

Active Transportation Program (ATP)

Department/Conservancy administering the grant program to which you are applying for funding
City of San Bernardino

Name of Grant Program
Active Transportation Program Cycle 8

Contact for Project details
Lana Elyo

Contact's Email
lane.elyo@dpw.sbcounty.gov

Contact's Organization
San Bernardino County Public Works Department

Contact's Title
Transportation Analyst

Contact's Phone Number
(909) 387-8168

Can CCC Work on Project? (Y/N or N/A for Exempt)
N



California Conservation Corps and Certified Community Conservation Corps

Corps Consultation Review Document

Active Transportation Program (ATP)



Except for an exempted project, this Corps Consultation Review Document shall be completed by California Conservation Corps and Certified Community Conservation Corps (hereafter collectively referred to as Corps) staff on behalf of applicants wishing to seek preference for using the Corps, and must accompany applications for funding through the Active Transportation Program (ATP), created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), with subsequent funding provided by Senate Bill 1 (Road Repair and Accountability Act of 2017). Please see the [Corps Consultation Process](#) for more information. A copy of the process can be requested from the state department administering the grant program.

1. Name of Applicant: **San Bernardino County Department of Public Works**
Project Title: **Bloomington High School Safe Routes to School Improvements**
Department/Conservancy to which you are applying for funding: **California Transportation Commission**
Grant Program: **ATP**
Date Response Sent to Applicant: **5/20/2026**

This Consultation Review Document is being prepared by:

- The California Conservation Corps (CCC)
 California Association of Local Conservation Corps (CALCC)

2. Applicant has submitted the required information by email to the Corps:
 Yes, Applicant has submitted all necessary information.
 No, Applicant has not submitted all information or did not submit information to both Corps. Application is deemed non-compliant.
3. Determination:
 It is NOT feasible for Corps services to be used on the project (deemed compliant).
 It is feasible for Corps services to be used on the project. The following aspects of the project can be accomplished with Corps services (deemed compliant):

Notes

CCC and CALCC representatives will return a Corps Consultation Review Document to applicant via email within 10 business days of receipt of a complete consultation request as verification of consultation. Applicant will include a copy of the documents as part of the project application.

If the Corps determine it is feasible for their services to be used on the project, applicant will contact the Corps to discuss costs and coordinate the planning of Corpsmember involvement in the project and reach out again if the project receives funding.

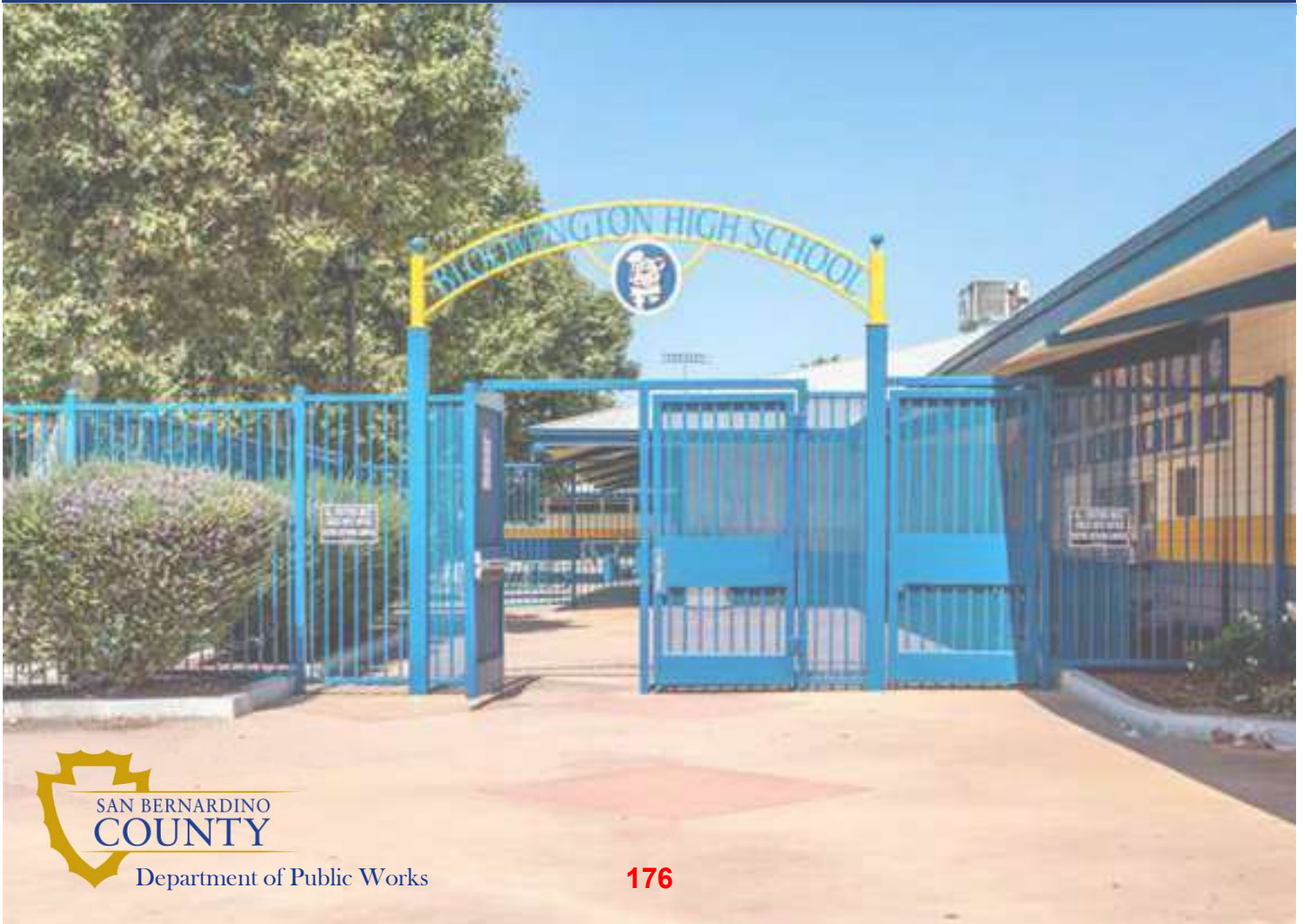
Submission of past consultations does not satisfy the requirement to consult with the Corps. The Corps must be consulted each grant cycle prior to submitting a grant application.

Bloomington High School Safe Routes to School (SRTS) Project

Attachment A: Application Signature Page

Active Transportation Program
(ATP) Cycle 8 Application

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



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: _____

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: _____

Bloomington High School Safe Routes to School (SRTS) Project

Attachment B: Engineer's Checklist

Active Transportation Program
(ATP) Cycle 8 Application

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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
31	\$1,994,000	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.

