## 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 | Support | Lead: Transit/rail agencies, local jurisdictions, CTCs |
| 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<br>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<br>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<br>Support: Transit/rail agencies, CTCs |
| * Active Transportation. Support community-led active transportation and safety plans, projects and programs (e.g., Safe Routes to Schools)<br>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<br>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<br>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<br>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<br>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 |

## Economy Implementation Strategies

| STRATEGY | SCAG ROLE | OTHER RESPONSIBLE PARTIES |
|---|---|---|
| Secure grant funding for underserved local jurisdictions for broadband infrastructure development | Lead | Support: Local jurisdictions, regional broadband consortiums, state agencies |
| **Universal Basic Mobility** | | |
| Form partnerships with affordable housing developers in the region to subsidize a range of transportation services that improve livability, lower transportation costs, and expand travel choices and access to opportunity for low-income households | Partner | Lead: Affordable housing developers, local jurisdictions, CTCs, transit/rail agencies, mobility providers |
| Continue to develop an understanding of low-income travel patterns and needs, and the impact of shocks (e.g., pandemic response and telework adoption) on low-income travel | Lead | Support: Caltrans, CTCs, transit/rail agencies |
| Pursue and encourage outreach opportunities with low-income populations, particularly drivers | Lead | Support: Caltrans, CTCs, local jurisdictions |
| **Workforce Development** | | |
| Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals | Partner | Lead: Local jurisdictions |
| Encourage the growth of, and equitable access to, living-wage jobs throughout the region | Partner | Lead: Local jurisdictions, employers, educational institutions |
| Develop resources for understanding, analyzing and communicating complex regional economic and workforce data | Lead | Partner: Workforce development boards, community colleges, local jurisdictions, employers |
| **Tourism** | | |
| Initiate and organize regular meetings between agencies that manage travel and tourism in the region and state to better inform planning efforts and align with travel and tourism needs—particularly with upcoming, large-scale events that include the 2026 FIFA World Cup and 2028 Summer Olympics | Support | Lead: Travel and tourism agencies, FHWA, FTA, FLMAs, Caltrans, CTCs, transit/rail agencies, local jurisdictions |

## CONNECT SOCAL 2024: PERFORMANCE PROFILE

### Location Efficiency

Share of Regional Housing in Priority Development Areas

57.0% Baseline

61.1% Plan

4.1%

Share of Regional Employment in Priority Development Areas

64.0% Baseline

64.7% Plan

0.7%

Rural Land Consumption

79.2 sq. miles Baseline

41.8 sq. miles Plan

-47.2%

### Less Time Spent Driving

Daily Miles Driven *per capita*

20.7 mi Baseline

19.4 mi Plan

-6.3%

Daily Traffic Delay *per capita*

8.2 mins Baseline

6.3 mins Plan

-23.8%

Heavy Duty Truck Delay *Highway*

140,249 hrs Baseline

119,137 hrs Plan

-15.1%

Heavy Duty Truck Delay *Arterial*

28,457 hrs Baseline

22,621 hrs Plan

-20.5%

### Improved Accessibility

Annual Transit Boardings *per capita*

47.2 Baseline

77.5 Plan

64.2%

Average Commute Travel Time

27.8 mins Baseline

27.1 mins Plan

-2.5%

Transit Mode Share *Work Trips*

4.6% Baseline

7.9% Plan

3.3%

Active Transportation Mode Share *Work Trips*

5.5% Baseline

8.4% Plan

2.9%

### Economic Opportunity

Benefit/Cost Ratio

**2.0**

For every $1 spent on transportation investments, the SCAG Region gains $2 in benefits

