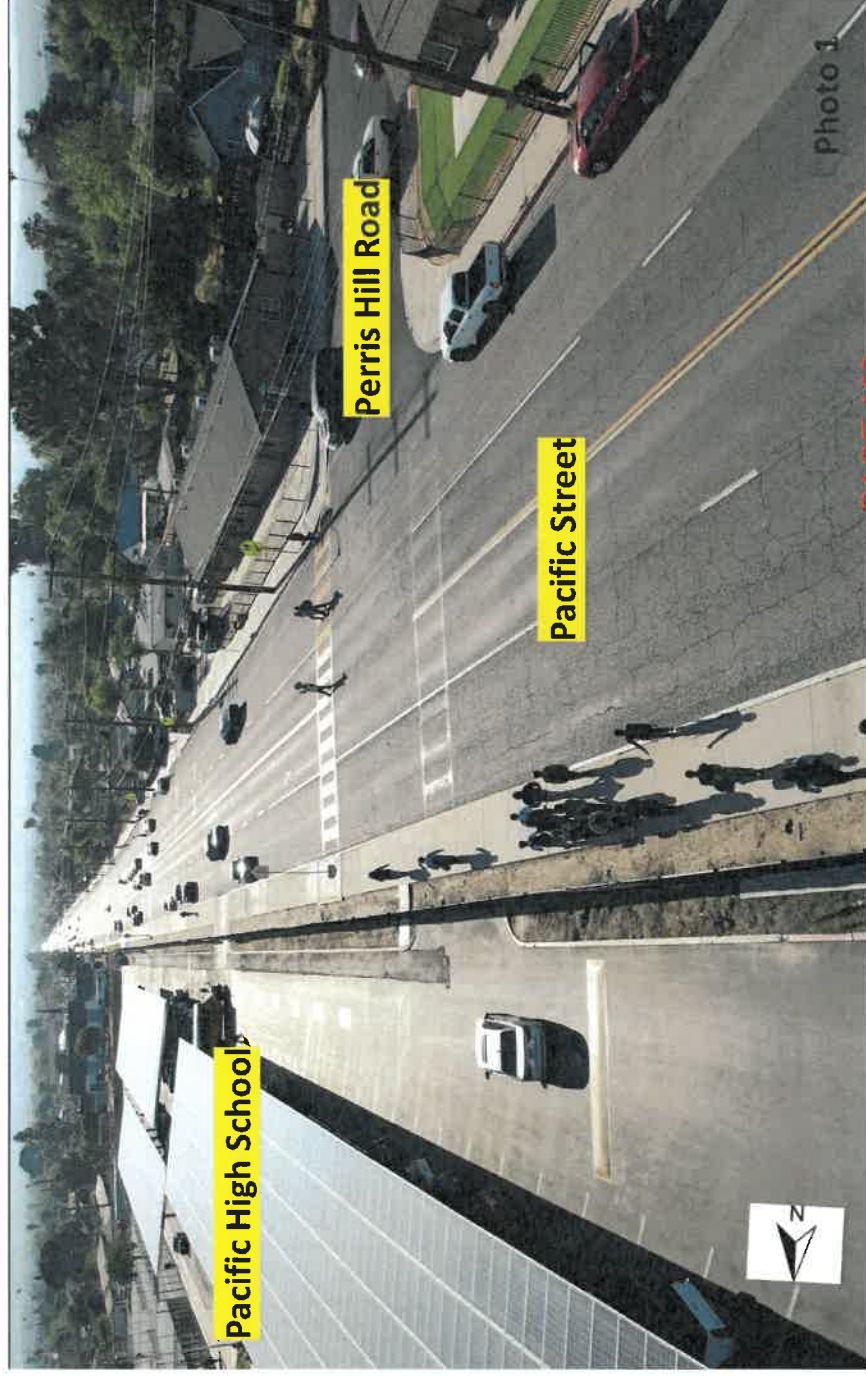


Photo 1 shows Pacific Street looking east near the intersection of Pacific Street and Perris Hill Road. Pacific High School is on the north side of the 4-lane road. Students must cross a busy street to access the campus from the south.