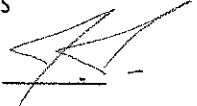
6. **Project Schedule, Funding, and Programming Request** (Part A6)

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. CE	\$36,000	12 Months
2.	\$	Months
3.	\$	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:

Engineering Manager

Engineer License Number:

C91246

Signature and Date:

[Handwritten Signature] 06/02/2026

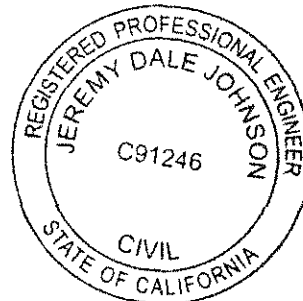
Email Address:

Jeremy.Johnson@dpw.sbcounty.gov

Phone:

(909) 387-8167

Place the Engineer's Stamp below:



Bloomington High School Safe Routes to School (SRTS) Project

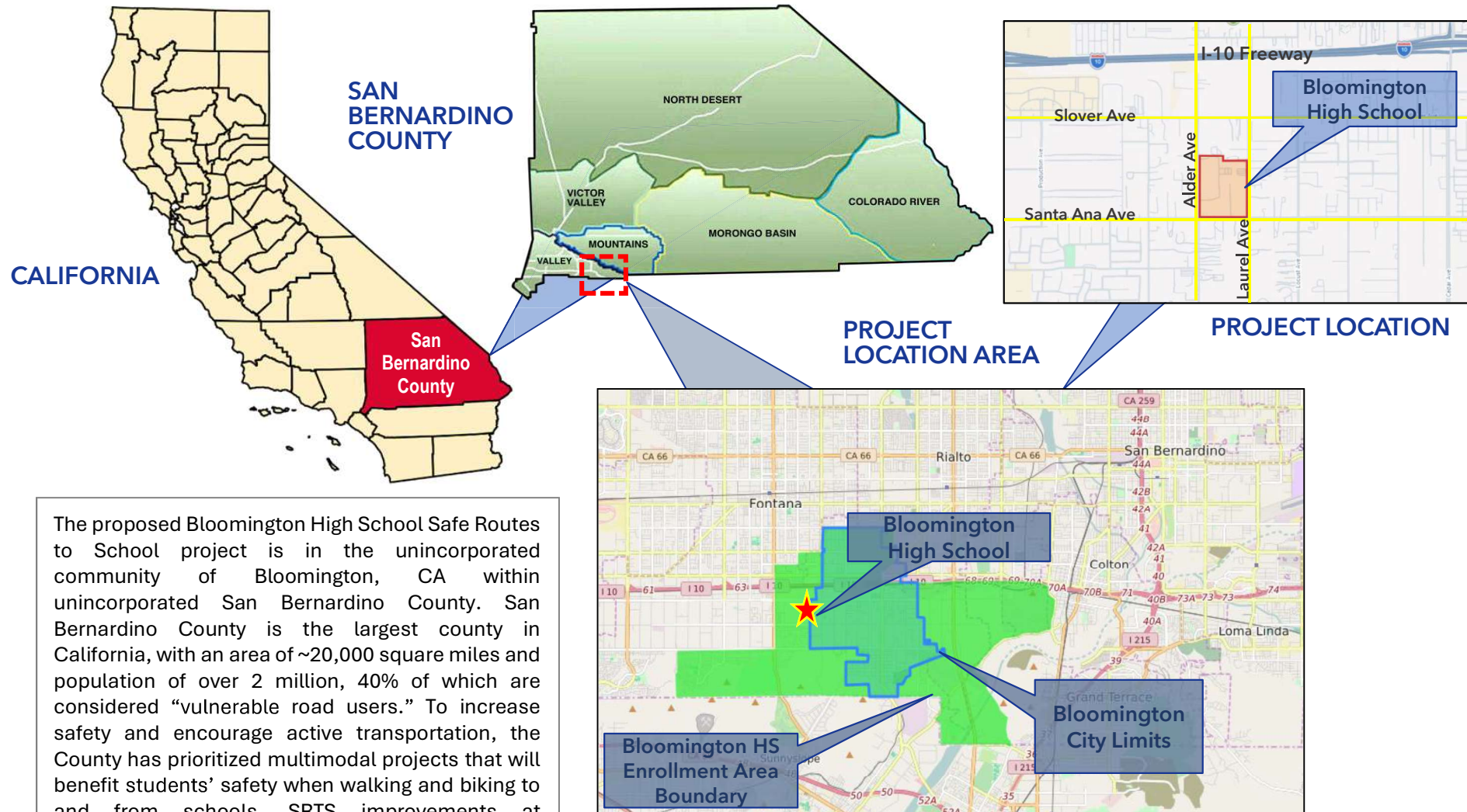
Attachment C: Project Location Maps

Active Transportation Program
(ATP) Cycle 8 Application

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Vicinity Map



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

Project Location Map

Bloomington High School

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

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



Bloomington High School Safe Routes to School (SRTS) Project

PROJECT LAYOUTS AND PLANS

Active Transportation Program
(ATP) Cycle 8 Application



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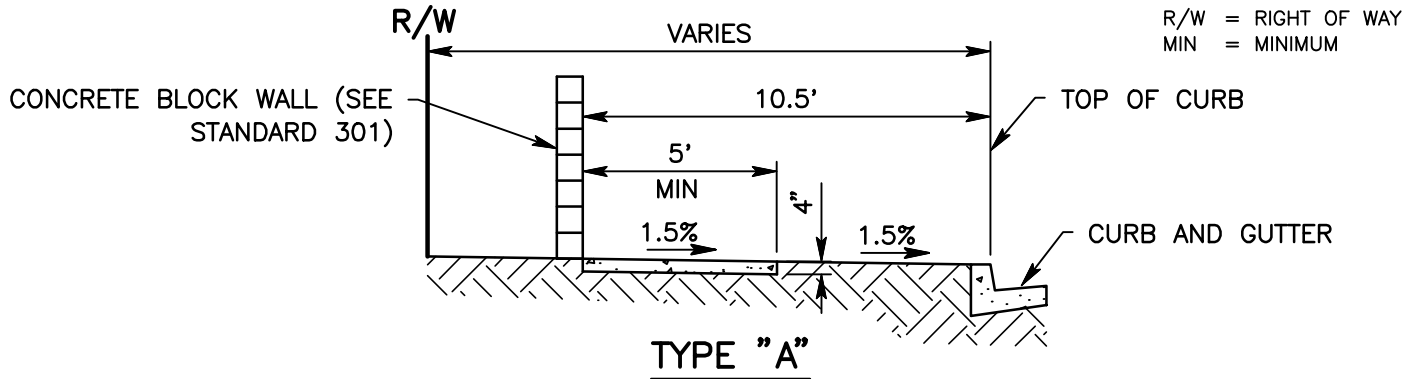
Existing Infrastructure

