

Part B: Narrative Questions

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

A. Disadvantaged Community Map (0 points)

B. Identification of Disadvantaged Community (0 points)

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.*

This project would close the gap for this disadvantaged community by connecting it to the approximate 110 miles of existing SART from the Pacific Ocean at Huntington Beach to the San Bernardino Mountains. This phase is the next phase to completing the Coast to Crest regional trail link connecting an area encompassing over four million residents and three counties (Orange, Riverside, & San Bernardino). Specifically, to this disadvantaged community it would connect them to the advantages these Counties offer through access to employment, healthcare, and community events. The project's path creates no displacement as it follows existing routes. The project will improve upon and make safe the proposed route creating access and safe passage for community members.

The project provides a direct and meaningful benefit to the disadvantaged community by providing a safe walking and biking pathway removed from the threat of vehicle collision and injury, which is important to a segment of the population that are reliant upon non-motorized transportation.

According to the Environmental Health Hazard Assessment, census tract (OEHHA – Census Tract #: 80.01, 80.02, & 81) this community is comprised of some 17,641 residents, 27% of which are elderly and children.

The direct and meaningful benefit will be achieved by the construction of an exclusively non-motorized transportation route that is conveniently located in neighborhoods. The benefit eliminates hazardous street crossings and links the user to schools, parks, libraries, businesses, and bus stops. This benefit will be received by the residents of disadvantaged communities in census tracts 80.01, 80.02, and 81.

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

Physical entrance to the trail is completely open with access points at any section throughout the 3.3-mile project. Located within a residential area, community members would have full potential to gain entry at any point. The Class I section of trail can be accessed at the entrance of Orange Street and multiple access points to the transition of the trail at E Pioneer Avenue. The Class II and III sections of the trail can be entered at any point with no barriers. The entire 3.3-mile section of trail encompasses Class I, II, III and IV bike paths allowing access to pedestrians and cyclists.

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

There is no concern for displacement within this project as the alignment will implement existing travel routes.

D. Project Location (0-2 Points)

Select the option that best describes the project location:*

Project is partially located in a disadvantaged community

D. Severity (0-4 Points)

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-38 POINTS)

Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

A. Statement of Project Need (0-19 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?*

This project would extend the Santa Ana River Trail (SART), 3.3 miles from the West border of Redlands to Mentone on a contiguous regional trail that links cities at this portion to other cities

along its route to the Pacific Ocean. This portion of the SART is currently a patchwork of sidewalks and service roads with the Santa Ana River on the north side and various destinations in Redlands and Mentone to the south.

San Bernardino County is committed to the development of the Santa Ana River Trail as a backbone regional trail system and integral component to the Non- Motorized Transportation Plan. San Bernardino County Regional Parks Department is charged with identifying and developing riding, hiking and biking trails throughout the county - developments that would offer healthy choices to a disadvantaged community. ATP funds for the continued development of the SART are critical. The completion of phase IV of the SART will extend a class I bikeway into the east valley and provide a safe non-motorized transportation route for disadvantaged communities throughout the catchment areas along the entire corridor. San Bernardino County communities within the catchment areas of the SART are disadvantaged and reliant upon the county for obtaining resources to develop alternative transportation routes that would provide healthy choices. These are the communities in most need of safe non-motorized transportation and most likely to use this mode of transportation to go to school or work. Approving funds for the development of SART is a regional investment with opportunities to provide health and socioeconomic advantages for communities along the entire corridor.

Redlands is at the base of San Bernardino County Mountains with borders running along the Santa Ana River. The city is home to 73,849 residents with both urban and suburban settings. The median household income is \$94,473 with a per capita income of \$45,716 and 8.6% of residents living in poverty. Within its boundaries and specifically within this proposed project catchment area there are three (3) Disadvantaged Communities from the SB 535 Disadvantaged Communities Map (Updated 2022) (Tracts 008404, 008100, 008001,008002) all living below the median household income levels.