**$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

## Daily Vehicle Miles Traveled (VMT)*

*per capita*

2019 BASE YEAR **22.0** MILES

2050 BASELINE **20.7** MILES

2050 PLAN **19.4** MILES

Baseline to Plan Comparison **-6.3%**

Base Year to Plan Comparison **-11.6%**

## Daily Minutes of Person Delay

*per capita*

2019 BASE YEAR **9.2** MINUTES

2050 BASELINE **8.2** MINUTES

2050 PLAN **6.3** MINUTES

Baseline to Plan Comparison **-23.8%**

Base Year to Plan Comparison **-31.8%**

**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 SOCAL GOAL AREA | DESCRIPTION | 2050 PERFORMANCE RESULTS | | |
|---|---|---|---|---|---|
| | | | BASELINE | CONNECT SOCAL | 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 (PM2.5 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.*

**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.

### 2035 GHG Emission Reductions


### 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.

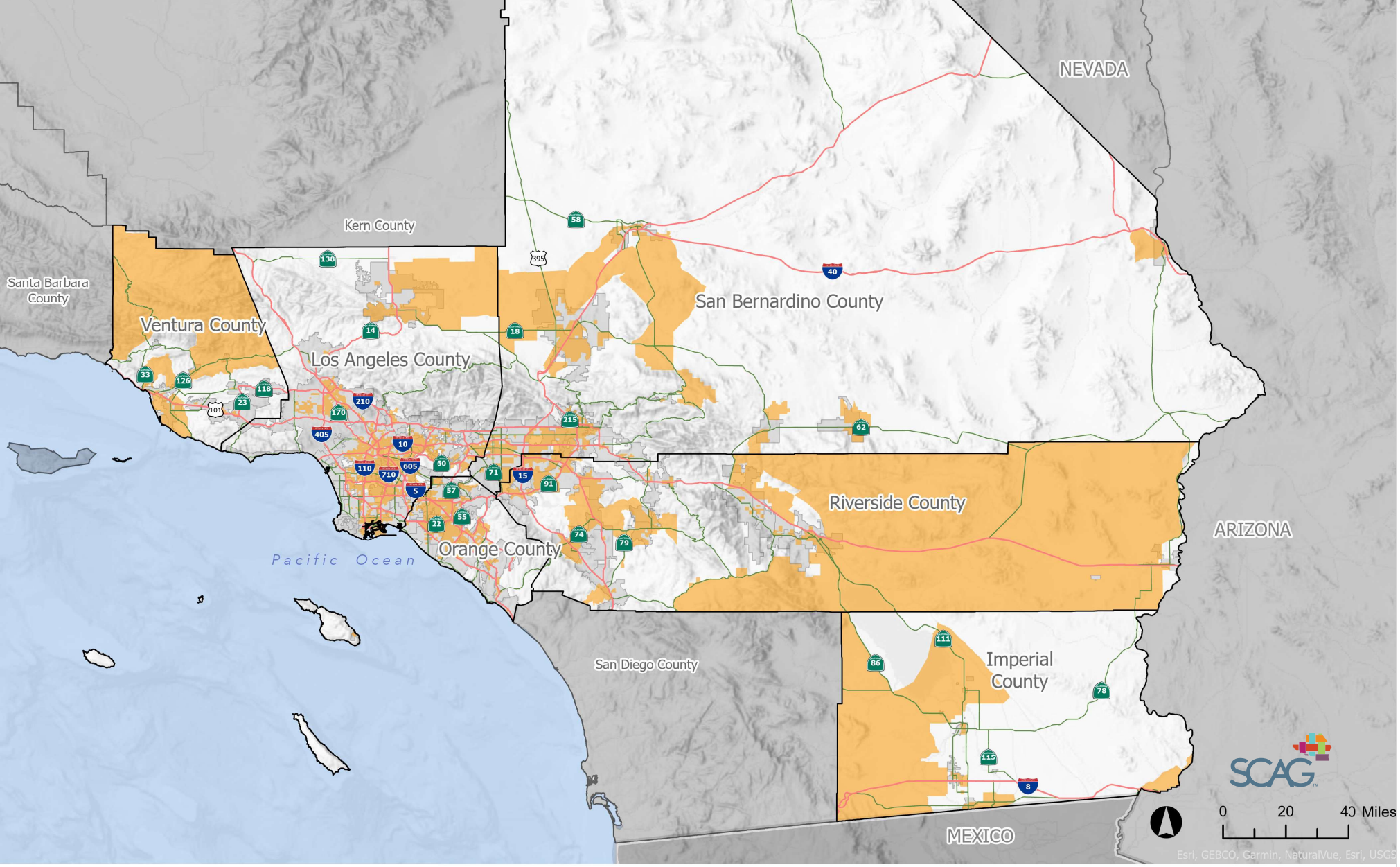
**Pricing/User Fees:**
User fees like road user charges, cordon pricing and parking generate revenues but must be designed with policies to address fairness and equity concerns.