- ADA Compliant Ramp
- Ramp
- Signalized Intersection
- Marked Crosswalk
- High-Visibility Crosswalk
- Rectangular Rapid Flashing Beacon
- School Signage
- School Site
- All-Way Stop
- School Zone Speed Limit Sign

Recommendations

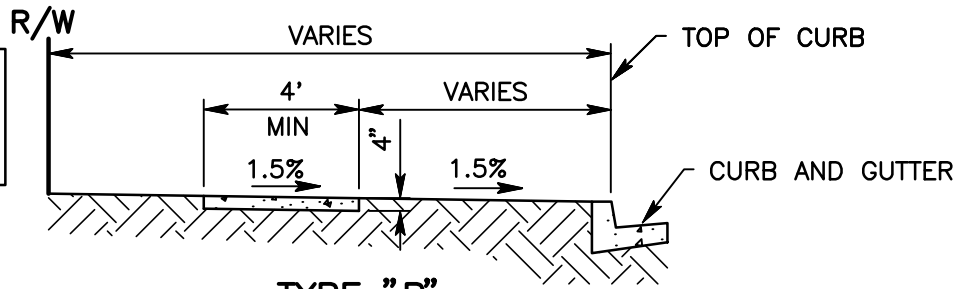
- Install High Visibility Crosswalk
- Install Curb Extensions
- Install ADA Curb Ramps
- Install RRFB
- Install All-Way Stop
- Install Speed Feedback Sign
- Install Right Turn Only Sign
- Install No Truck Route Sign
- Install Mid-Block Crosswalk
- Install Traffic Signal
- Construct Sidewalk
- Planned Class II Bike Lane (SBCTA)

186

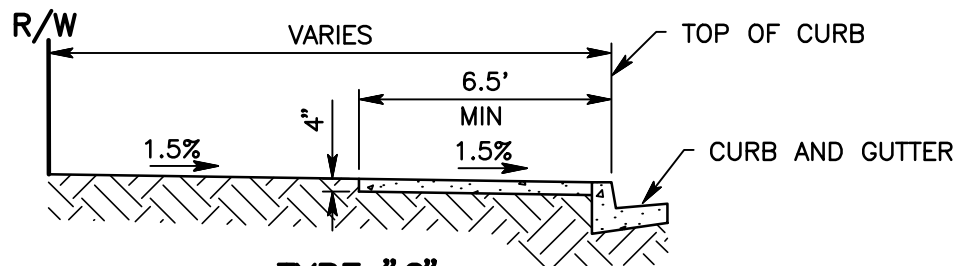


TYPE "A"

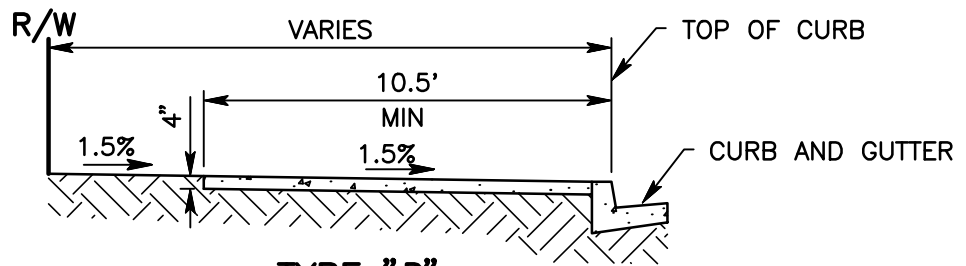
FOR 4' SIDEWALK, PLACE 5'x5' PAD FOR PASSING AT EVERY 200' DISTANCE MAXIMUM.



TYPE "B"



TYPE "C"



TYPE "D"

NOTES:

1. TYPE "C" SIDEWALKS ADJACENT TO CURB SHALL ONLY BE USED ON LOCAL AND COLLECTOR STREETS AND ONLY UPON APPROVAL OF THE TRANSPORTATION DEPARTMENT.
2. SIDEWALK SHALL BE CONSTRUCTED OF 4" THICK MINOR CONCRETE.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED ON TEN FEET (10') SPACING.
4. SCORING SIDEWALK WILL BE PERMITTED.
5. IN EXPANSIVE SOIL AREAS, REFER TO SECTION 73 OF THE CALTRANS STANDARD SPECIFICATIONS.



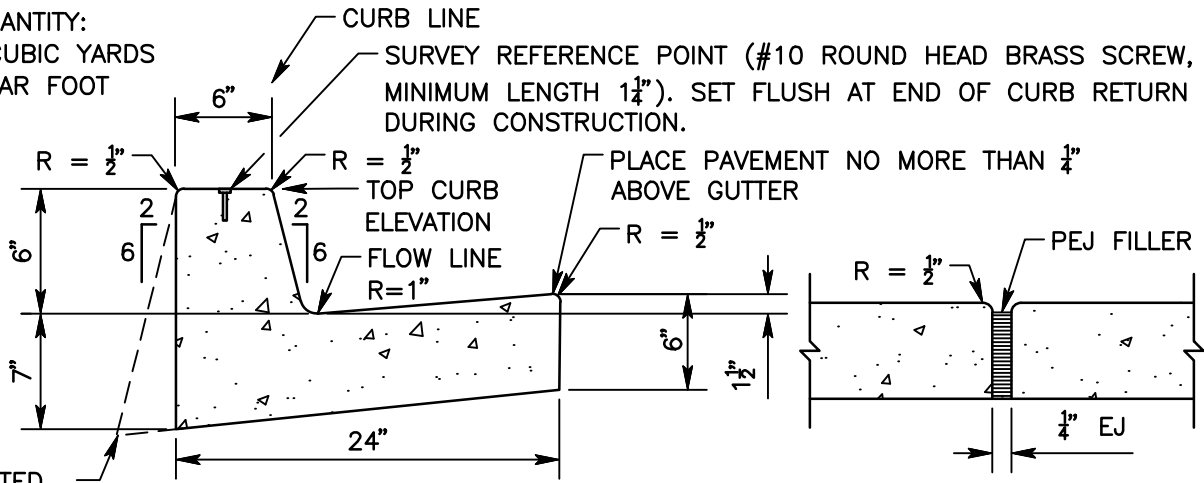
SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

SIDEWALK

BRENDON P. BIGGS, PE
DIRECTOR OF PUBLIC
WORKS/ROAD
COMMISSIONER

R = RADIUS
 EJ = EXPANSION JOINT FILLER
 WPJ = WEAKENED PLANE JOINT
 PEJ = PREFORMED EXPANSION JOINT FILLER PER ASTM D 1751