Photo 2 shows the three-way intersection at Pacific Street and Parris Hill Park Road looking north. There are no bike lanes, and no sidewalks on the west side of Perris Hill Park Road, the route from Pacific High School to the San Bernardino YMCA .7-miles north.



Photo 3 shows the intersection of Pacific Street at Tippecanoe Avenue looking south. A pedestrian is walking in the road because the sidewalks are discontinuous.

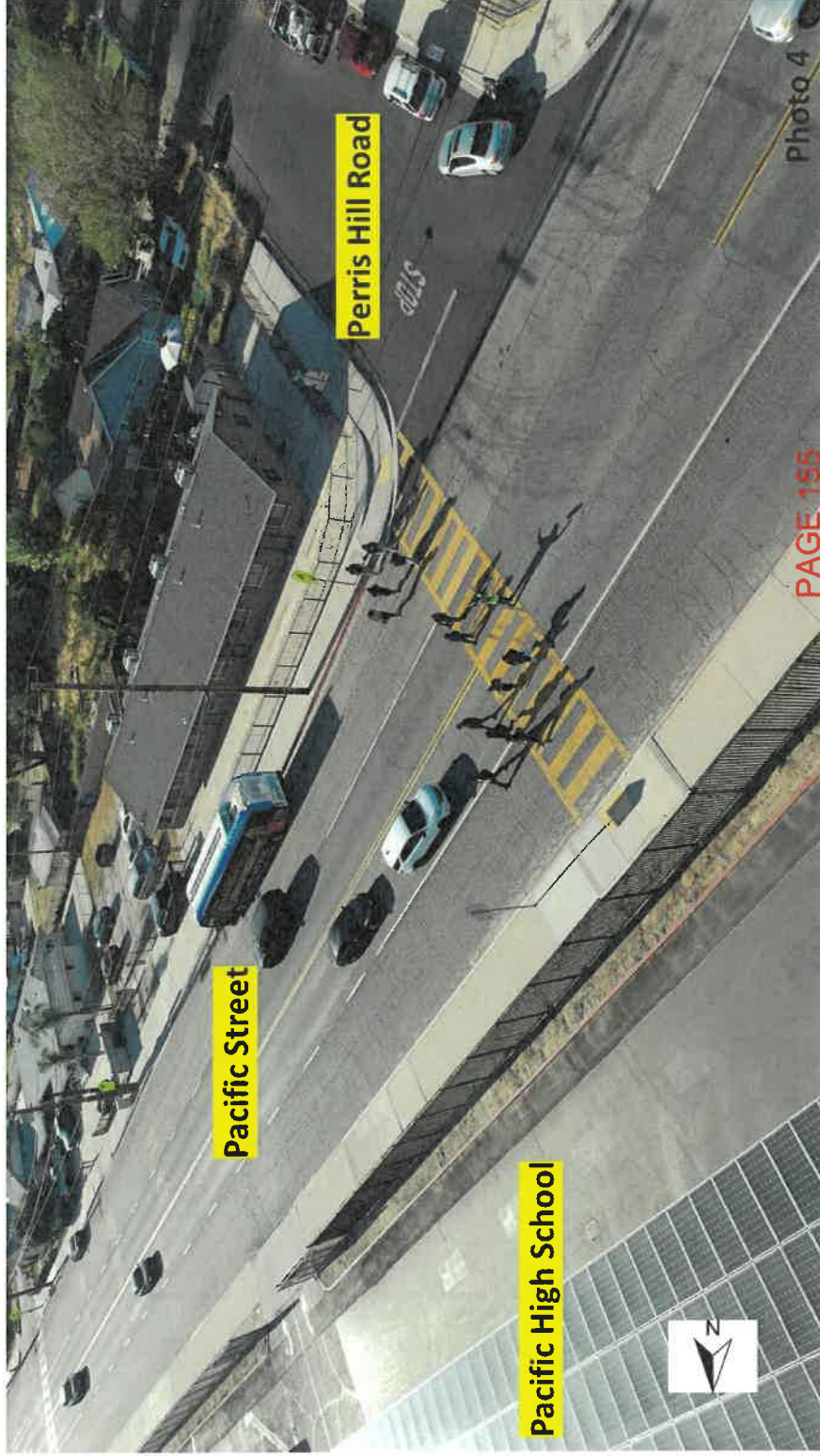
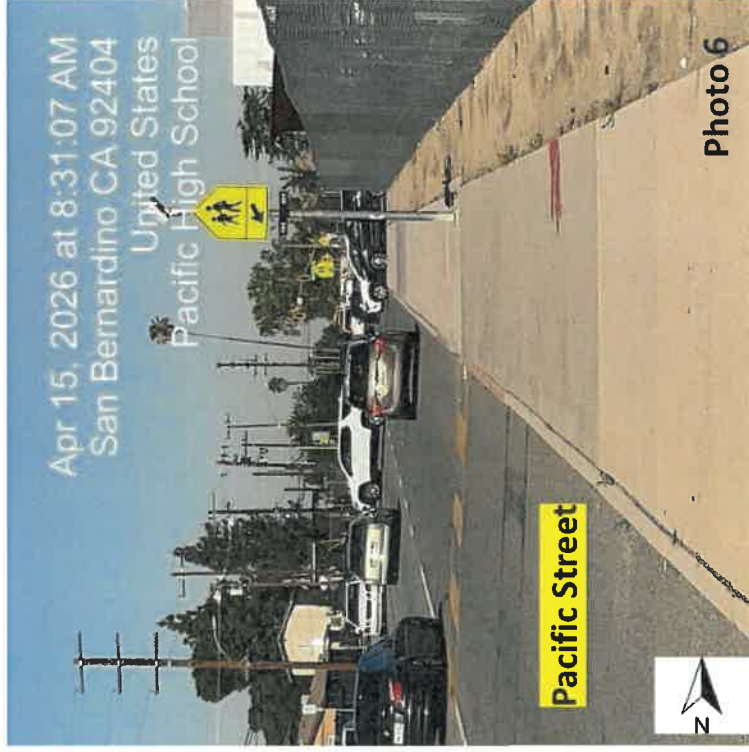
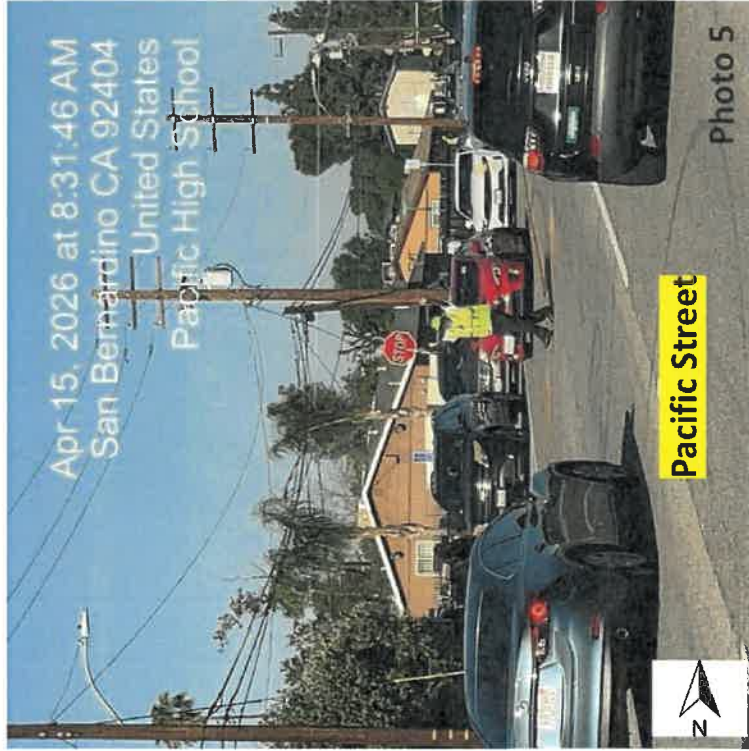
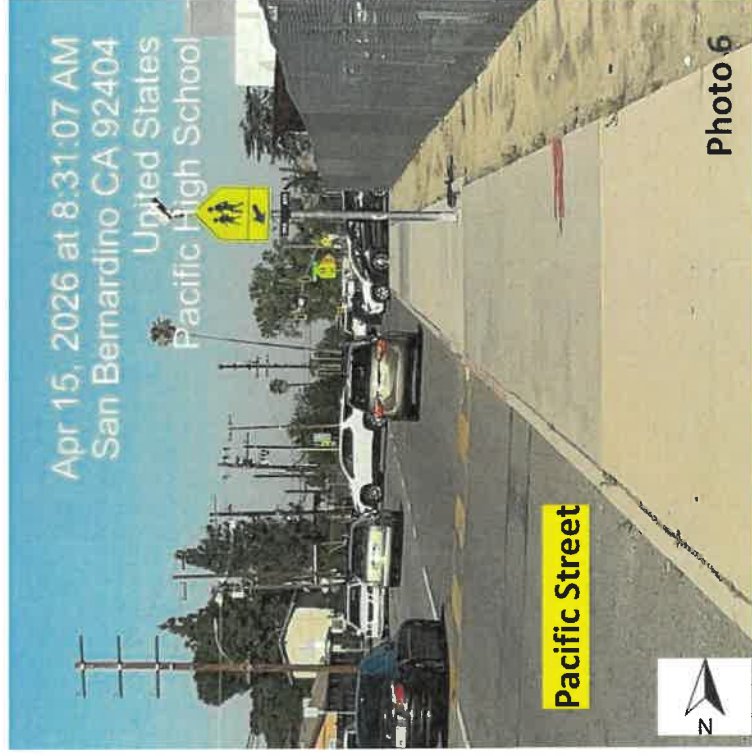
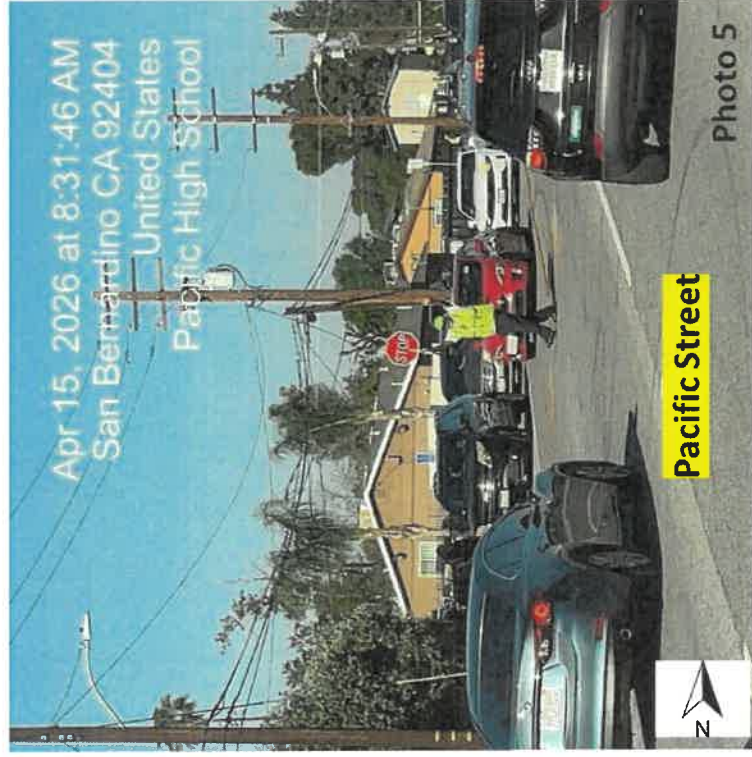