**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.




SCAG: Connect SoCal 2024 **MAP 5.1 Priority Equity Communities**

Freeway | Other State Highway | SCAG Counties | City Boundaries | Priority Equity Communities

Priority Equity Communities are census tracts in the SCAG region that have a greater concentration of populations that have been historically marginalized and are susceptible to inequitable outcomes based on several socioeconomic factors.

Source: SCAG 2023, developed with data from U.S. Census Bureau ACS, 2017-2021 and High Quality Transit Corridors

## TABLE 5.3 Summary of Equity Performance Measures

| PERFORMANCE MEASURE | DESCRIPTION | SUMMARY OF ANALYSIS |
|---|---|---|
| **Mobility** | | |
| Share of Transportation System Usage | *Plan Assessment:* 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 | *Plan Assessment:* 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. |
| | *Plan Assessment:* 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 | *Plan Assessment:* 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 |
| | *Plan Assessment:* 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) | *Plan Assessment:* 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. |
| | *Plan Assessment:* 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. |
| | *Plan Assessment:* Number of health care facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds | Compared to the 2050 baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities. |
| Bicycle and Pedestrian Collisions | *On-going Measure:* 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. |
| | *Plan Assessment:* 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.

# ATTACHMENT K
# UC Berkeley SafeTREC TIMS Maps and Data

# Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

**Type of Crashes:**

☑ **Bicycle** ☑ **Pedestrian**

**Crash Severity:**

☑ **1 - Fatal** ☑ **2 - Serious Injury** ☑ **3 - Other Visible Injury** ☑ **4 - Complaint of Pain**