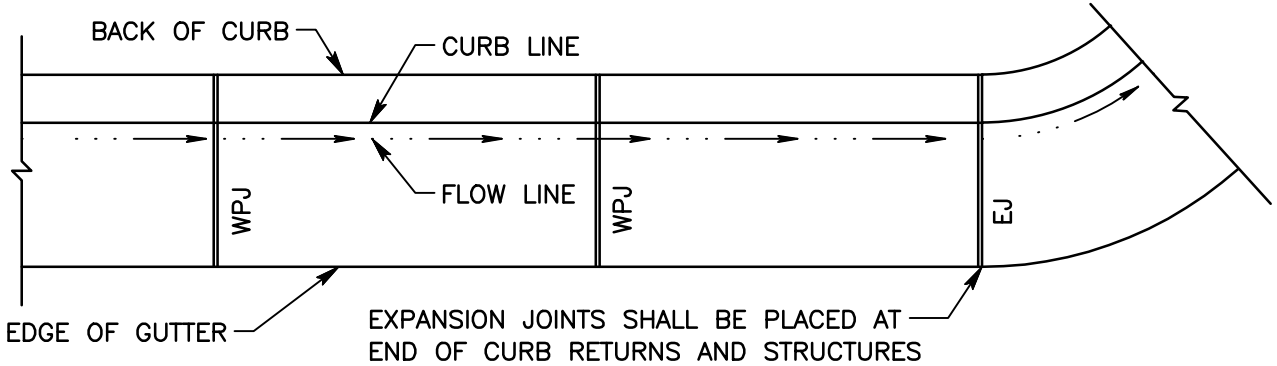
CURB QUANTITY:
 0.0495 CUBIC YARDS
 PER LINEAR FOOT



PERMITTED
 ALTERNATE

SECTION

EXPANSION JOINT



PLAN

NOTES:

1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS ($\frac{3}{16} \times 1\frac{1}{2}$ " DEEP) SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

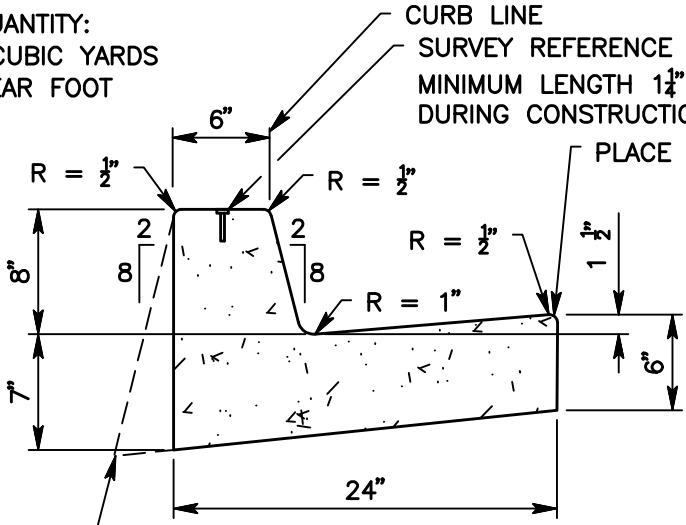
6" CURB AND GUTTER

BRENDON P. BIGGS, PE
 DIRECTOR OF PUBLIC
 WORKS/ROAD
 COMMISSIONER

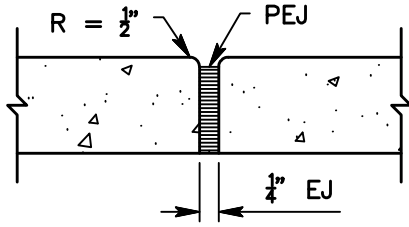
116

R = RADIUS
 EJ = EXPANSION JOINT
 WPJ = WEAKENED PLANE JOINT
 PEJ = PREFORMED EXPANSION JOINT FILLER ASTM D 1751

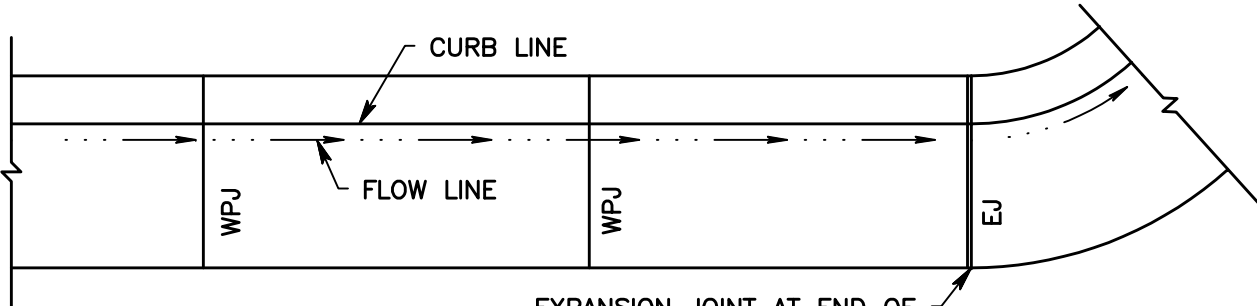
CURB QUANTITY:
 0.0535 CUBIC YARDS
 PER LINEAR FOOT



SECTION



EXPANSION JOINT



PLAN

EXPANSION JOINT AT END OF RETURN AND STRUCTURES

NOTES:

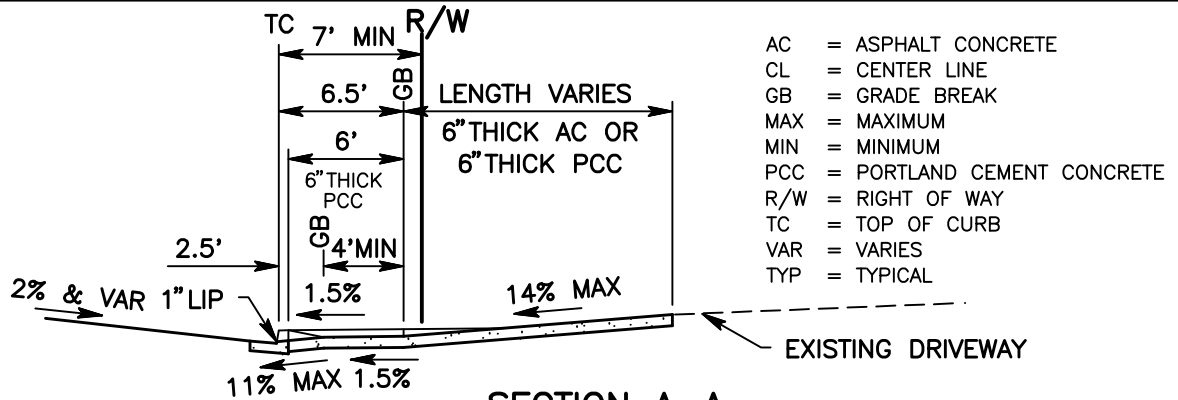
1. CURB AND GUTTER SHALL BE CONSTRUCTED MONOLITHICALLY OF MINOR CONCRETE.
2. WIDTHS OF STANDARD STREET SECTIONS SHOWN ON PLANS ARE TO CURB LINE UNLESS OTHERWISE INDICATED.
3. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT TEN FOOT (10') INTERVALS, EXCEPT THAT THE INTERVAL SHALL BE VARIED TO ALLOW MATCHING OF JOINTS IN ADJACENT EXISTING IMPROVEMENTS.
4. CURING COMPOUND SHALL BE SPRAYED UNIFORMLY ON EXPOSED SURFACES.
5. WHEN CURB AND GUTTER IS PLACED BY AN EXTRUSION MACHINE, MINOR FINISHING MAY BE DONE TO PROVIDE AN ACCEPTABLE FINISH AND THE WEAKENED PLANE JOINTS MAY BE SAWCUT.
6. PEJ FILLER SHALL BE APPLIED IN THE WHOLE CROSS SECTION OF THE CURB AND GUTTER.
7. WHEN IN FRONT OF A CURB RAMP, USE GUTTER PAN TRANSITION ON THE CURRENT CALTRANS STANDARD PLAN A88A.