The proposed project does highlight not only helping disadvantaged communities but the cycling community as well. The City of Redlands is host to the annual “Redlands Bicycle Classic”. This event is the longest continuous running invitational and professional stage race in American bike racing. The event brings thousands of cyclists and cycling enthusiasts to the Redlands community. The Redlands community has a deep relationship with cycling due to this event. Continuing the SART into Redlands and connecting further with this community will provide meaningful and enriching outdoor opportunities for the existing vibrant cycling community. Approval of this section of the trail will connect the Redlands community to the existing 113 miles of trail.

The potential to increase walking and bicycling in the proposed project area and all along the entire corridor exist because parks, schools, employment centers, retail, and community locations and transit facilities are all within the reasonable catchment area of the trail. Children, commuters, veterans, and community members will all have access to trail and SANBAG’s RTP Adopted Growth Forecast projects a 4% increase in population over the next five years which will increase the expected use of the SART.

This section of the trail would provide students from ten (10) nearby schools; two public high schools, five public elementary schools, two public middle schools, and one private university. According to the California Department of Education, Data quest, there are a total of 13,240 students attending those schools. Understanding that most students in grades 11 and 12 drive to school, and approximately one-third of students at the University of Redlands live off campus approximately 8,237 students may use the SART as a safe route to school.

Using the Adopted Growth Forecast, southern California growth will increase up to 4% increasing the potential students walking and biking on the SART.

Children of this community would also benefit from this section of the trail due to the proposed trail running adjacent to the Redlands Sports Complex. The proposed section of the trail would allow access at the entry of the Sports Complex providing children and community members safe walking access to and from the location. The sport complex is one of the largest in the community and home to the local American Youth Soccer Organization.

According to the U.S. Census Bureau, in 2020, approximately 1.5% of the population in San Bernardino County walked to work and an additional 1.5% used other means. Although these numbers may be lower than surrounding communities the addition to the SART trail may increase accessibility and use of non-vehicle travel to work.

Currently the population in the County of San Bernardino is 2,181,654. Using the Adopted Growth Forecast of 2.2% the population in San Bernardino and additional 65,449 commuters each year would potentially use a non-motorized transportation route.

The Veterans Hospital and Loma Linda Hospital will be within the catchment area of the SART. The communities within this section of trail will be connected to the greater trail system in the Redlands community giving bike and pedestrian routes within Loma Linda and Redlands.

The Loma Linda VA Hospital currently operates 6 hospitals, employing 17,595 people and providing care to 1,121,352 patients. Using current commuter statistics, a potential 387 employees of the hospital and 24,669 veteran patients would have access to non-motorized transportation routes.

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility. Does the population have limited access to cars, bikes, and transit? Does the project have an unserved or underserved demand?

Local health concerns responses should focus on:

- Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e., “walking and biking increases physical activity”).
- Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the [Healthy Places Index \(HPI\)](#).

B. Describe how the proposed project will address the active transportation need: (0-19 points)

Does the proposed project close a gap?*

No

Gap Closure: Construction of a missing segment of an existing facility in order to make that facility continuous.

Does this project create new routes?*

Yes

Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate.*

The proposed project routes will connect the community to schools, veterans' centers, a sports complex, and a library that are not connected by safe non-motorized vehicle passageways. Currently, the community competes to use the existing two-way motorized vehicle routes that include street parking and in sections have limited to no sidewalk availability. The inclusion of Class I, II, III, and IV bike paths will create safe places for community member transportation to identified locations within the catchment area.

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 destination must be identified. *

This section of the trail would provide students from seven (7) nearby schools; two public schools, three public elementary schools, one public middle school, and one private university. According to the California Department of Education, Data quest, there are a total of 11,084 students attending those schools. Understanding that most students in grades 11 and 12 drive to school, and approximately one-third of students at the University of Redlands live off campus approximately 6,050 students may use the SART as a safe route to school.

Children of this community would also benefit from this section of the trail due to the proposed trail running adjacent to the Redlands Sports Complex. The proposed section of the trail would allow access at the entry of the Sports Complex providing children and community members safe walking access to and from the location.