Photo 4 shows the intersection of Pacific Street and Perris Hill Road looking southeast with a transit bus stop on the south side of Pacific Road. Students cross in a painted crosswalk with no traffic stopping mechanisms. The sidewalk on the east side of Perris Hill Road is discontinuous.



Photos 5 and 6 show pedestrian crosswalks on Pacific Street near the entrance to Pacific High School with heavy traffic without flashing traffic signals.



Photos 5 and 6 show pedestrian crosswalks on Pacific Street near the entrance to Pacific High School with heavy traffic.

ATTACHMENT F:
Project Estimate

Detailed Project Estimate and Total Project Costs - Cycle 8										
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).										
Project Information:										
Agency: San Bernardino County Public Works							Date: 6/22/2026			
Project Description: Pacific High School Safe Routes to School										
Project Location: Pacific Street San Bernardino, CA 92404										
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson							License #:			
Project Estimate and Cost Breakdown:										
Project Estimate (for Construction Items Only)						Cost Breakdown				
						ATP Eligible/ ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs		Corpus/CCC to Construct
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%
General Overhead-Related Construction Items										
1	Mobilization	1	LS	\$190,000.00	\$190,000	100%	\$190,000			
2	Traffic Control	1	LS	\$190,000.00	\$190,000	100%	\$190,000			
3	Water Pollution Control Plan	1	LS	\$20,000.00	\$20,000	100%	\$20,000			
4			LS					100%		
5			LS					100%		
6			LS					100%		
7			LS					100%		
8			LS					100%		
9			LS					100%		
10			LS					100%		
General Construction Items										
11	Supplemental Work	1	LS	\$150,000.00	\$150,000	100%	\$150,000			
12	Develop Water Supply	1	LS	\$15,000.00	\$15,000	100%	\$15,000			
13	Speed Feedback Sign	4	EA	\$10,000.00	\$40,000	100%	\$40,000			
14	Improve Signal Timing	1	LS	\$20,000.00	\$20,000	100%	\$20,000			
15	Object Markers	1	LS	\$60,500.00	\$60,500	100%	\$60,500			
16	ADA Ramps	3	EA	\$9,000.00	\$27,000	100%	\$27,000			
17	Signal Installation	1	LS	\$350,000.00	\$350,000	100%	\$350,000			
18	Traffic Sign	2	EA	\$500.00	\$1,000	100%	\$1,000			
19	Stop Sign	1	EA	\$1,800.00	\$1,800	100%	\$1,800			
20	Class II Bike Lane	2640	LF	\$12.00	\$31,680	100%	\$31,680			
21	Class III Bike Route	2500	LF	\$2.00	\$5,000	100%	\$5,000			
22	Sidewalk	14500	LF	\$35.00	\$507,500	100%	\$507,500			
23	Finish Roadway	1	LS	\$15,000.00	\$15,000	100%	\$15,000			
24	Utility Relocation	1	LS	\$250,000.00	\$250,000	100%	\$250,000			
25								100%		
26								100%		
27								100%		
28								100%		
29								100%		
30								100%		
31								100%		
32								100%		
33								100%		
34								100%		
35								100%		
36								100%		
37								100%		
38								100%		
39								100%		
40								100%		
41								100%		
42								100%		
43								100%		
44								100%		
45								100%		
46								100%		
47								100%		
48								100%		
49								100%		
50								100%		
51								100%		
52								100%		
Subtotal of Construction Items:					\$1,874,480		\$1,874,480			
Construction Item Contingencies (% of Construction Items):				33.00%	\$618,578		\$618,578			
Total (Construction Items & Contingencies) cost:					\$2,494,000		\$2,494,000			

ATTACHMENT I:
Letters of Support and
Support Documentation

April 16, 2026

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

RE: City of San Bernardino support for Active Transportation Program funding application

To Ms. Taylor:

The City of San Bernardino is proud to extend its enthusiastic endorsement of San Bernardino County's Active Transportation Program (ATP) funding application for Safe Routes to School (SRTS)-recommended improvements around Pacific High School. Our schools are community resources that contribute to San Bernardino residents' quality of life, and we recognize the importance of providing safe access for students, families, and community members.

The proposed project improvements address current safety concerns around Pacific High School by introducing traffic calming measures, improving pedestrian crossings, and expanding active transportation infrastructure. The primary entry to the school on Pacific Street is a high-volume, high-speed corridor with inadequate traffic control and insufficient stops near school entrances. These factors lead to congestion during peak drop-off and pick-up times and create safety hazards for pedestrians. The proposed SRTS improvements include new traffic lanes, clear directional signage, stop signs, speed limit indicators, and an overhead sign at the main pedestrian crossing, which will improve circulation and enhance safety for students, pedestrians, cyclists, and motorists.