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

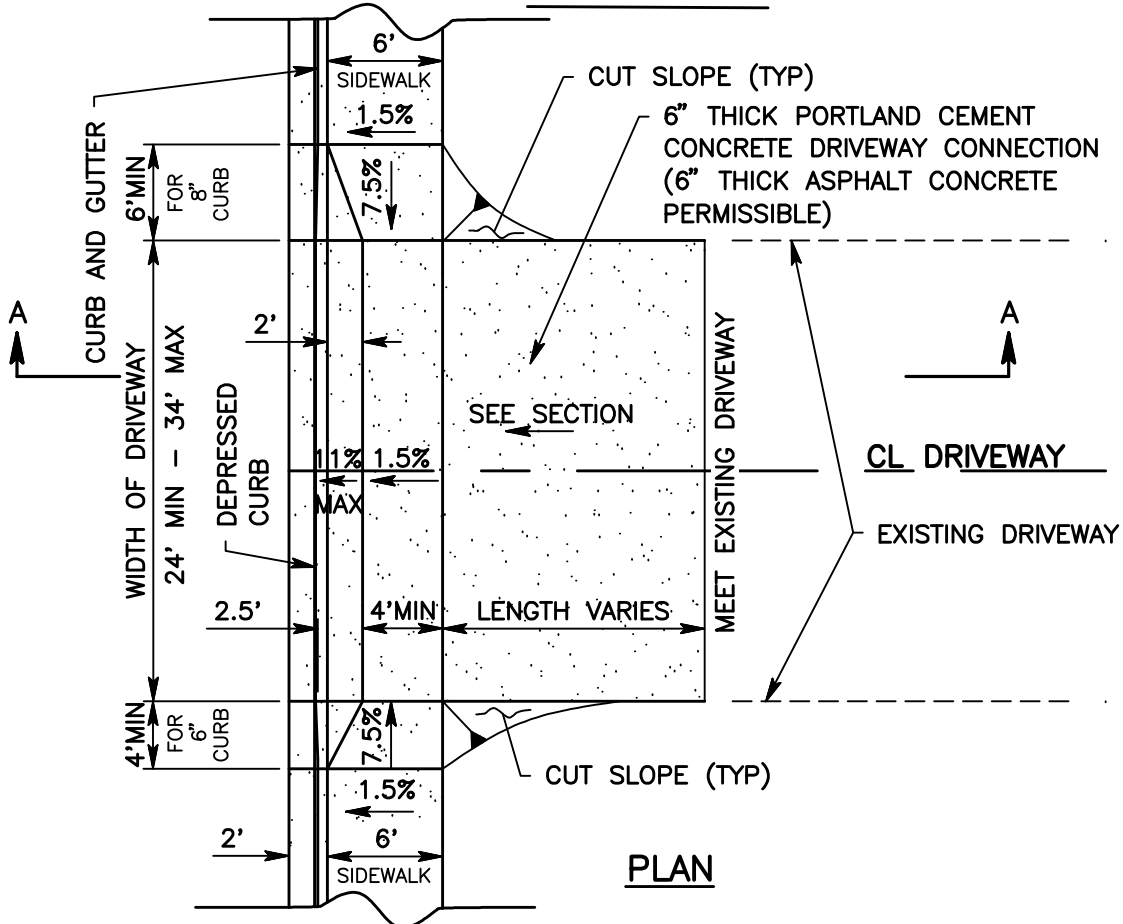
8" CURB AND GUTTER

BRENDON P. BIGGS, PE
 DIRECTOR OF PUBLIC WORKS/ROAD COMMISSIONER



AC = ASPHALT CONCRETE
 CL = CENTER LINE
 GB = GRADE BREAK
 MAX = MAXIMUM
 MIN = MINIMUM
 PCC = PORTLAND CEMENT CONCRETE
 R/W = RIGHT OF WAY
 TC = TOP OF CURB
 VAR = VARIES
 TYP = TYPICAL

SECTION A-A



PLAN

NOTES:

1. FOR APPLICABLE NOTES AND DRIVEWAY REQUIREMENTS SEE STANDARD 130.
2. TO CONSTRUCT A DEPRESSION IN EXISTING CURB AND GUTTER:
 - A) SAWCUT AND REMOVE FOR THE NECESSARY WIDTH.
 - B) REMOVE AND RECONSTRUCT TO THE NEAREST JOINT.
3. A DRIVEWAY APPROACH MUST BE CONSTRUCTED WITH EACH CURB DEPRESSION.
4. SURFACING SHALL BE PORTLAND CEMENT CONCRETE (MINOR CONCRETE) 6" THICK AND HAVE A BROOM FINISH.
5. DEPRESSED DRIVEWAY IN A FILL CONDITION NOT ALLOWED OR AS DIRECTED BY THE ENGINEER.