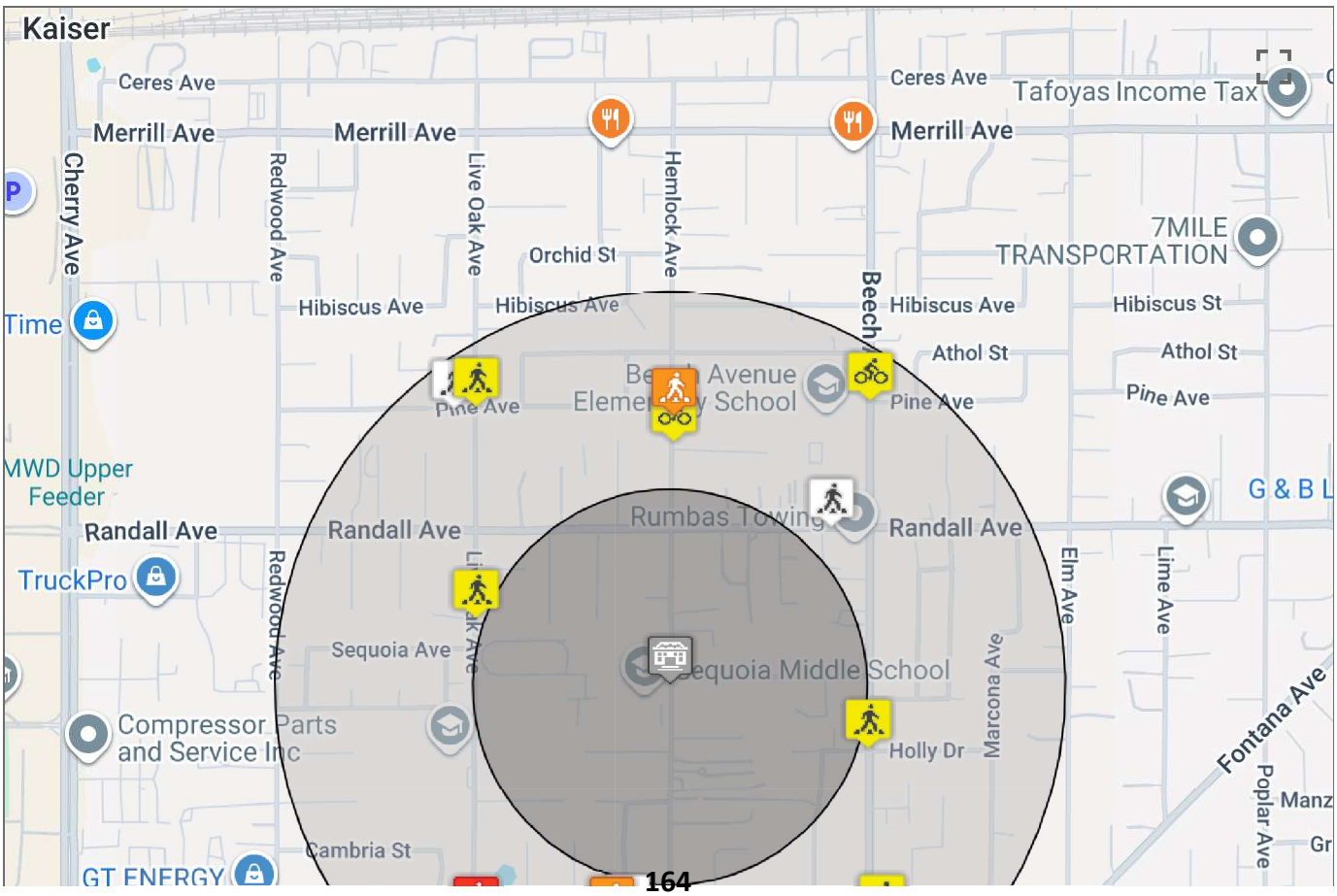
**Years:**

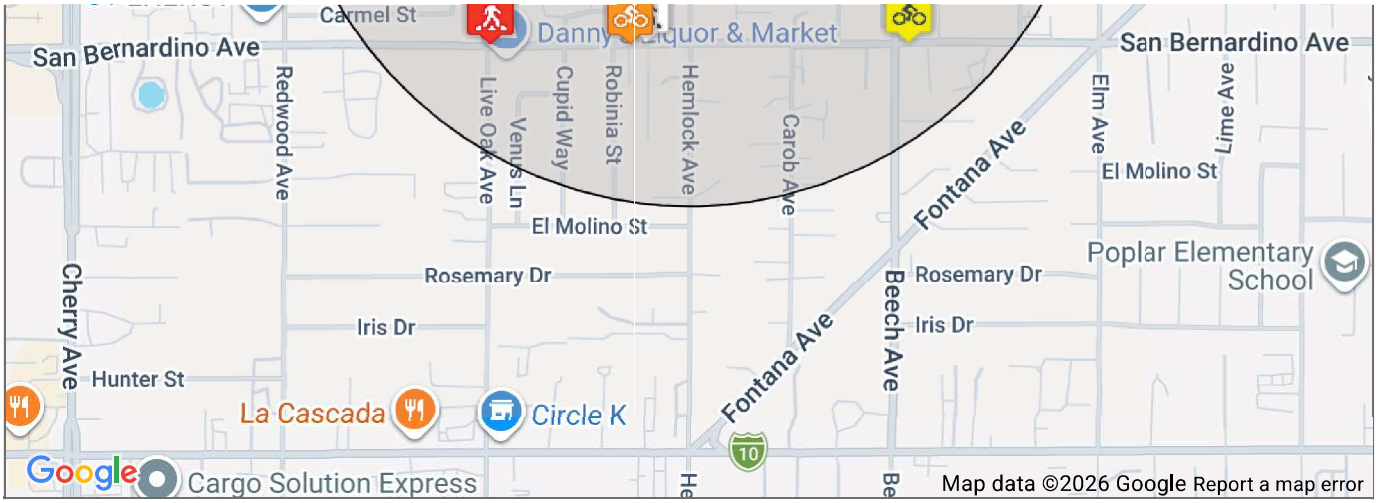
2019 - 2023

**Show Result**

## Sequoia Middle

9452 Hemlock Avenue | Fontana | San Bernardino County | CDS: 36677106061865




Carmel St
San Bernardino Ave
Redwood Ave
Live Oak Ave
Venus Ln
Cupid Way
Robinia St
Hemlock Ave
Carob Ave
Fontana Ave
Elm Ave
Lime Ave
El Molino St
Rosemary Dr
Iris Dr
Cherry Ave
Hunter St
Beech Ave
Poplar Elementary School
La Cascada
Circle K
Cargo Solution Express
Google
Map data ©2026 Google Report a map error

## Summary Statistics

| Radius | Fatal | Serious Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | Total |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| *¼ - ½ mi.* | 1 | 2 | 6 | 3 | 8 | 4 | **12** |
| *Total* | 1 | 2 | 6 | 3 | 8 | 4 | **12** |

## Crash List

| Case ID | Date | Time | Primary | Secondary | Distance | Direction | Bike | Ped |
|---|---|---|---|---|---|---|---|---|
| 90905963 | 2019-01-10 | 08:00 | PINE AVE (14000 BLK) | LIVE OAK AVE. | 150.00 | W | No | Yes |
