



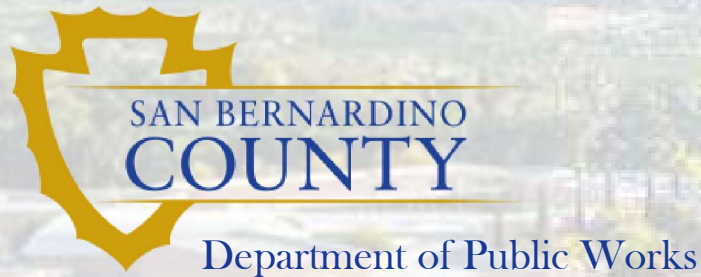
Department of Public Works

Redlands East Valley High School (REVHS) Safe Routes to School (SRTS) Project

Active Transportation Program (ATP) Cycle 8 Application

**San Bernardino County Public Works
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TABLE OF CONTENTS



2027 ATP Small Infrastructure Application	1
Partner Letter of Intent – N/A	-
Project Location Map	26
REVHS Enrollment Area Map and Proposed Project Limits	28
Project Programming Request (PPR) 25-I Form	58
SCAG/RTP/SCS Plan Excerpts	65
Disadvantaged Community (DAC) Maps	111
Gap Closure Maps	124
TIMS Data Documentation	127
Community Engagement Documentation	136
CCC/CALCC Documentation	148
Attachments:	157
Attachment A: Application Signature Page	158
Attachment B: Engineer’s Checklist	160
Attachment C: Project Location Map	164
Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions	166
Attachment E: Photos of Existing Conditions	174
Attachment F: Project Estimate	184
Attachment G: Non-Infrastructure Work Plan – N/A	-
Attachment H: Plan Scope of Work – N/A	-
Attachment I: Letters of Support	186
Attachment J: State-Only Funding Request	193
Attachment K: Additional Attachments – Student Travel Patterns and Barriers to Walking	196

2027 ATP Small Infrastructure Application

Is the total project cost of the proposed project more than \$3.5 million or less?

Yes

Is this project only proposing infrastructure improvements?

Yes

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

Yes

Part A: General Application Questions

Part A1: Applicant Information

Implementing Agency Name Limit: 300 characters

San Bernardino County Public Works

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

5954

Implementing Agency's Address

Country: United States

Address: 825 E. Third Street

City: San Bernardino

State, Province, or Region: California

Zip or Postal Code: 92415

Implementing Agency's Primary Contact Person

First Name: Jeremy

Last Name: Johnson

Primary Contact Person's Title: Engineering Manager

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

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

Implementing Agency's Secondary Contact Person

First Name: Mark

Last Name: Burda

Secondary Contact Person's Title: Transportation Analyst

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

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

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

Yes

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

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

Does this project have a Project Partnering Agency?

No

Part A2: General Project Information

Project Name: Limit: 10 words

Redlands East Valley High School Safe Routes to School Project

Summary of Project Scope: Limit: 300 words (300 words)

Existing Conditions

San Bernardino County (SBC) is requesting \$576,000 in Active Transportation Program (ATP) Safe Routes to School (SRTS) funding to implement targeted pedestrian safety improvements serving Redlands East Valley High School (REVHS), located in a suburban, unincorporated area adjacent to City of Redlands. REVHS serves 1,845 students, approximately 75% of whom arrive and depart by private vehicle, contributing to congestion and vehicle-pedestrian conflicts during school travel periods. Students face barriers to walking and rolling due to heavy traffic, limited controlled crossings, accessibility deficiencies, and constrained pedestrian infrastructure along the Colton Avenue corridor.

Community transportation conditions further reinforce the need for the Project. Only 7.5% of residents use active modes of transportation, while automobile access levels remain high (98.1%). TIMS data documented 93 pedestrian- and bicycle-involved collisions between 2014 and 2024, including five fatalities and 88 injuries, demonstrating persistent collision trends along key school travel routes serving REVHS.

Project Scope

The Project will implement targeted SRTS improvements, including ADA-compliant curb ramps, high-visibility crosswalks, a rectangular rapid flashing beacon (RRFB), and extended centerline delineators. These improvements reflect priorities identified through the County's SRTS planning process, including walk audits, parent surveys, and student travel tallies, which documented limited crossing enhancements, constrained driver yielding behavior, and high-stress walking conditions near school.

Expected Benefits

The Project will improve pedestrian visibility, accessibility, driver awareness, and crossing predictability along key student travel routes serving REVHS and surrounding neighborhoods. Documented pedestrian- and bicycle-involved collisions and observed deficiencies along Colton Avenue and Opal Avenue, including limited crossing opportunities, heavy traffic activity, and turning conflicts during school travel periods, reinforce the need for these improvements. By addressing these conditions at high-priority conflict locations identified through the SRTS planning process and TIMS collision analysis, the Project will create safer, more comfortable travel conditions for students and other vulnerable roadway users.

Summary of Outcomes/Outputs: Limit: 35 words (27 words)

Construct 12 ADA-compliant curb ramps, 12 high-visibility crosswalks, 1 rectangular rapid flashing beacon (RRFB), and 700 linear feet of centerline delineators to improve pedestrian safety near REVHS.

Federal Transportation Improvement Program (FTIP) Project Description: Limit: 180 characters (143 characters)

Implement pedestrian safety improvements, including high-visibility crosswalks, ADA curb ramps, centerline delineators, and an RRFB near REVHS.

Project Location: Limit: 180 characters (172 characters)

Colton Ave between Crafton Ave and Opal Ave, including Beryl Ave, King St, Agate Ave, and Opal Ave/Independence Ave crossings near REVHS, adjacent to the City of Redlands.

Attach a project location map here.