Does this project remove a barrier to mobility? *

No

Does this project add improvements to other existing routes?*

Yes

Explain the improvement:*

The improvements for SART IV B&C span about 3 miles from Orange St. to Opal Ave. A pedestrian/cyclist bridge above Orange St. which will be constructed to avoid the dangerous traffic at Orange St. A Class I Bike facility will span about a mile from Orange St to River View Bend Ln. that will be separated from vehicular traffic. From River View Bend Ln. to Opal Ave., Class II, III, and IV bike facilities will be constructed at various locations. New signage, markings, and delineators will alert drivers to give the right of way to bicyclists and improve the current portions of the existing route.

Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, inducing 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 system, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.*

The Veterans Hospital and Loma Linda Hospital will be within the catchment area of the SART. The communities within this section of trail will be connected to the greater trail system in the Redlands community giving bike and pedestrian routes within Loma Linda and Redlands.

The Loma Linda VA Hospital currently operates 6 hospitals, employing 17,595 people and providing care to 1,121,352 patients. Using current commuter statistics, a potential 387 employees of the hospital and 24,669 veteran patients would have access to non-motorized transportation routes. Seniors would also be provided with a benefit from the expansion of the trail. There are two senior centers located close to these sections.

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. (0-20 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. (0-10 points)

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, 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 concerns of students, older adults, and persons with disabilities in your response.*

The project will provide the needed Class I, II, III, and IV bicycle paths that do not currently exist. The 3.3 miles of trail, through residential, and industrial roads will be converted to allow for non-motorized travel, limiting potential safety hazards that occur when the route is shared with motor vehicles. The Class III conversion will have a minimum width of 1.5 meters, this coincides with Caltrans design criteria, using striped lanes and signage to reduce motor vehicle speed and provide designated lanes for cyclists.

The project will eliminate potential conflict points between motorized and non-motorized users by creating a route that physically separates vehicles from pedestrians and cyclists; providing a safe alternative route that parallels two major streets along the project area, E. Pioneer Street and E San Bernardino Avenue, will reduce injuries occurring along these streets.

At-grade intersections or access points along the three (3) mile Class I, II, III, and IV route, design will be accomplished in a manner that will eliminate confusion by motorists and cyclists by employing signage and pavement markings consistent with Caltrans Call design criteria MUTCD and California Supplement, Section 9C.04. A pedestrian and cyclist bridge will provide a safer separated grade crossing over a road with traffic speeds reaching up to 65 mph, greatly reducing the instances of injuries and fatalities at Orange St. From the map attached on question 2a above, there are 4 pedestrian injuries, 1 pedestrian fatality, and 3 bicyclist injuries just on Orange St. This proposed safety improvement at this specific high-risk location has the ability of saving lives from vehicular accidents.

By providing a Class I, II, III, and IV bikeway the project improves compliance with local traffic laws that require motorists to yield to crossing pedestrians and cyclists. Along the Class II and III route, design will include traffic control devices (stop signs, signals) will be employed to give greater priority to bicyclists and pedestrians compared with alternative streets. Street parking of vehicles will be prohibited in this area to provide critical width and improved safety. Signage and road markers will be used to communicate information to motorists and bicyclists for better compliance with local traffic laws.

B. Safety Countermeasures (0-10 points)

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.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?*

Yes

1a. Current speed and/or volume: *

The current posted speed at Orange St. is 50mph. The actual speeds can exceed 65mph. The residential area along the Class I proposed portion of the trail is 25mph.

1b. Anticipated speed and/or volume after project completion : *

Along the proposed Class I portion of the trail, between Orange St. and River Bend Ln., there will no volume or speed conflicts as the bridge and new bike facility will completely separate bicyclists and pedestrians from vehicular traffic.

2. Improves sight distance and visibility between motorized and non-motorized users?*

Yes

2a. Current sight distance and/or visibility issue: *

There is an existing conflict point that has created injuries and fatalities at the intersection of the proposed SART trail and Orange St. High speeds of traffic and steep slopes prevent a safe crossing for pedestrians and cyclists.

2b. Anticipated sight distance and/or visibility issue resolution: *

A pedestrian and cyclist bridge will be constructed to provide a grade separation between vehicular traffic and trail users.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?*

Yes

3a. Current conflict point description: *

There is an existing conflict point that has created injuries and fatalities at the intersection of the proposed SART trail and Orange St. High speeds of traffic and steep slopes prevent a safe crossing for pedestrians and cyclists.