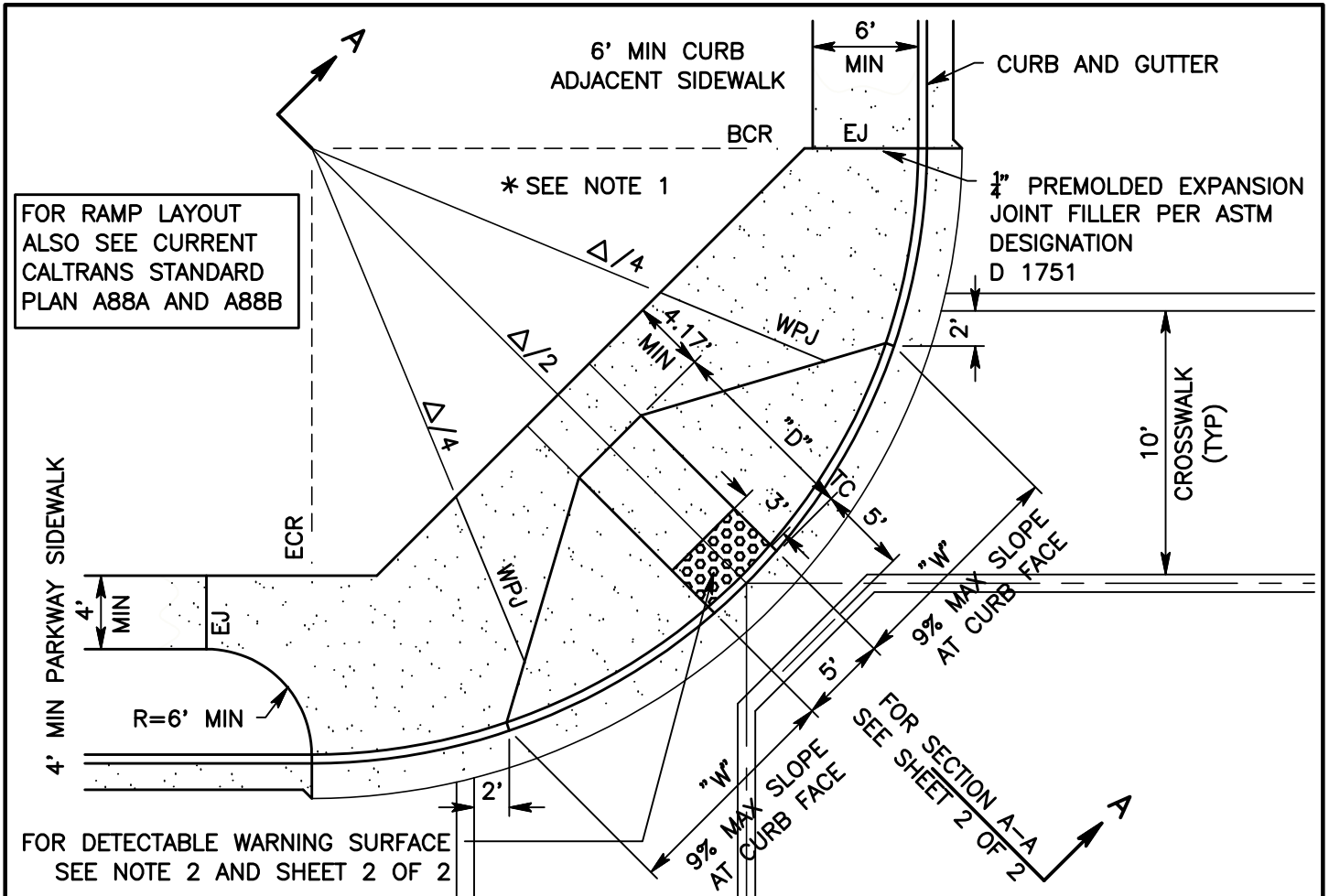


SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

**COMMERCIAL DRIVEWAY APPROACH
 DEPRESSED WITH CURB**

BRENDON P. BIGGS, PE
 DIRECTOR OF PUBLIC
 WORKS/ROAD
 COMMISSIONER

129A



FOR RAMP LAYOUT
ALSO SEE CURRENT
CALTRANS STANDARD
PLAN A88A AND A88B

FOR DETECTABLE WARNING SURFACE
SEE NOTE 2 AND SHEET 2 OF 2

MINIMUM CURB RETURN RADIUS REQUIRED	
INTERSECTING STREETS:	RADIUS
LOCAL STREET AND LOCAL STREET	20'
LOCAL STREET AND COLLECTOR STREET	30'
SECONDARY HIGHWAY OR GREATER	35'
SECONDARY HIGHWAY OR GREATER	50'

<(RESIDENTIAL)
<(COMMERCIAL/INDUSTRIAL)

RAMP DIMENSION TABLE		
	8" CF	6" CF
"D"	11'-0"	8'-4"
"W"	PER PLAN	PER PLAN

AT 7.5% RUNNING SLOPE

NOTES:

- SIDEWALK WIDTH SHALL BE 5' WHEN ADJACENT TO BLOCK WALL OR OTHER OBSTRUCTION. FOR BLOCK WALL LOCATION AT INTERSECTION SEE STANDARD 302.
- THE DETECTABLE WARNING SURFACE SHALL BE CONSTRUCTED BY CAST-IN-PLACE METHOD OR SHALL CONSIST OF A PREFABRICATED SURFACE, APPROVED BY THE ENGINEER. A GLUE DOWN DETECTABLE WARNING SURFACE IS NOT ALLOWED. COLOR SHALL BE YELLOW CONFORMING TO FEDERAL STANDARD 595B, COLOR NUMBER 33538, OR AS APPROVED BY THE ENGINEER.
- FOR RIGHT OF WAY LOCATION SEE PROJECT PLANS.

- BCR = BEGIN CURB RETURN
- CF = CURB FACE
- DWS = DETECTABLE WARNING SURFACE
- ECR = END CURB RETURN
- EJ = EXPANSION JOINT
- GB = GRADE BREAK
- MAX = MAXIMUM
- MIN = MINIMUM
- TC = TOP OF CURB
- WPJ = WEAKENED PLANE JOINT
- TYP = TYPICAL
- EJ = EXPANSION JOINT