In addition, six proposed new sidewalks, two Class II bike lanes, and one Class III bike route will connect the campus to surrounding residential neighborhoods to the south and to the YMCA 0.7 miles northwest of Pacific High School. The sidewalks and bike routes will close critical gaps in the active transportation network, allowing for safer paths for students traveling to and from Pacific High School and nearby residential areas. By facilitating walking and biking, these enhancements will alleviate congestion during peak

school hours, promote active lifestyles, and link neighborhoods to local institutions, a key SRTS connectivity objective.

On behalf of the City of San Bernardino, we wholeheartedly support the proposed SRTS improvements and commend San Bernardino County for advancing a project that will significantly enhance safety, mobility, and community connections surrounding Pacific High School.

Sincerely,

A handwritten signature in black ink, appearing to read 'H Tran', with a stylized flourish at the end.

Helen Tran
Mayor
City of San Bernardino



☎ 909-388-6419
✉ pacific@sbcusd.k12.ca.us
📍 1020 Pacific Street
San Bernardino, CA 92404

May 4, 2026

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

RE: Pacific High School support for Active Transportation Program funding

Dear Ms. Taylor:

I'm writing to express my support for San Bernardino County's application for Active Transportation (ATP) funding for Safe Routes to School (SRTS) improvements around Pacific High School. As Principal of Pacific High School, I am dedicated to keeping our students safe in and around our school property, which is in a high-traffic zone. The proposed project improvements directly address existing safety concerns by incorporating traffic-calming measures, enhancing pedestrian crossings, and adding active transportation infrastructure. Implementing measures to slow vehicular traffic and enhancing pedestrian crossings will benefit students as they arrive and leave school and access nearby amenities. Additionally, constructing new sidewalks and bicycle paths will provide safer alternative transportation options with greater benefits for students and the surrounding community.

The entry and exit for Pacific High School's campus are on Pacific Street, a regional thoroughfare with high-traffic volumes and speeds, limited traffic-control features, and no forced stops near the school access points. These conditions contribute to congestion during peak drop-off and pick-up periods and pose a safety concern for pedestrians walking along a busy thoroughfare or trying to cross streets. Proposed SRTS improvements will add new traffic turn lanes, directional signs, a stop sign, speed limit signs, and an overhead sign at the primary pedestrian crossing, thereby improving safety for vehicle passengers and pedestrians.

The proposed sidewalks and bicycle routes will close critical gaps in the active transportation network and provide continuous, safer, and more comfortable routes for students to walk or cycle. Proposed sidewalks and bike lanes will connect Pacific High School to residential neighborhoods, allowing students to walk or bike to school. Facilitating and promoting alternative transportation will help reduce congestion during peak school hours and improve overall safety for all roadway users.



Pacific High School students regularly travel to the YMCA community facilities northeast of the campus for recreational, educational, and after school programming. A dedicated bicycle and pedestrian connection between the school and the YMCA will provide a safer alternative to the existing sidewalks along Perris Hill Park Road, expanding access to a community resource and supporting Safe Routes to School connectivity goals.

Beyond immediate safety benefits, the proposed improvements support long-term public health outcomes by promoting daily physical activity, encouraging lifelong active transportation habits, and improving access to safe, affordable alternative transportation options. These health and safety benefits will extend beyond students to the surrounding residential community.

On behalf of the Pacific High School staff and faculty, I offer my endorsement of these transportation improvements, which will directly benefit our students by making their daily transit activities safer.

Sincerely,

A handwritten signature in black ink that reads "Natalie Raymundo". The signature is fluid and cursive, with the first name "Natalie" being more prominent and the last name "Raymundo" following in a similar style.

Natalie Raymundo

Principal

Public Health Administration

Joshua Dugas, MBA, REHS
Director

Jennifer Osorio, REHS
Assistant Director

Janki Patel, MPH
Assistant Director

Sharon Wang, DO, MSHPE, FIDSA
Health Officer

May 1, 2026

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

RE: Support for Safe Routes to School Active Transportation Program Applications –
San Bernardino County

Dear Ms. Taylor:

The San Bernardino County Department of Public Health is pleased to provide its strong support for San Bernardino County's Active Transportation Program (ATP) applications focused on Safe Routes to School (SRTS) improvements. These include infrastructure projects serving Redlands East Valley High School, Bloomington High School, Dickson Elementary School, Pacific High School, and Sequoia Middle School, as well as a Planning Grant for the High Desert region encompassing nineteen school-area locations.