3b. Improvement that addresses conflict point: *

A pedestrian and cyclist bridge will be constructed to provide a grade separation between vehicular traffic and trail users to prevent injuries and fatalities.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? *

Yes

4a. Which law(s)? (Select all that apply)

Speeding

Jaywalking

Failure to yield

4b. Describe how the project will improve compliance: *

The proposed trail will have updated signage, striping, pavement markings, delineators, and a bridge to alert vehicular traffic or nearby bicyclists and pedestrians. This will let drivers know pedestrians and bicyclists have the right of way on the roads.

5. Addresses inadequate vehicular traffic control devices?*

Yes

5a. List traffic controls that are inadequate: *

Signage, striping, pavement markings, and delineators currently do not exist on several roads of the proposed trail. There is existing signage, striping, and pavement markings that must be updated.

There is also no safe crossing across Orange St.

5b. How are they inadequate? *

Signage, striping, pavement markers, and delineators do not currently exist on roads that are needed to alert drivers that the bicyclists using the trail have the right of way. Existing signage, striping, and pavement markers must be replaced to enhance visibility and notify drivers of bicyclists on the road. There is no crossing at Orange St., leaving pedestrians and cyclists in danger of getting injured by vehicles.

5c. How does the project address the inadequacies? *

New signage, striping, pavement markings, delineators, and a pedestrian bridge will be implemented into the trail to either provide a grade separation between pedestrians, cyclists, and vehicles, or alert drivers that bicyclists are on the roads, and therefore should be given the right of way.

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks, and/or sidewalks?*

Yes

6a. List bicycle facilities, trails, crosswalks, and/or sidewalks that are inadequate:*

There is an existing dirt trail along Riverview Dr. and no crossing at Orange St.

6b. How are they inadequate?*

The existing dirt trail is not up to Caltrans Design Standards for any type of Bike Facility. The crossing at Orange St. is not a designated crossing, so bicyclists and pedestrians will jaywalk to access the existing dirt trail on the East side of Orange St.

6c. How does the project address the inadequacies?*

The existing dirt trail will be constructed as a Class I Bikeway meeting the Caltrans HDM. There will also be a bridge constructed to provide a safer crossing for pedestrians and bicyclists.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?*

Yes

7a. List of behaviors: *

There is jaywalking across Orange St. from pedestrians and bicyclists. There are also bicyclists on roads with no designated striping or pavement markings.

7b. How will the project eliminate or reduce these behaviors? *

There is jaywalking across Orange St. from pedestrians and bicyclists. There are also bicyclists on roads with no designated striping or pavement markings.

8. Does this project propose new or improved bike facilities? *

Yes

8a. 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).*

For the first mile of the trail, there is an existing dirt path. Bicyclists and pedestrians are actively and constantly using that portion of the trail from Orange St. to River Bend Dr. It is already a separated path from vehicular traffic, so this portion of the trail will become a Class I bike facility meeting the most current Caltrans Design Standards.

On River Bend Drive to Pioneer Ave, there is a small suburban area with low speeds and low volumes of traffic. There is on street parking in this area for residents to access their homes, so limiting parking in that area to implement a different bike class would not be welcomed in this portion of a trail, therefore a Class III shared path will be implemented with the appropriate signage and markings to share the road on this short stretch. The stretch of the trail from Pioneer Ave to Opal Ave. will be a combination of Class II and Class IV bike facilities. These areas are wide and flat, providing good visibility to bicyclists and drivers.

Potential considerations include, but are not limited to:

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

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

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

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

- A. **What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (0-3 points)***

Defining the future of this section of trail is directly connected to the extension of the existing SART. Investing in this section connects all communities from the coast stretching 110 miles to Redlands and the San Bernardino mountains. Although funding could be utilized to expand other trail infrastructure, this would eliminate the ability to continue a multi county, decades long, expansion of a project linking millions of potential users to a transportation network that does not exist without motorized travel in Southern California.