Attached

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

RDL – City of Redlands

Infrastructure Project Coordinates - Latitude

34.062857

Infrastructure Project Coordinates – Longitude

-117.134490

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

No

Caltrans District:

District 8

Congressional Districts

33rd

State Senate District(s):

19th

State Assembly District(s):

45th

County

San Bernardino County

Metropolitan Planning Organization (MPO)

Southern California Association of Governments (SCAG)

Regional Transportation Planning Agency (RTPA)

San Bernardino County Transportation Authority (SBCTA)

Urbanized Zone Area (UZA) Population

2,276,000 (San Bernardino–Riverside UZA)

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

No

Part A3: Project Type

Select the plans your agency currently has (select all that apply):

- Bicycle Plan
- Pedestrian Plan
- **Safe Routes to School Plan**
- Active Transportation Plan
- Vision Zero
- **Other**
- None
- If other, List other plans that include bicycle and/or pedestrian improvements: ***Limit: 100 words**

San Bernardino County’s 2022 Local Roadway Safety Plan (LRSP) and 2025 Transportation and Mobility Element use data-driven analysis to identify high-priority pedestrian and active transportation safety improvements. These plans support Safe Routes to School strategies and guide investments that improve crossing safety, accessibility, connectivity, and mobility for students and the broader community within the County’s unincorporated areas.

Is the proposed project in a current plan?

Yes

Select project sub-types (select all that apply):

Bicycle Transportation

N/A

Pedestrian Transportation

Pedestrian Transportation - 100% of Project

Safe Routes to School

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

School Name and Address	District name and Address	Co. - Dist. – School Code	Lowest Grade Served	Highest Grade Served	Project Improvements maximum distance from School	Total Enrollment	Approx. # of Students living along proposed route	Students Eligible for Free or Reduced Price Meals
Redlands East Valley	Redlands Unified	36 67843	9 th	12 th	0.76 miles	1,845	830	833 (45.1%)

High School	School District	3630779						
31000 E Colton Avenue, Redlands, CA 92374	20 W Lugonia Avenue, Redlands, CA 92374							

Attach school documentation here.

Attached

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

No

Part A4: Project Details

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

- Bicycle Improvements
- Pedestrian Improvements
- Multi-Use Trail Improvements (including bridges and undercrossings)
- Crossing & Intersection Improvements
- Other Amenities (e.g., benches, shade trees, wayfinding, etc.)
- Vehicular-Roadway Traffic Calming Improvements

Bicycle Improvements

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

N/A

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

No

Pedestrian Improvements

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

25%

Category	Improvement	Quantity	Unit
Sidewalks:	New (4' to 8' wide):		LF
	New (over 8' wide):		LF
	Reconstruct/Enhance Existing:		LF
	Widen Existing:		LF
	New Barrier Protected:		LF
ADA Improvements:	New Ramp (none exist):	7	#
	Reconstruct Ramp to Standard:	5	#
Other Ped Improvements:			

Crossing and Intersection Improvements

Category	Improvement	Quantity	Unit
Signalized Intersections:	New Crosswalks:		#
	Enhance Existing Crosswalks:		#
	Shortened Crossings:		#
	Crossing Surface Improvements:		#
	Ped-Heads:		#
	Upgrade Ped Push Buttons:		#
	Timing Improvements:		#
	Bike/Toucan Crossings:		#
	Bicycle Detection:		#
	New Bike Boxes:		#
Unsignalized Intersections:	New traffic Signals:		#
	New Crosswalks:	11	#
	New Roundabouts:		#
	Crossing Surface Improvements:		#
	Shortened Crossings:		#
	Enhance Existing Crosswalks:		#
	New Beacons/Signals:	1	#
Mid-Block Crossings:	New Beacons/Signals:		#
	Crossing Surface Improvements:		#
	New Crosswalks:	1	#
	Enhance Existing Crosswalks:		#
Lighting:	Intersection Lighting:		#
Other Crossing/Intersection Improvements:			#
			#

Vehicular-Roadway Traffic Calming Improvements

Category	Improvements	Quantity	Unit
Road Diets:	Remove Travel Lane:		LF
	Remove Right-Turn Pocket		LF
Speed Feedback Signs:	New Signs:		#
Signalized Intersection:	Timing Improvements:		#
	New Roundabout:		#
Unsignalized Intersections	New Roundabout:		#
	New Traffic Signal:		#
Other Roadway Improvements:	Centerline Delineators:	700	LF

Right-of-Way (R/W) Impacts

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

Yes

Part A5: Project Funding

Total Project Cost:

\$685,000

Total ATP Request:

576

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

Project Approval & Environmental Document (PA&ED) Phase

Plans, Specifications & Estimates (PS&E) Phase

Right of Way (R/W) Phase

Construction (CON) Phase

ATP Funding Type Requested

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

Yes

If yes, Provide a brief explanation. Limit: 50 words (45 words)

The Project is a focused SRTS pedestrian improvement project with no right-of-way acquisition, utility relocation, or substantial environmental complexity. State-only funding will streamline Project delivery, reduce administrative and federal compliance burdens, and support the timely implementation of targeted pedestrian accessibility and crossing improvements near REVHS.

If requesting state-only funds must attach a completed Exhibit 25-F here:

Attached

ATP Project Programming Request (PPR)

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

Attached

Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

Not applicable

Applications showing the R/W phase as complete must attach the Caltrans-approved R/W

Certification:

Not applicable

Part A6: Screening Criteria

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

No

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

No

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

No

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

Yes

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

Attached

Is the implementing agency Caltrans?

No

Part B: Narrative Questions

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

Does this project qualify as benefitting a Disadvantaged Community?

Yes

A. Disadvantaged Community Map (0 points)

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

Attached

B. Identification of Disadvantaged Community (0 points)

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

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

- Project Submitted by Tribal Government or Project on Tribal Lands
- Other

CalEnviroScreen 4.0:

Census Tract #	Population	CES Score
86.01	6,112	50

Highest CES Score from table above:

50

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

50

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

Attached

C. Direct Benefit (0-4 Points)

C1. Describe how the improvements meet an important need of the disadvantaged community.

Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network. Limit: 500 words (495 words)

Community Need

The Project addresses a critical mobility and accessibility need within a Disadvantaged Community (DAC) identified by CalEnviroScreen 4.0. Students traveling to and from REVHS face barriers to walking and rolling due to limited controlled crossings, accessibility deficiencies, heavy traffic activity, and constrained pedestrian infrastructure along key corridors, including Colton Avenue and Opal Avenue. Student travel tallies conducted through the County’s SRTS planning process found that approximately 75% of REVHS students arrive and depart by private vehicle, contributing to congestion, vehicle backups during school arrival and dismissal periods, and increased conflicts between vehicles and students. The Project directly addresses these barriers by improving crossing conditions, accessibility, and driver awareness along primary school travel routes.

Active Transportation Network Deficiencies

Existing pedestrian routes serving REVHS lack essential crossing enhancements and accessibility features needed to support safe and predictable travel. Existing conditions include limited opportunities for controlled crossings, incomplete ADA infrastructure, and constrained pedestrian visibility at key student crossing locations. Residential neighborhoods north and south of Colton Avenue generate substantial student travel activity; however, barriers along Colton Avenue and Opal Avenue limit convenient access to the school campus and nearby community destinations. These deficiencies disproportionately affect students and families within the DAC who rely more heavily on walking and rolling for daily travel.

The Project addresses documented deficiencies in the active transportation network by improving crossings along established student travel routes and strengthening connections between surrounding neighborhoods, REVHS, and the nearby Orange Blossom Trail corridor. Rather than creating new routes,

the Project improves the safety, accessibility, and functionality of existing routes that serve as primary school access corridors.

Project Benefits and Connectivity Improvements

The Project addresses these deficiencies through targeted improvements that enhance pedestrian visibility, accessibility, crossing predictability, and driver awareness along a primary student travel corridor. High-visibility crosswalks and an RRFB will provide more controlled crossing opportunities at key conflict locations and remove barriers to crossing along heavily traveled school access routes. ADA-compliant curb ramps will improve accessibility for individuals with disabilities and other vulnerable users, while extended centerline delineators will reinforce lane definition and improve driver awareness near student crossing locations.

Community engagement conducted through the County's SRTS planning process identified crossing visibility, driver behavior, and traffic conditions near the school as primary barriers to walking and rolling. Parents and students expressed concerns regarding crossing safety and exposure to vehicle traffic along key school access routes. The Project directly addresses these concerns and is expected to reduce conflicts, support increased walking and rolling, ease school-related congestion, and improve access to schools and nearby community destinations.

The Project will deliver measurable safety and mobility benefits by improving crossing visibility, accessibility, crossing predictability, and driver awareness along key school travel routes. These improvements are expected to reduce vehicle-pedestrian conflicts, support increased walking and rolling to school, ease school-related congestion, and improve access to nearby parks, school facilities, and community destinations. The Project will strengthen equitable access to active transportation opportunities while reducing barriers to walking and rolling.

C2. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. Limit: 200 words (198 words)

The Project is not expected to result in physical or economic displacement. All proposed improvements are confined to the existing public right-of-way and include crossing enhancements, ADA accessibility upgrades, a rectangular rapid flashing beacon (RRFB), and centerline delineators. The Project does not require acquisition of private property, relocation of residents or businesses, or the removal of existing residential or commercial uses.

The Project area consists primarily of established residential neighborhoods and the REVHS campus. The proposed improvements are focused on enhancing pedestrian mobility, accessibility, and crossing conditions rather than increasing development intensity or altering existing land uses. As such, the Project is not anticipated to induce redevelopment pressure, changes in property use, increases in housing costs, or other conditions that could contribute to displacement.

The Project will provide direct benefits to existing residents by improving conditions for walking and rolling along key school travel routes. Improvements, including high-visibility crosswalks, an RRFB, ADA-compliant curb ramps, and centerline delineators, will improve daily travel conditions for students and families while supporting more reliable access to the school and surrounding community destinations.

These improvements are intended to benefit current residents, address documented transportation needs, and support long-term community stability within this DAC.

D. Project Location (0-2 Points)

Select the option that best describes the project location:

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

D. Severity (0-4 Points) (No response required)

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-52 POINTS)

A. Statement of Project Need (0-26 points)

Describe the community context and the issue(s) that this project will address to increase walking, biking and rolling, and induce mode shift. How will the proposed project benefit the non-motorized users of all ages and varying abilities? Consider children, older adults, students, working professionals, and persons with disabilities. What is the project's desired outcome and how will the project best deliver that outcome? **Limit: 1000 words (985 words)**

Community Context

The Project is located in an unincorporated suburban community in San Bernardino County, adjacent to the City of Redlands, and serves REVHS, which enrolls 1,845 students. The surrounding area consists of established residential neighborhoods and a roadway network designed primarily for vehicle travel. Key corridors, including Colton Avenue and Opal Avenue, experience heavy traffic and limited pedestrian crossing improvements, creating barriers to walking and rolling. The Project area is identified as a DAC under CalEnviroScreen 4.0, reflecting environmental and health conditions that reinforce the need for safer walking and rolling opportunities.

Community transportation conditions further demonstrate the need for the Project. The Healthy Places Index indicates automobile access levels of 98.1%, while only 7.5% of residents use active modes of transportation. Student travel tallies conducted through the County's SRTS planning process found that approximately 75% of REVHS students arrive and depart by private vehicle. Together, these data illustrate a transportation environment that heavily favors vehicle travel and highlight the need for improvements that support walking and rolling.

Barriers to Walking and Rolling

Students and community members face significant barriers to walking and rolling due to limited controlled crossings, inadequate deficiencies, limited pedestrian visibility, and exposure to heavy traffic. These conditions contribute to overreliance on private vehicles and increase congestion during school arrival and dismissal periods. School pick-up and drop-off activity generates recurring vehicle backups

and idling near the campus, increasing localized emissions and exposure to traffic-related air pollutants, and delaying emergency vehicles along school access routes during peak travel periods.

These conditions disproportionately impact students, older adults, and individuals with disabilities who rely on walking or mobility aids for daily travel. Key pedestrian conflict locations identified through the County's SRTS planning process include the intersections of Colton Avenue and Beryl Avenue, Colton Avenue and King Street, Colton Avenue and Agate Avenue, and the crossing at Opal Avenue and Independence Avenue. During peak travel periods, congestion, informal loading activity, limited driver yielding behavior, and turning movements near the REVHS frontage increase conflicts between vehicles and pedestrians at these locations.