| 91188772 | 2020-02-10 | 16:58 | RANDALL AVE. | BEECH AVE. | 250.00 | W | No | Yes |
| 91437042 | 2021-02-11 | 19:15 | HEMLOCK AVE. | QUAIL LN | 88.00 | S | No | Yes |
| 91842874 | 2022-05-31 | 13:05 | BEECH AVENUE (9400 BLOCK) | HOLLY DR. | 5.00 | N | No | Yes |
| 92171281 | 2023-09-11 | 80:5 | BEECH AVE | PINE AVE | 0.00 | - | Yes | No |
| 92223948 | 2023-10-19 | 24:3 | SAN BERNARDINO AVE. 1500 BLOCK | HEMLOCK AVE. | 397.00 | W | Yes | No |
| 91087504 | 2019-09-22 | 13:10 | HEMLOCK AVE. | LOS NIETOS CT. | 50.00 | N | Yes | No |
| 91588578 | 2021-08-08 | 07:05 | SAN BERNARDINO AVE. (15300 BLOCK) | BEECH AVE. | 88.00 | E | Yes | No |
| 91624794 | 2021-11-05 | 16:15 | LIVE OAK AVE. | PINE AVE. | 0.00 | - | No | Yes |
| 91966947 | 2023-01-02 | 18:12 | KIWI AVENUE (1500 BLOCK) | SAN BERNARDINO AVENUE | 16.00 | N | No | Yes |
| 92038591 | 2022-09-26 | 10:30 | LIVE OAK AVENUE | SAN BERNARDINO AVENUE | 0.00 | - | No | Yes |
| 92119109 | 2023-07-04 | 20:40 | LIVE OAK AVE. | RANDALL AVE | 600.00 | S | No | Yes |