Further, the SART project began in 1955 when the Santa Ana River corridor was recommended to the California State Parks Commission as a multiple-use recreation area. Thirty-five years later in 1990, a Santa Ana River Corridor Trail Final Master Plan for the trail and recreational development along the Santa Ana River was completed. The master plan is the parent document for the SART, which includes all phases of development, including the project area.

- B. **Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe any unique engagement challenges that the community faced and how they were addressed. (0-3 points)***

Engagement and preparation for the Master Plan involved four community workshops, the creation of a Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC). Public Stakeholders involved are listed in, Attachment I Question #3 Part A - Stakeholders.

Stakeholders were engaged in a series of community workshops, notifications via mailing list distributions, press releases, and newsletters.

Community workshops were at the following public locations throughout the Santa Ana River corridor: Riverside County Parks Department, Senior Center at City of Corona, and SBC Regional Parks Administrative Office. All locations were open and accessible to the public and met with ADA specifications.

Meetings were publicized in advance via press release, newsletter, and citizen volunteer groups. Technical Advisory Group meetings were held from 3:00 – 5:00pm and Citizen Advisory Group Meetings from 7:00 – 9:00pm.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (0-2 points)*

All stakeholder groups were given the opportunity to note issues and concerns at each meeting. Community workshop minutes, agenda, and sign-in sheets are attached. Feedback at the workshops was extensive and could not all be noted here but the meeting notes are attached to this document. In general, each city commented on their desire to link local trails to the SART. In the project area Redlands specifically mentioned envisioning an “emerald necklace” of open space through the city.

On May 11, 2015, Regional Parks attended a Steering Committee meeting to discuss the Redlands segment of the SART and related trails. The intent is to continue dialogue with Redlands community about the SART and its relation to the city in order to obtain public input in the developing plans (Attachment I Question #3 Part C – Meeting Agenda). The San Bernardino County Active Transportation Network (ATN) holds regular public meetings.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (0-1 points)*

As recently as April 13th and 14th 2024, continued community involvement and comment was obtained during the “Redlands Bicycle Classic” international race. At this event San Bernardino Regional Parks and the County Transportation Authority hosted a community survey of local users of the trails. Twenty-five residents made comments in support of the trail (see Attachment I: Letters of Support)

Additionally, using social media outlets a survey was distributed in which Sixty-two responses were obtained regarding the SART trail expansion. Thirty-eight of the respondents desired the SART for safe places for their children to recreate, exercise, and get to school. The remaining twenty-four respondents indicated use of the SART for commuting to work, exercise, running, and walking.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan. (0-1 points)*

This project is part of the Santa Ana River Corridor Trail System Final Master Plan implemented July 20, 1990. The goals of this master plan is to provide a continuous, safe trail linkage system, trail linkage to feeder trail systems, multi-use, barrier-free trail opportunities for all ages, environmental education opportunities, and protection of the natural resources for the Santa Ana River corridor through operation and management guidelines. The agencies within this agreement to the master plan are the Counties of San Bernardino, Riverside, and Orange, the Cities of San Bernardino, Highland, Redlands, Loma Linda, Colton, Rialto, Riverside, Corona, Anaheim, and Huntington Beach, the County Service Area 19 (Chino Hills), the Orange County Water District, the State of California, Department of Parks and Recreation, the U.S. Forest Service, San Bernardino National Forest, and the National Park Service, Rivers and Trails Conservation Assistance.

This project is also within the San Bernardino County Non-Motorized Transportation Plan implemented in March 2011 and Revised 2018. The goals of this transportation plan is to increase bicycle and pedestrian access to employment centers, shopping areas, schools and recreational sites, increased travel by cycling and walking, routine accommodation in transportation and land use planning, and improved bicycle and pedestrian safety. To develop

this plan public involvement opportunities have been available through the open meetings of the Plans and Programs Committee through the Non-motorized Transportation Plan.

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?*

A portion of project will provide pedestrians and cyclists with a separate and exclusive non-motorized trail, eliminating potential safety hazards that occur when a route is shared with other vehicles. The first mile of the 3-mile stretch will include a Class I Bike Trail, which will then transition into Class III and Class II and Class IV bike facilities to promote a safer mode of active transportation.