TIMS data further documents 93 pedestrian- and bicycle-involved collisions within the Project area between 2014 and 2024, including five fatalities and 88 injuries, reinforcing the need for targeted safety improvements along key school travel routes. Without intervention, these conditions will continue to discourage walking and rolling, contribute to vehicle dependency, and limit convenient and reliable access to school and nearby community destinations.

Project Benefits for Users of All Ages and Abilities

The Project will address these deficiencies through targeted improvements that enhance pedestrian visibility, accessibility, crossing predictability, and driver awareness along primary student travel routes. High-visibility crosswalks and an RRFB will provide more controlled crossing opportunities at locations with high student activity and improve driver yielding behavior. ADA-compliant curb ramps will improve accessibility for individuals with disabilities and other vulnerable users, while extended centerline delineators will reinforce lane definition and improve driver awareness near key crossing locations.

The Project will improve connectivity between REVHS, surrounding residential neighborhoods, school facilities, parks, and nearby community destinations by improving crossing conditions along established travel routes. The Project improves access between REVHS and the residential neighborhoods north and south of Colton Avenue, where students regularly walk during school arrival and dismissal. The Project also strengthens access to nearby recreational facilities and community destinations, including connections toward the Orange Blossom Trail corridor.

These improvements will benefit users of all ages and abilities. Students will experience more predictable and accessible crossings along primary routes to school. Older adults and residents with mobility limitations will benefit from ADA-compliant curb ramps and improved crossing conditions. Families, school visitors, and community members accessing parks and neighborhood destinations will benefit from enhanced visibility and improved driver awareness at key crossing locations.

Community Support and Public Health Benefits

The need for the Project is strongly supported by community engagement conducted through the County's SRTS planning process. Walk audits, parent surveys, and student travel tallies identified crossing visibility, driver behavior, and traffic conditions near the school as primary barriers to walking and rolling. Parents and students reported concerns related to crossing conditions, limited driver yielding behavior, and exposure to vehicle traffic along school access routes. These findings demonstrate unmet demand for improved pedestrian infrastructure and confirm that current conditions discourage walking and rolling, even for students living within a reasonable distance of REVHS.

The Project also addresses documented public health concerns related to air quality, transportation dependency, and limited opportunities for routine physical activity. CalEnviroScreen 4.0 identifies the

Project area as experiencing severe ozone pollution, ranking in the 100th percentile statewide, along with elevated asthma rates and cardiovascular disease burdens. These conditions are compounded by heavy vehicle activity and school-related traffic congestion near REVHS. During school arrival and dismissal periods, student pick-up and drop-off activity results in concentrated vehicle traffic and prolonged idling along school access routes, increasing localized emissions and exposure to traffic-related air pollutants. Students walking and rolling to school are disproportionately exposed to these conditions because they travel in close proximity to concentrated vehicle activity near campus. By improving pedestrian crossings, accessibility, and crossing predictability, the Project will support safer and healthier active transportation conditions for the surrounding community.

Desired Outcome and Mode Shift

The Project will directly address documented barriers to walking and rolling by improving crossing visibility, pedestrian accessibility, and driver awareness along key school travel routes. Given that many students live within walking distance of REVHS but currently rely on vehicles due to crossing barriers and traffic conditions, the Project is expected to support increased walking and rolling, reduce reliance on private vehicles, and ease school-related congestion.

The Project's desired outcome is to create a safer and more accessible pedestrian environment that supports walking and rolling for users of all ages and abilities. Through these improvements, the Project will increase active transportation, reduce vehicle dependency, improve access to community destinations, and create a more equitable transportation environment for the REVHS community.

B. Describe how the proposed project will address the active transportation need: (0-26 points)

Select all options that apply:

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

1b. Referencing the needs selected above, discuss how the project will address the identified need:
Limit: 400 words (399 words)

Identified Needs

The Project addresses multiple active transportation needs by improving pedestrian safety and accessibility along existing school travel routes serving REVHS.

The Project will address deficiencies along Colton Avenue and key connecting intersections, where limited controlled crossings, inadequate deficiencies, heavy traffic, and constrained crossing visibility create barriers to walking and rolling. Existing conditions expose students and other vulnerable users to conflicts with vehicle traffic and discourage active transportation. These barriers contribute to vehicle reliance, school-related congestion, and reduced opportunities for walking and rolling.

Community engagement conducted through the County's SRTS planning process identified crossing visibility, driver behavior, and traffic conditions near the school as primary concerns affecting student travel. These findings were reinforced by TIMS analysis, which documented 93 pedestrian- and bicycle-

involved collisions within the Project area between 2014 and 2024, including five fatalities and 88 injuries.

How the Project Addresses These Needs

The Project will improve crossing safety and visibility by enhancing pedestrian crossing treatments along primary school travel routes and creating more predictable crossing opportunities near areas of concentrated student activity. High-visibility crosswalks along Colton Avenue at key school access intersections, including King Street, Beryl Avenue, and Agate Avenue, will improve pedestrian visibility and reinforce driver awareness near heavily used student crossing locations. At the Opal Avenue and Independence Avenue crossing, the proposed midblock crossing and RRFB will provide an enhanced pedestrian warning treatment that improves driver yielding behavior and creates a more controlled crossing opportunity for students accessing REVHS from surrounding neighborhoods. These improvements will reduce crossing barriers along key school travel routes.

In addition, the Project removes barriers to mobility by improving accessibility and reducing exposure to traffic at key crossing locations. ADA-compliant curb ramps will improve usability for individuals with disabilities, parents with strollers, older adults, and other vulnerable users. Lane guidance treatments, including centerline delineators, will reinforce lane definition, improve driver awareness, and support safer travel conditions along corridors with high student activity.

The Project will also improve existing pedestrian routes through upgraded crossing treatments and accessibility enhancements. By improving crossing visibility, enhancing driver awareness, and increasing pedestrian accessibility, the Project directly addresses concerns identified through the County’s SRTS planning process and collision patterns identified through TIMS analysis. Collectively, the Project will support safer and more accessible walking and rolling routes, encourage greater use of active transportation, reduce reliance on private vehicle travel, and improve access to REVHS and surrounding community destinations.