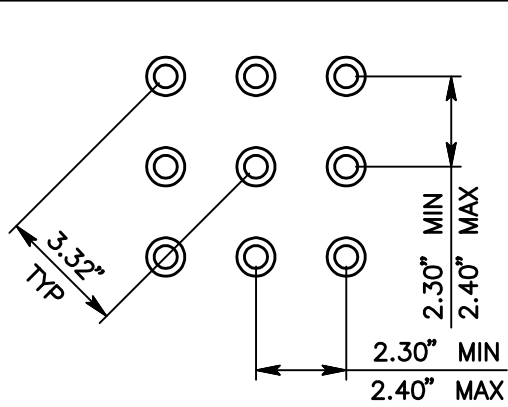


SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

CURB RETURN WITH SIDEWALK RAMP

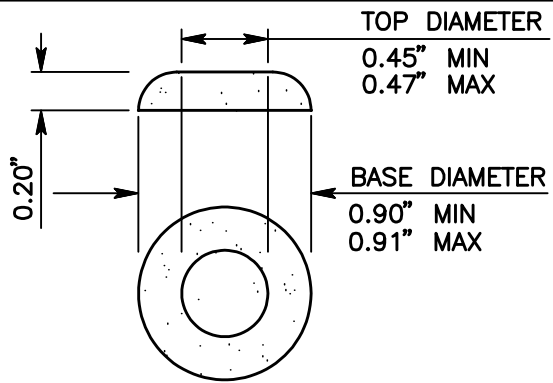
BRENDON P. BIGGS, PE
DIRECTOR OF PUBLIC WORKS/ROAD COMMISSIONER

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1 OF 2



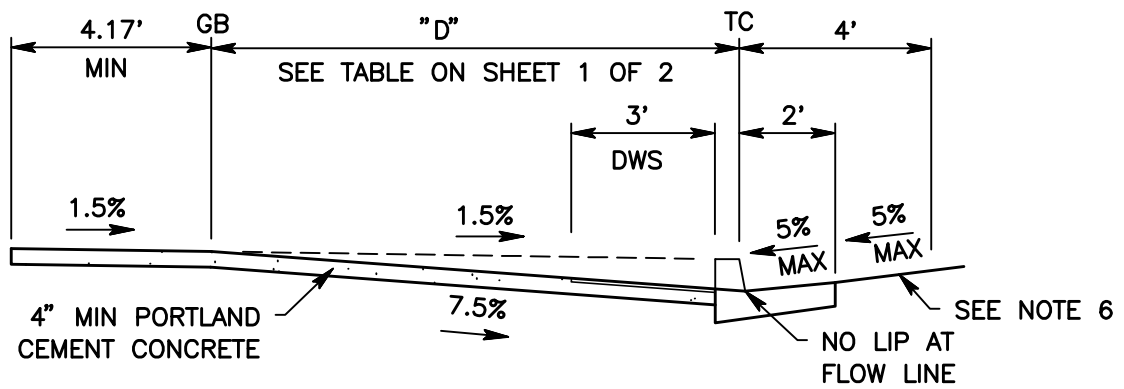
TRUNCATED DOME PATTERN

DETECTABLE WARNING SURFACE



TRUNCATED DOME DETAIL

RAISED TRUNCATED DOME



SECTION A-A

NOTES:

1. THE SIDEWALK AND RAMP THICKNESS SHALL BE 4" MINIMUM.
2. THE RAMP RUNNING SLOPE SHALL BE 7.5% MAXIMUM.
3. THE CROSS SLOPES OF RAMP, LANDING, AND SIDEWALK SHALL BE 1.5% MAXIMUM.
4. THE RAMP SHALL HAVE A TRAVERSE BROOM FINISH TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
5. TRANSITIONS FROM RAMPS TO WALKS, GUTTER OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
6. THE MAXIMUM SLOPE OF THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN FOUR FEET (4') OF THE RAMP.
7. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 5" TO 8" FROM THE GUTTER FLOW LINE.
8. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF THE ENGINEER AND SHALL BE SHOWN ON APPROVED PLANS.
9. UTILITY PULL BOXES, MANHOLES, VAULTS AND ALL OTHER UTILITY FACILITIES WITHIN THE BOUNDARIES OF THE CURB RAMP WILL BE RELOCATED OR ADJUSTED TO GRADE BY THE OWNER PRIOR TO OR IN CONJUNCTION WITH CURB RAMP CONSTRUCTION.



SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS

CURB RETURN WITH SIDEWALK RAMP

BRENDON P. BIGGS, PE
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WORKS/ROAD
COMMISSIONER

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2 OF 2

Bloomington High School Safe Routes to School (SRTS) Project

ATTACHMENT E: PHOTOS OF EXISTING CONDITIONS

Active Transportation Program
(ATP) Cycle 8 Application

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





Photo 1. Santa Ana Avenue facing south directly across from Bloomington HS. Lack of sidewalks and existing obstructions force students and residents into the street or onto dirt paths that are uneven and muddy during rain events.



Photo 2. Laurel Avenue facing north directly across from Bloomington HS. Lack of sidewalks and obstructions limit pedestrian use. An unmark dirt driveway to a business utilizing semi trucks creates additional safety concerns for students and residents traveling from the eastern neighborhoods.

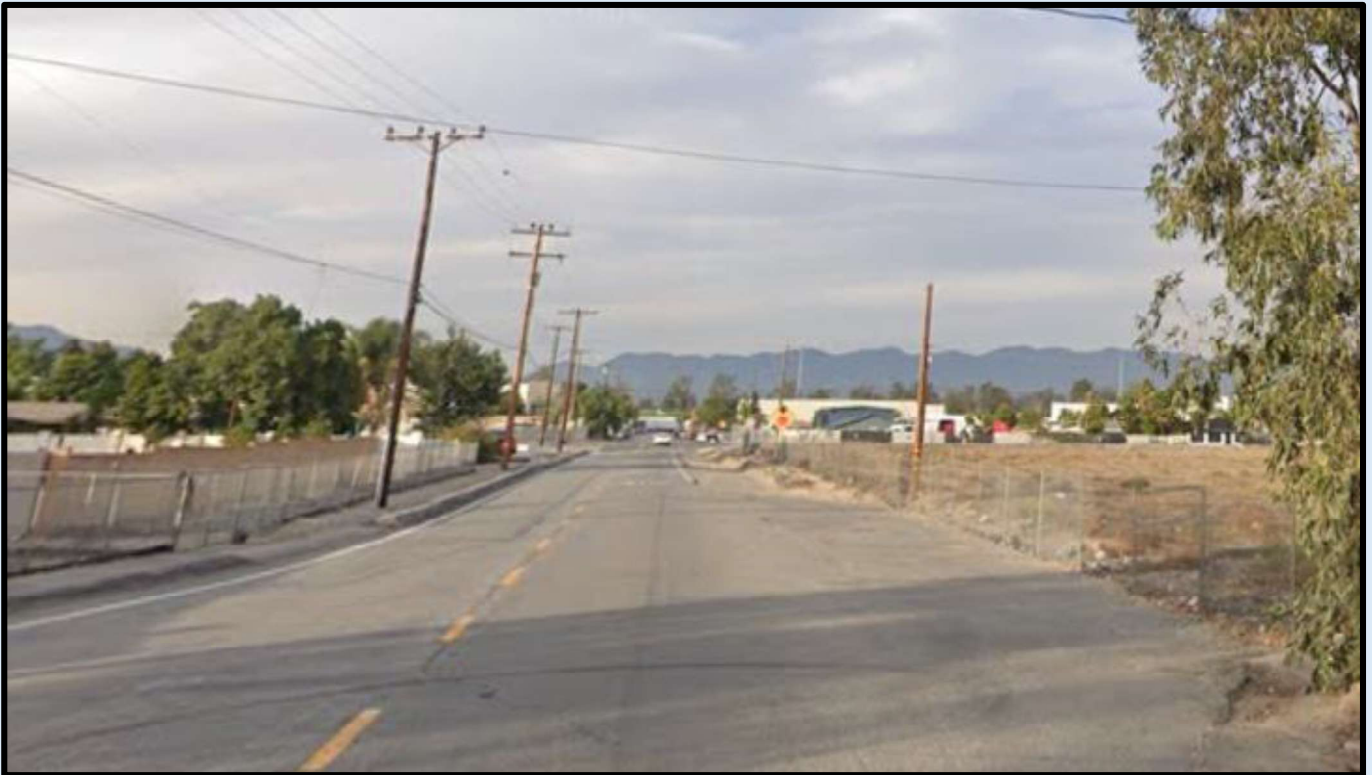


Photo 3. Alder Avenue facing north. Lack of sidewalks and chain link fencing on the east side of the road (same side of the road as Bloomington HS) force students and residents directly into the street.