San Bernardino County faces significant public health challenges related to physical inactivity, preventable chronic disease, and traffic-related injuries, particularly in unincorporated and underserved communities. 36.5 percent of adults in the County are obese, significantly higher than the California average, and nearly 1 in 5 children (19.8%) are overweight for their age. These conditions are closely linked to built-environment barriers such as incomplete sidewalks, high vehicle speeds, and a lack of safe crossings. Traffic safety data further underscore this need, with 14,615 people injured or killed in collisions in 2024 alone, and increasing risks for pedestrians and bicyclists.

The proposed SRTS infrastructure projects address these challenges by improving sidewalks, bicycle facilities, crossings, and traffic calming measures near schools. These improvements are essential to creating safer, reliable routes for students and will help reduce conflicts between vehicles and active transportation users. Studies of SRTS programs have documented reductions in child pedestrian injury rates near schools of approximately 20%-50%.

These projects are particularly important for disadvantaged, rural, and unincorporated communities that have experienced longstanding gaps in pedestrian and bicycle infrastructure. The High Desert Planning Grant will further support this effort by establishing a coordinated, data-

driven framework that integrates community input and stakeholder engagement to identify priority improvements and address local safety concerns.

The Department of Public Health fully supports San Bernardino County's SRTS ATP applications and respectfully urges Caltrans to fund these critical projects. The proposed improvements will deliver measurable safety benefits while advancing long-term public health outcomes for children and families throughout the County.

Please feel free to contact our office at 909.387.6469 if you need additional information.

Sincerely,

A handwritten signature in black ink that reads "Janki Patel". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Janki Patel
Assistant Director

San Bernardino County reserves the right to revoke support for the aforementioned item at any time.



SAN BERNARDINO CITY
UNIFIED SCHOOL DISTRICT
Making Hope Happen

OFFICE OF THE
SUPERINTENDENT

June 3, 2026

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

RE: Active Transportation Program funding for Safe Routes to School Improvements

Dear Ms. Taylor:

On behalf of the San Bernardino City Unified School District (District), I am pleased to express my support for San Bernardino County's application for Caltrans Active Transportation Program (ATP) funding to improve safety infrastructure around Pacific High School.

Pacific High School's primary entry and exit along Pacific Street are located within a high-volume traffic corridor with limited vehicle speed management and inadequate pedestrian crossing conditions. The funding application proposes improvements identified in the Safe Routes to School (SRTS) study, including targeted traffic calming, improved crossings, and speed management measures that will directly improve student safety, support active school travel, and reduce congestion during peak arrival and dismissal periods.

Pacific High School's location in suburban residential neighborhoods make it a community asset to nearby Pacific and Perris Hills. However, the lack of existing alternative transportation options like sidewalks and bike trails discourages walking, cycling, and skating for students who live nearby. The proposed addition of safe, continuous bicycle and pedestrian facilities connecting the Pacific High School campus to nearby elementary schools, residential neighborhoods, and community destinations such as the YMCA will address existing safety gaps, encourage active modes of travel, and expand transportation options for students and families.

The proposed project improvements directly align with the District's obligation to provide superior public services to students and their families by improving safety, addressing documented deficiencies along school access routes, supporting active transportation, and advancing SRTS goals. The District supports this application. Thank you for considering stakeholder input.

Sincerely,

Mauricio V. Arellano
Superintendent

ATTACHMENT K: Warrant Study



Department of Public Works

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

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

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

This letter supports the proposed installation of a Pedestrian Hybrid Beacon (PHB) on Pacific Street adjacent to Pacific High School. The proposed improvement, estimated at \$350,000, was identified through the Pacific High School Safe Routes to School Plan as a priority project to improve pedestrian safety and accessibility for students, families, and community members.