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

3. Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate.

Limit: 200 words (198 words)

The existing routes connecting REVHS to surrounding residential neighborhoods primarily rely on Colton Avenue, Opal Avenue, Independence Avenue, King Street, Agate Avenue, and Beryl Avenue. These corridors and intersections serve as the primary travel routes for students traveling to and from school and provide access to nearby community destinations. Residential neighborhoods located north and south of Colton Avenue generate substantial student travel activity along these routes.

However, the existing routes are inadequate to support comfortable, predictable walking and rolling. Key deficiencies include limited opportunities for controlled crossings, constrained driver yielding behavior, incomplete ADA accessibility features, and limited pedestrian visibility at key crossing locations. Heavy traffic activity along Colton Avenue and Opal Avenue further increases conflicts between pedestrians and vehicles, particularly during school arrival and dismissal periods.

These conditions create barriers to walking and rolling by limiting convenient crossing opportunities and reducing accessibility for students and other vulnerable users. Existing conditions also contribute to heavy reliance on private vehicles, school-related congestion, and reduced use of active transportation. As a result, the current network does not adequately support pedestrian access among REVHS, surrounding neighborhoods, and nearby community destinations, underscoring the need for targeted improvements to crossings, accessibility, and driver awareness.

4. Referencing the map, describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified. Limit: 400 words (333 words)

As shown in the Gap Closure Maps, the proposed improvements will strengthen connections among REVHS, surrounding residential neighborhoods, school facilities, parks, and other community destinations accessed through the existing pedestrian network. The Project focuses on Colton Avenue, Opal Avenue, and key school access intersections that serve as primary travel routes for students and community members accessing the school campus, athletic facilities, and nearby community amenities.

The Project will improve accessibility and crossing conditions along these corridors by enhancing pedestrian crossings and reducing barriers at key conflict locations. High-visibility crosswalks and an RRFB will provide more visible and predictable crossing opportunities for students and community members traveling between residential neighborhoods north and south of Colton Avenue and the REVHS campus. Many students currently access REVHS from these surrounding neighborhoods but encounter barriers at key crossing locations along Colton Avenue and Opal Avenue. By improving crossing conditions at these locations, the Project strengthens existing connections between homes, school facilities, and community destinations that students access throughout the day.

In addition to improving school access, the Project will strengthen pedestrian connections to nearby residential neighborhoods, parks, and community destinations while supporting pedestrian access to the nearby Orange Blossom Trail corridor. The Project also supports access to recreational facilities, community gathering spaces, and other neighborhood destinations that rely on the same pedestrian network serving REVHS. ADA-compliant curb ramps and enhanced crossing treatments will improve mobility for students, older adults, individuals with disabilities, and other users who rely on walking and rolling for daily travel.

Student travel tallies indicate that approximately 75% of REVHS students currently arrive by private vehicle. The Project is designed to address documented barriers that discourage walking and rolling, creating conditions that support a shift toward active transportation for short trips that can reasonably be completed on foot or using mobility devices. By improving pedestrian accessibility, crossing predictability, and driver awareness along established travel routes, the Project will make walking and rolling more viable and attractive transportation options for students and the broader community.

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

1. For applicants using the TIMS ATP tool, attach the items listed below:

From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data.

How many years of collision data were used in the Haet Maps and collision summaries:	2014-2024 (11 years)			
	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	2	3	5	*Auto Fills (.33)
Injuries	51	37	88	*Auto Fills (5.67)
Total	53	40	93	*Auto Fills (8.45)

4. Referencing the project-area collision summaries and data provided in sub-questions 1 and 2, provide an analysis of the past collision data to identify the specific crash-type trends that will likely occur in the future if no action is taken. Discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety threats to vulnerable and underserved communities, including disadvantaged communities (if applicable), children, students, older adults, and persons with disabilities in your response.

Limit: 1000 words (998 words)

Analysis of collision data from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) indicates persistent collision patterns affecting non-motorized users within the Project area surrounding REVHS. Between 2014 and 2024, a total of 93 pedestrian- and bicycle-involved collisions were recorded within the Project limits, including 5 fatalities and 88 injuries, of which 24 were classified as severe injuries. These data reflect not only the frequency of collisions but also the severity of outcomes, especially for vulnerable users such as students traveling to and from school. Among these collisions, 53 involved pedestrians and 40 involved bicyclists, underscoring the level of exposure experienced by non-motorized users along key school travel routes.

Crash patterns reveal a concentration of collisions along key corridors within the Project limits, including Colton Avenue and Opal Avenue, as well as at intersections and crossing locations near the school frontage. These locations correspond directly with primary student travel routes identified through the County's SRTS planning process. The clustering of collisions along these corridors indicates persistent

pedestrian safety deficiencies, including limited controlled crossings, limited crossing visibility, and heavy traffic. These conditions reflect a transportation network that does not adequately accommodate pedestrian travel along primary school access routes.

The types of collisions observed further reinforce these concerns. A significant share of pedestrian collisions resulted in severe injuries, indicating frequent pedestrian crossings along heavily traveled corridors and limited crossing protections near school travel routes. Bicycle-involved collisions within the Project area further demonstrate broader safety risks faced by non-motorized users traveling along these corridors. These patterns are consistent with roadway environments that lack sufficient pedestrian crossing enhancements and expose vulnerable users to conflicts with vehicle traffic. Many of these collisions occur where users must cross or travel along corridors with limited crossing treatments, increasing both the likelihood and severity of conflicts.

Collisions have remained consistently high over the 11-year analysis period, demonstrating persistent pedestrian safety deficiencies along primary school travel routes serving REVHS. If no action is taken, these safety risks are expected to persist as students and community members continue relying on crossing locations with limited pedestrian enhancements and heavily traveled corridors to access REVHS and surrounding destinations. This risk is compounded by the fact that approximately 75% of students currently travel by family vehicle, increasing congestion, turning conflicts, informal loading activity, and exposure to vehicle-pedestrian conflicts during school arrival and dismissal periods. Continued residential development in the surrounding area, ongoing student travel demand, and reliance on vehicle travel are expected to maintain or increase pedestrian exposure at key crossing locations near the school, particularly during school arrival and dismissal periods.