Photo 4. Slover Avenue facing west. Sidewalk gaps on the south side of Slover Avenue between Alder and Laurel Avenues.



Photo 5. Laurel Avenue facing northwest. Students frequently cross midblock in front of the school during pick-up and drop-off times with heavy traffic. The project will install a high-visibility crosswalk with push-button control rapid flashing beacons at this location.

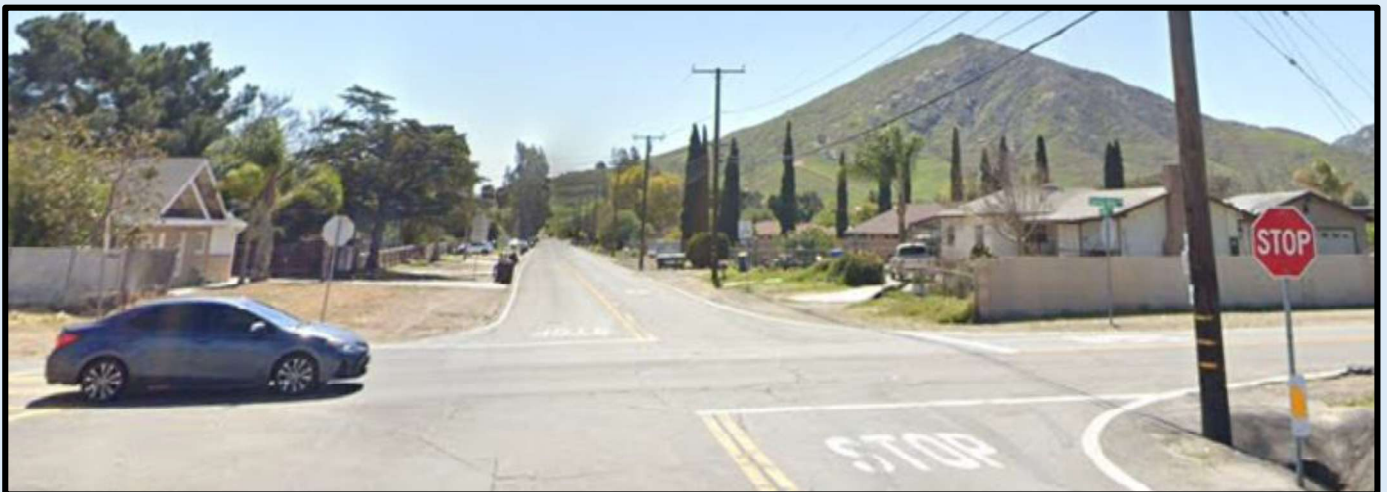


Photo 6. Intersection of Alder Avenue and Santa Ana Avenue facing south. Bloomington HS is located at the northwest corner of this intersection with only one north/south high-visibility crosswalk. The intersection is lacking three legs of crosswalks and has not east/west cross walks. The project will install the three missing crosswalks at this intersection to increase safety of students travelling to and from school from the adjacent southern and eastern neighborhoods.



Photo 7. Intersection of Alder Avenue and Slover Avenue facing south. The Project includes a proposed traffic signal to replace the four-way stop at this intersection, which is inadequate for managing the high-volume surges seen during peak times such as school pick-up and drop-off periods.

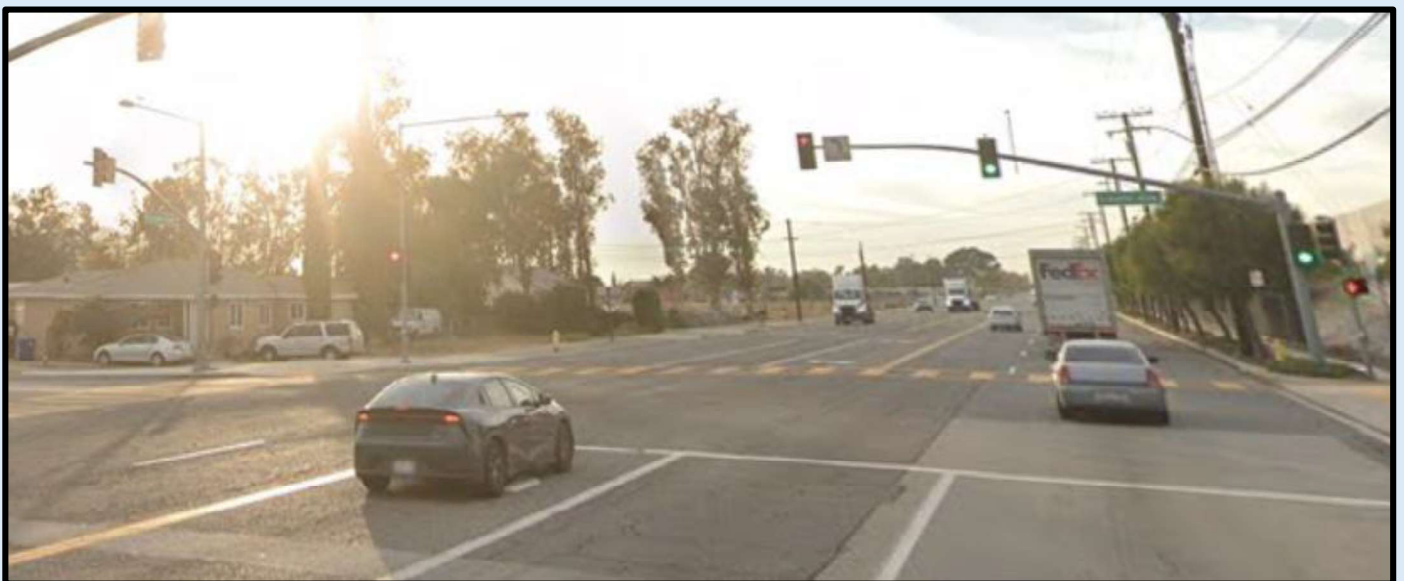


Photo 8. Intersection of Laurel Avenue and Slover Avenue facing west. This intersection lacks adequate high-visibility cross walks.



Photo 9. Intersection of Laurel Avenue and Santa Ana Avenue facing east. Lack of sidewalks, curb and gutters, and ADA-Accessible ramps. The proposed project includes sidewalks, ramps, and curb and gutter at the three missing corners (northeast, southeast, and southwest) and sidewalks along the east side of Laurel Avenue and the north and south sides of Santa Ana Avenue.



Photo 10. Intersection of Laurel Avenue and Avenda Cortez facing north. Lack of ADA-Accessible ramps. Students frequently cross this intersection. The project will include a high-visibility crosswalk with push-button control rapid flashing beacons at this location.