Pacific Street is classified as a Secondary Highway and functions as a four-lane arterial corridor separating Pacific High School from residential neighborhoods and a public transit stop located south of the school. Students and other pedestrians must cross multiple travel lanes to access the campus, creating a significant barrier to walking and transit use during peak school arrival and dismissal periods. Although the crossing is currently equipped with In Roadway Warning Lights (IRWL), motorists are not required to stop unless yielding to pedestrians. The roadway width, traffic volumes, school-related pedestrian activity, and collision history indicate a need for a higher level of pedestrian crossing treatment.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) identifies Pedestrian Hybrid Beacons as an effective traffic control device for assisting pedestrians at marked crosswalks located on busy roadways where traditional traffic signals may not be warranted or desirable. PHBs provide a controlled crossing opportunity by displaying a red indication to motorists when activated, significantly improving driver yielding behavior and pedestrian safety.

The proposed crossing location experiences approximately 10,352 vehicles per day and is situated on a four-lane roadway with a posted speed limit of 35 miles per hour. These characteristics, combined with substantial school-related pedestrian demand, support implementation of an enhanced crossing treatment. In addition, westbound motorists may experience reduced visibility during morning school arrival periods due to sun glare, further increasing the need for a highly visible, controlled pedestrian crossing.

Safety concerns along the corridor are demonstrated by the collision record. According to Statewide Integrated Traffic Records System (SWITRS) data, Pacific Street experienced 13 pedestrian-involved collisions resulting in injury or fatality during the past ten years, including two fatalities and eleven injuries. The CA MUTCD does not have a pedestrian injury/fatal collision warrant for PHB. However, in my professional engineering judgement, the data supports this application.

Several collisions involved pedestrians crossing at or near intersections and marked crossing locations, highlighting recurring conflicts between pedestrians and motor vehicles along the corridor.

YEAR	PRIMARY RD	SECONDARY RD	PED ACTION	PED KILLED	PED INJURED
2015	PACIFIC ST	DEL ROSA DR	Crossing Not in Crosswalk	0	1
2015	PACIFIC ST	BARTON ST	Crossing Not in Crosswalk	0	1
2016	DWIGHT WAY	PACIFIC STREET	Crossing Not in Crosswalk	0	1
2016	PACIFIC STREET	GLASGOW AVENUE	Crossing in Crosswalk at Intersection	1	0
2017	TIPPECANOE AVE	PACIFIC ST	In Road, Including Shoulder	0	1
2018	PACIFIC STREET	PERRIS HILL RD	Crossing in Crosswalk at Intersection	0	1

BOARD OF SUPERVISORS

COL. PAUL COOK (REL.)
First District

JESSE ARMENDAREZ
Second District

DAWN ROWE
Chairman, Third District

CURT HAGMAN
Fourth District

JOE BACA, JR.
Vice Chair, Fifth District

Luther Snook
Chief Executive Officer

PACIFIC 2018 STREET	GLASGOW AVENUE	Crossing in Crosswalk at Intersection	1	0
2021 PACIFIC ST	GLASGOW AVE	Crossing in Crosswalk at Intersection	0	1
2021 PACIFIC ST.	TIPPECANOE AVE.	Not in Road	0	1
2022 PACIFIC ST.	DEL ROSA DR	Crossing in Crosswalk at Intersection	0	1
2023 PACIFIC AVE	DWIGHT WAY	Crossing Not in Crosswalk	0	1
2024 PACIFIC ST.	GLASGOW AVE.	Crossing in Crosswalk at Intersection	0	1
2024 CONEJO DR	PACIFIC ST	Crossing Not in Crosswalk	0	1
Totals			2	11

The project directly supports the goals of the Active Transportation Program by improving safety, increasing walking accessibility, encouraging active transportation to school, and reducing barriers for students traveling between surrounding neighborhoods, transit services, and Pacific High School. The proposed PHB would enhance driver awareness, increase pedestrian visibility, and provide a safer crossing opportunity for vulnerable roadway users.

As Engineering Manager for San Bernardino County Public Works, Traffic Division, I support the advancement of this project and recommend installation of enhanced pedestrian crossing controls at this location. The proposed PHB will address documented safety concerns and improve access for students, families, transit riders, and community members, helping create a safer and more connected transportation network around Pacific High School.


 Anthony Pham, P.E
 #C76378
 Engineering Manager
 San Bernardino County
 Department of Public Works, Traffic Division