The Class I stretch of this trail will travel along the banks of the Santa Ana River, promoting a low stress environment and connecting the local community to nature. Within this community there is a huge event, the Redlands Bicycle Classic, that welcomes athletes from around the world. The addition, and extension, of the Santa Ana River Trail (SART) with 10 foot wide pedestrian and bike lanes and buffered, shared and striped sections will greatly impact the community as the Redlands Bicycle Classic welcomes riders from various backgrounds.

The community of San Bernardino County as a whole will have completed three phases of this trail (about 11 miles) by the end of 2024. With the continuation of SART, we will be able to connect not only local communities, but communities from Orange County to Riverside County, to San Bernardino County. The expansion will remove barriers and improve safety by providing a separate route for pedestrians and cyclists with safe crossings at major intersections like Orange St., and Judson St., while creating a new east-west route that will link lateral non-motorized routes such as the Orange Blossom Trail and the City of Highland's Cone Camp Trail.

The potential to increase walking and bicycling in the proposed project area and all along the entire corridor exist because parks, schools, employment centers, retail, and community locations and transit facilities are all within the reasonable catchment area of the trail. Children, commuters, veterans, and community members will all have access to the trail. SANBAG's RTP Adopted Growth Forecast projects a 4% increase in population over the next five years which will increase the expected use of the SART.

From the Caltrans Highway Design Manual, the minimum width requirement for a two-way Class I Bikeway is 8 feet. SART Phase IV B&C will have a 10-foot width to maximize user comfort between pedestrians and cyclists. There are currently bicyclists that travel these roads with no dedicated signage or striping on streets reaching up to 50 miles per hour. The proposed bike and pedestrian bridge will promote a safer and low stress crossing point for cyclists who are currently crossing

Orange St. with a posted speed limit of 50 mph, actual speeds ranging from 55 to 60 mph, with no dedicated crossing.

- 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. *

There are currently bicyclists that travel these roads with no dedicated signage or striping on streets with posted speeds of up to 50 miles per hour. The proposed trail will have striped lanes and protected bike lanes where none of these conditions existed before, to increase safety. The proposed bike and pedestrian bridge will promote a safer and low stress crossing point for cyclists who are currently crossing Orange St. with a posted speed limit of 50 mph, actual speeds ranging from 55 to 60 mph, with no dedicated crossing. The proposed pedestrian and bicyclist bridge will provide a highly unique vantage point to travelers, as the bridge can also act as a lookout point to the vast San Bernardino Mountains and the magnificent Santa Ana River.

QUESTION #6: TRANSFORMATIVE PROJECTS (0-5 POINTS)

- A. **Describe how your project will transform the non-motorized environment:** *

There are currently bicyclists that travel these roads with no dedicated signage or striping on streets with posted speeds of up to 50 miles per hour. The proposed trail will have striped lanes and protected bike lanes where none of these conditions existed before, to increase safety. The proposed bike and pedestrian bridge will promote a safer and low stress crossing point for cyclists who are currently crossing Orange St. with a posted speed limit of 50 mph, actual speeds ranging from 55 to 60 mph, with no dedicated crossing. The proposed pedestrian and bicyclist bridge will provide a highly unique vantage point to travelers, as the bridge can also act as a lookout point to the vast San Bernardino Mountains and the magnificent Santa Ana River.

- B. **Describe how other new or proposed funded projects or policies in the vicinity of this project will contribute to the transformative nature of this project.** *

There are currently bicyclists that travel these roads with no dedicated signage or striping on streets with posted speeds of up to 50 miles per hour. The proposed trail will have striped lanes and protected bike lanes where none of these conditions existed before, to increase safety. The proposed bike and pedestrian bridge will promote a safer and low stress crossing point for cyclists who are currently crossing Orange St. with a posted speed limit of 50 mph, actual speeds ranging from 55 to 60 mph, with no dedicated crossing. The proposed pedestrian and bicyclist bridge will provide a highly unique vantage point to travelers, as the bridge can also act as a lookout point to the vast San Bernardino Mountains and the magnificent Santa Ana River.