# 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: Fontana

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: 2019 - 2024

## Crash Summary for initial parameters defined above:

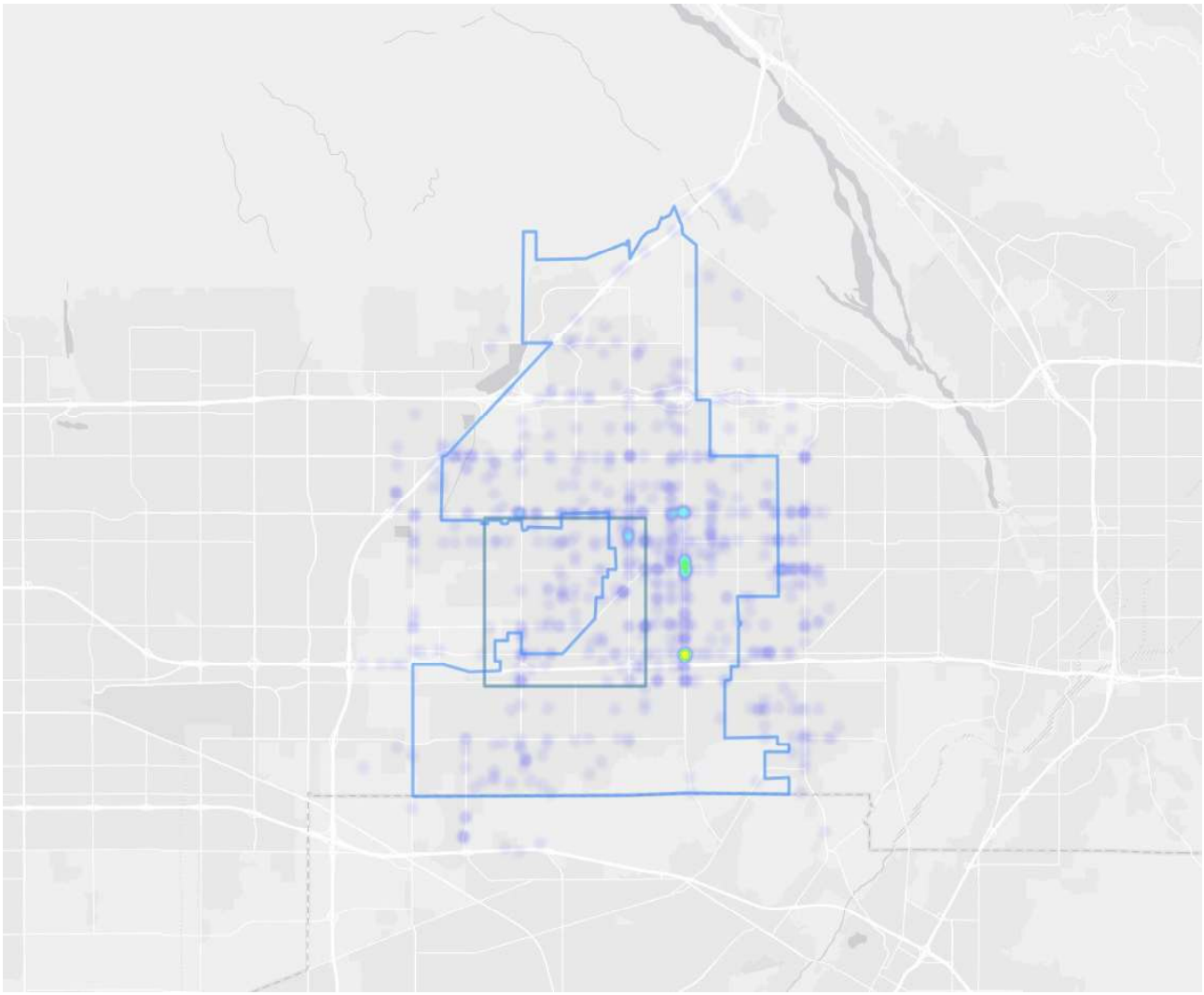
Number of Crashes by Crash Severity

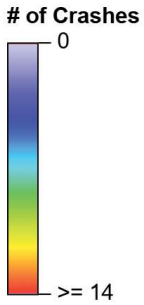
| Involved With | Fatal | Serious Injury | Visible Injury | Complaint of Pain | Total |
|---|---|---|---|---|---|
| Bicycle | 8 | 32 | 137 | 86 | 263 |
| Pedestrian | 75 | 82 | 150 | 110 | 417 |

County/City Heat Map:

## Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.






*The heat map intensity scale is constant throughout the state.*