The Project area represents a top safety priority for the County due to the combination of documented collision history, observed transportation deficiencies, and high volumes of student travel. The Project is located within a DAC, where residents face disproportionate exposure to transportation barriers and limited access to active transportation infrastructure. Students are especially vulnerable, as they must navigate heavily traveled corridors and limited crossing opportunities to access REVHS. Additional vulnerable populations include people with disabilities who are impacted by inaccessible or non-compliant curb ramps, as well as older adults and community members who rely on walking as a primary mode of travel.

The Project directly addresses these documented safety trends and risk factors by implementing targeted, evidence-based countermeasures within a clearly defined influence area that aligns with the Project limits and identified collision clusters. The Project includes FHWA-Proven Safety Countermeasures specifically intended to reduce pedestrian crashes and improve driver yielding behavior at uncontrolled crossing locations commonly used by students traveling to and from REVHS. High-visibility crosswalks will improve pedestrian visibility and help drivers recognize crossing locations sooner. FHWA identifies high-visibility crosswalks as Proven Safety Countermeasures that can reduce pedestrian injury crashes by up to 40%. The RRFB will increase driver awareness and yielding behavior at locations with documented pedestrian conflicts. FHWA identifies RRFBs as Proven Safety Countermeasures that can reduce pedestrian crashes by up to 47% and increase motorist yielding rates up to 98%, depending on roadway and site conditions. ADA-compliant curb ramps will improve accessibility and mobility for people with disabilities and other vulnerable users.

Lane guidance treatments, including extended centerline delineators, will reinforce lane definition, improve driver awareness, and support more predictable vehicle movements along corridors with documented collision activity and concentrated student travel. These improvements correspond to the documented collision patterns within the Project area. Pedestrian collisions concentrated at uncontrolled crossings will be addressed through enhanced crossing treatments that improve visibility, predictability, and driver yielding behavior. Corridor-related collisions associated with frequent pedestrian crossings along heavily traveled corridors will be mitigated through driver awareness enhancements that reduce conflicts between vehicles and non-motorized users.

Without ATP funding, the project is unlikely to advance. Local resources cannot cover the scope of improvements, leaving no viable path to construction. Essential safety and connectivity benefits would remain unrealized, and the Project would effectively stall indefinitely, unable to progress beyond early planning.

The conditions that contributed to past collisions are expected to continue, and documented barriers to walking and rolling will remain along key school travel routes serving REVHS. Students walking from surrounding residential neighborhoods north and south of Colton Avenue, as well as along Opal Avenue, will remain exposed to uncontrolled crossings, limited visibility, and heavy traffic activity along key school access routes. Continued student travel demand, concentrated vehicle activity during school arrival and dismissal periods, and ongoing reliance on vehicle travel within surrounding neighborhoods are expected to maintain or increase exposure to vehicle-pedestrian conflicts near REVHS. The Project's influence area focuses on the primary corridors and intersections within approximately 0.75 miles of REVHS, including Colton Avenue, Opal Avenue, and key crossing locations identified through the County's SRTS planning process, where documented collision activity and concentrated student travel patterns overlap.

By directly aligning proposed improvements with documented crash locations and collision types, the Project represents a strategic, high-priority investment that will significantly reduce safety risks, support increased walking and rolling, and improve equitable access to schools and surrounding community destinations.

B. Safety Countermeasures (0-13 points)

1. Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of active transportation user injuries or fatalities (including walking, biking and rolling). Limit: 1600 words (1,437 words)

Limited Crossing Visibility and Driver Awareness

The Project incorporates proven safety countermeasures that directly address the underlying factors contributing to pedestrian and bicycle collisions identified in Part A. TIMS data documented 93 pedestrian- and bicycle-involved collisions within the Project area between 2014 and 2024, including 5 fatalities, 88 injuries, and 24 severe injuries. These data demonstrate both the frequency and severity of collisions affecting non-motorized users traveling within the Project area. Among these collisions, 53 involved pedestrians and 40 involved bicyclists, highlighting the exposure of vulnerable users traveling along key school access routes serving REVHS.

Collision patterns and SRTS planning observations indicate that limited crossing visibility, constrained driver awareness, and inconsistent driver yielding behavior are significant contributors to safety concerns along Colton Avenue and Opal Avenue. Crash clusters are concentrated near the intersections of Colton Avenue and King Street, Colton Avenue and Agate Avenue, and Opal Avenue and Independence Avenue, which correspond directly with primary student travel routes identified through the County's SRTS planning process. These locations experience frequent pedestrian crossing activity during school arrival and dismissal periods and serve as important connections between surrounding neighborhoods and the REVHS campus.

To address these factors, the Project will install high-visibility crosswalks and an RRFB at locations with concentrated student crossing activity. High-visibility crosswalks improve driver recognition of crossing locations and increase pedestrian conspicuity. FHWA identifies high-visibility crosswalks as Proven Safety Countermeasures that can reduce pedestrian injury crashes by up to 40%. High-visibility crosswalks at Colton Avenue and King Street, Colton Avenue and Beryl Avenue, and Colton Avenue and Agate Avenue directly address collision patterns observed at locations with concentrated pedestrian crossing activity and documented crossing demand. At the Opal Avenue and Independence Avenue crossing, the RRFB will provide an active warning treatment designed to improve driver awareness and yielding behavior at a location with documented pedestrian crossing demand and limited existing crossing enhancements. FHWA identifies RRFBs as Proven Safety Countermeasures that can reduce pedestrian crashes by up to 47% and increase motorist yielding rates up to 98%, depending on roadway and site conditions.

Collectively, these improvements will enhance crossing visibility, reinforce driver awareness, and reduce the likelihood of collisions caused by drivers failing to recognize or respond appropriately to pedestrian crossing activity.

Conflicts Between Vehicles and Pedestrians

Collision patterns identified through TIMS data and community engagement indicate that students and other pedestrians frequently cross heavily traveled corridors during school arrival and dismissal periods. Increased traffic activity, turning movements, informal loading activity, and limited crossing enhancements contribute to conflicts between pedestrians and vehicles throughout the Project area.

Approximately 75% of REVHS students currently arrive and depart by private vehicle. This concentration of vehicle activity contributes to recurring congestion during school arrival and dismissal periods, resulting in vehicle backups, prolonged idling, turning conflicts, informal loading activity, and increased exposure to vehicle-pedestrian interactions near school access points. These conditions increase both the frequency and severity of potential conflicts involving students and other vulnerable users. The resulting congestion also contributes to localized emissions and exposure to traffic-related air pollutants in areas where students walk and roll to school.

A significant share of pedestrian collisions resulted in severe injuries, indicating that pedestrians frequently cross heavily traveled corridors where existing crossing enhancements are insufficient to accommodate the level of pedestrian activity. Bicycle-involved collisions further demonstrate broader safety risks faced by non-motorized users traveling through the Project area. Many of these collisions occur where pedestrians and bicyclists must cross or travel along corridors with limited crossing treatments, increasing both the likelihood and severity of conflicts.

The Project reduces these conflicts by establishing more visible and predictable crossing locations at areas currently characterized by inconsistent crossing patterns and limited crossing protections. High-

visibility crosswalks at the intersections of Colton Avenue and King Street, Colton Avenue and Agate Avenue, Colton Avenue and Beryl Avenue, and other targeted crossing locations will improve crossing predictability and reinforce pedestrian priority at locations with concentrated student travel activity. By clearly defining crossing locations and enhancing driver awareness, the Project will reduce opportunities for conflicts between pedestrians and vehicles while improving overall crossing conditions.

Inadequate Pedestrian Infrastructure and Accessibility

The Project addresses deficiencies in pedestrian infrastructure that pose safety risks to students and other vulnerable users. Existing conditions include incomplete ADA facilities, limited crossing enhancements, accessibility barriers, and insufficient driver awareness enhancements near key school access locations. These deficiencies limit the usability of the transportation network for pedestrians and create additional challenges for individuals who rely on walking and rolling for daily travel.

Students traveling to and from REVHS are particularly vulnerable because they frequently walk during periods of elevated traffic activity and must navigate crossings with limited pedestrian protections. Incomplete accessibility infrastructure further impacts individuals with mobility limitations, including wheelchair users, parents with strollers, older adults, and community members accessing nearby destinations.

ADA-compliant curb ramps will improve accessibility and support more reliable pedestrian travel throughout the Project area. These improvements will reduce mobility barriers, strengthen compliance with accessibility standards, and improve access between REVHS, surrounding residential neighborhoods, parks, athletic facilities, and other community destinations. By improving accessibility and usability, the Project will better accommodate users of all ages and abilities while reducing safety risks associated with inadequate pedestrian infrastructure.

Unsafe Behaviors and Inconsistent Driver Yielding

SRTS observations identified inconsistent driver yielding behavior, turning conflicts, and limited driver awareness near student crossing locations. Community engagement, conducted through walk audits, student travel tallies, and parent surveys, identified crossing visibility, driver behavior, and traffic conditions near REVHS as primary concerns affecting student travel.

Congestion and school-related traffic activity contribute to unpredictable pedestrian and vehicle movements during peak travel periods. Limited crossing opportunities may encourage pedestrians to cross at locations with fewer visibility enhancements, while inconsistent yielding behavior increases the risk of conflicts between pedestrians and vehicles. These conditions are especially concerning near school access points, where large numbers of students travel during concentrated periods of activity.

The Project addresses these factors by reinforcing expected driver behavior and clarifying pedestrian crossing locations. High-visibility crosswalks and the RRFB will strengthen yielding behavior and improve interactions between drivers and pedestrians. Extended centerline delineators along Colton Avenue will reinforce lane definition, improve driver awareness, and support more predictable vehicle movements within areas of concentrated student activity. Together, these improvements will create a more orderly and predictable transportation environment that reduces opportunities for conflicts.

Targeted Safety Benefits and Influence Area

The Project area represents a top safety priority for the County due to the combination of documented collision history, observed transportation deficiencies, and high volumes of student travel. The Project is

located within a DAC, where residents face disproportionate exposure to transportation barriers and limited access to active transportation infrastructure. Students are especially vulnerable because they must navigate heavily traveled corridors and limited crossing opportunities to access REVHS. Additional vulnerable populations include individuals with disabilities, older adults, and community members who rely on walking as a primary mode of travel.

The Project's influence area focuses on the primary corridors and intersections within approximately 0.75 miles of REVHS, including Colton Avenue, Opal Avenue, and the intersections of Colton Avenue and King Street, Colton Avenue and Beryl Avenue, Colton Avenue and Agate Avenue, and Opal Avenue and Independence Avenue. These locations were selected because documented collision activity, pedestrian crossing demand, and concentrated student travel patterns overlap within this area. This targeted approach maximizes safety benefits by concentrating improvements at locations with the greatest pedestrian exposure and demonstrated safety need.

The proposed countermeasures directly correspond to the documented collision patterns identified through TIMS analysis and the County's SRTS planning process. High-visibility crosswalks and the RRFB address collisions associated with limited crossing visibility and driver yielding behavior. ADA-compliant curb ramps address accessibility barriers that affect vulnerable users. Extended centerline delineators address factors associated with driver awareness and vehicle positioning near concentrated pedestrian activity areas.

Without these improvements, the underlying factors contributing to past collisions, including limited crossing visibility, inconsistent driver yielding behavior, accessibility barriers, and conflicts between pedestrians and vehicles, are expected to continue contributing to collision risk within the Project area. Continued residential development, student travel demand, and vehicle activity near REVHS are expected to maintain or increase pedestrian exposure at key crossing locations.

Collectively, these improvements address the primary factors contributing to collisions identified in Part A. By improving visibility, strengthening accessibility, reinforcing driver awareness, reducing conflicts between vehicles and pedestrians, and creating more predictable crossing conditions, the Project will reduce the likelihood and severity of future collisions. The Project represents a strategic, high-priority investment that will support safer walking and rolling, reduce transportation barriers, and improve equitable access to REVHS and surrounding community destinations for users of all ages and abilities.

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

No

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

A. Describe the community-based public participation process that culminated in the project. Did the alternatives take the wide range of active transportation users into consideration (i.e., children, older adults, wheelchair users, and people with visual impairments)? (0-10 points) *Limit: 1300 words (980 words)*

Community-Based Public Participation Process

The Project is the direct result of a comprehensive, community-based public participation effort conducted as part of the County's SRTS planning initiative. The planning process was designed to

identify barriers to walking and rolling, understand the needs of students and vulnerable users, and develop targeted infrastructure improvements that reflect conditions experienced by the community.

To address existing and future needs, the County implemented an outreach and data collection strategy that combined qualitative and quantitative methods. Key activities included school observations and walk audits conducted at 21 schools throughout the County, including REVHS. Students, parents, school staff, and community members evaluated commonly used travel routes and identified concerns related to crossing safety, traffic behavior, visibility, accessibility, and driver yielding behavior near school access locations. School observations and walk audits documented risky crossing behavior, traffic conflicts, and limited pedestrian visibility near key student travel routes serving REVHS. Participants provided feedback through mapped observations, allowing the County to identify and prioritize pedestrian conflict locations where improvements would have the greatest impact.

Inclusive and Accessible Engagement

The outreach process was intentionally inclusive and accessible. Engagement activities were promoted through school communication channels, including newsletters, emails, and direct outreach to families. Materials were provided in both English and Spanish to encourage participation from historically underserved and non-English-speaking households. By leveraging schools as trusted community hubs, the County reached families who might not otherwise participate in traditional planning processes. These efforts helped ensure participation from historically underserved populations, including lower-income households and families who may face barriers to participating in traditional public meetings.

In addition to walk audits, the County collected more than 400 student travel tallies and over 350 parent surveys to better understand travel behavior and barriers to walking and rolling. Results indicated that a significant majority of students rely on family vehicles, with safety concerns identified as the primary barrier to walking to school.

Engagement Challenges and How They Were Addressed

The Project area presented several engagement challenges due to its unincorporated setting, dispersed residential development patterns, and historically limited participation in traditional transportation planning efforts. Many families rely heavily on vehicle travel, have limited time to attend public meetings, or may not typically participate in County-led planning processes.

To address these barriers, the County prioritized school-based engagement methods, including walk audits, student travel tallies, parent surveys, and direct observations during school arrival and dismissal periods. This targeted outreach approach allowed the County to gather meaningful feedback from students, parents, and caregivers who may not otherwise participate in traditional public engagement activities. Conducting engagement activities through the school community also enabled the County to capture input from the individuals most directly affected by conditions along school travel routes.

How Community Input Shaped the Project

Survey responses consistently identified heavy traffic, uncontrolled or limited crossing opportunities, limited driver awareness, and inadequate pedestrian infrastructure as major concerns near REVHS. Parent survey results further reinforced the need for targeted pedestrian safety improvements near REVHS. The most frequently identified concerns influencing whether students walk or bike to school included the safety of intersections and crossings (15.5%), traffic speed along routes (14.1%), traffic volume along routes (13.1%), and sidewalks or pathways (12.8%).

These findings directly informed the Project scope and selected countermeasures. High-visibility crosswalks and the RRFB address concerns related to crossing visibility, driver awareness, and driver yielding behavior. ADA-compliant curb ramps address accessibility barriers and improve mobility for users of varying abilities. Extended centerline delineators improve driver awareness and support more predictable vehicle movements near concentrated student crossing locations.

The planning effort also prioritized the needs of vulnerable users, including children, older adults, individuals with disabilities, wheelchair users, people using mobility aids, and those with visual impairments. Accessibility barriers documented during walk audits, such as missing or non-compliant curb ramps, constrained crossing visibility, and limited crossing enhancements, directly informed the Project design. Alternatives were evaluated based on their ability to improve conditions for users of varying ages and abilities. Particular consideration was given to school-aged children, older adults, individuals with disabilities, wheelchair users, and those using mobility aids. Improvements that provided the greatest benefits for visibility, accessibility, crossing predictability, and driver awareness were prioritized for inclusion in the Project.

Project alternatives and safety treatments were evaluated using documented field conditions, TIMS collision data, observed crossing behavior, and community feedback. The selected improvements reflect a clear community preference for infrastructure that improves crossing conditions, reduces conflicts between pedestrians and vehicles, and creates a safer, lower-stress pedestrian environment near REVHS. The Project also addresses future demand for improved pedestrian connections among REVHS, surrounding neighborhoods, school facilities, parks, and nearby community destinations.

The Project scope was directly shaped by this outreach process. Improvements were prioritized based on documented concerns, observed crossing behavior, and community input gathered through the County's SRTS planning effort. Key pedestrian conflict locations identified through the planning process included the intersections of Colton Avenue and King Street, Colton Avenue and Beryl Avenue, Colton Avenue and Agate Avenue, and the crossing location at Opal Avenue and Independence Avenue, where students regularly cross during school arrival and dismissal periods. The focus on targeted crossing improvements and accessibility upgrades reflects the community's priority for more reliable pedestrian travel conditions near REVHS and along primary school access routes.

Ongoing Stakeholder Engagement

Stakeholder engagement will continue throughout Project implementation to ensure the community remains informed and involved. The County will coordinate with school representatives, parents, and community stakeholders to share updates on design progress, construction timing, and anticipated impacts. Communication will continue to be provided in multiple languages and through accessible channels, with opportunities for continued public feedback as the Project advances.

Through this inclusive and data-driven planning effort, the Project reflects the priorities and transportation needs identified by students, families, school representatives, and community members. The resulting improvements will address documented barriers to walking and rolling while supporting safer and more accessible school travel within the community.

Attach any applicable public participation & planning documents here:

Attached