



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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Department of Public Works

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	#
	New Beacons/Signals:		#
	Crossing Surface Improvements:		#
	New Crosswalks:	1	#
Mid-Block Crossings:	Enhance Existing Crosswalks:		#
	Intersection Lighting:		#
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

QUESTION #5: SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0-3 POINTS) (No response required)

QUESTION #6: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Step 1: Corps Consultation

Please select one of the following:

- Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)
- Applicant has NOT consulted with the CCC and CALCC (or Tribal Corps, if applicable). (-5 points)
- Applicant is not requesting construction funds from the ATP, so Corps consultation is not required. (0 points)

Attach submittal email, response email, and any attachment(s) from the CCC here:

Attached

Attach submittal email, response email, and any attachment(s) from the CALCC here:

Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable) here:

Not applicable

Step 2: Use of Corps

The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

- No corps can participate in the project (0 points)
- The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)
- At the time that the application was submitted, the applicant had not received a response from the Corps (0 points)
- The CCC, CALCC, and/or Tribal Corps can participate in the project, but the applicant intends not to use the Corps (-5 points)
- Applicant did not request corps participation (-5 points)

QUESTION #7 APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 Points): (no response required)

Part C: Application Attachments

Attachment A: Application Signature Page

Attachment B: Engineer's Checklist

Attachment C: Project Location Map

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

Attachment E: Photos of Existing Conditions

Attachment F: Project Estimate

Attachment G: Non-Infrastructure Work Plan Not applicable

Attachment H: Plan Scope of Work Not applicable

Attachment I: Letters of Support and Support Documentation

Attachment J: State-Only Funding Request

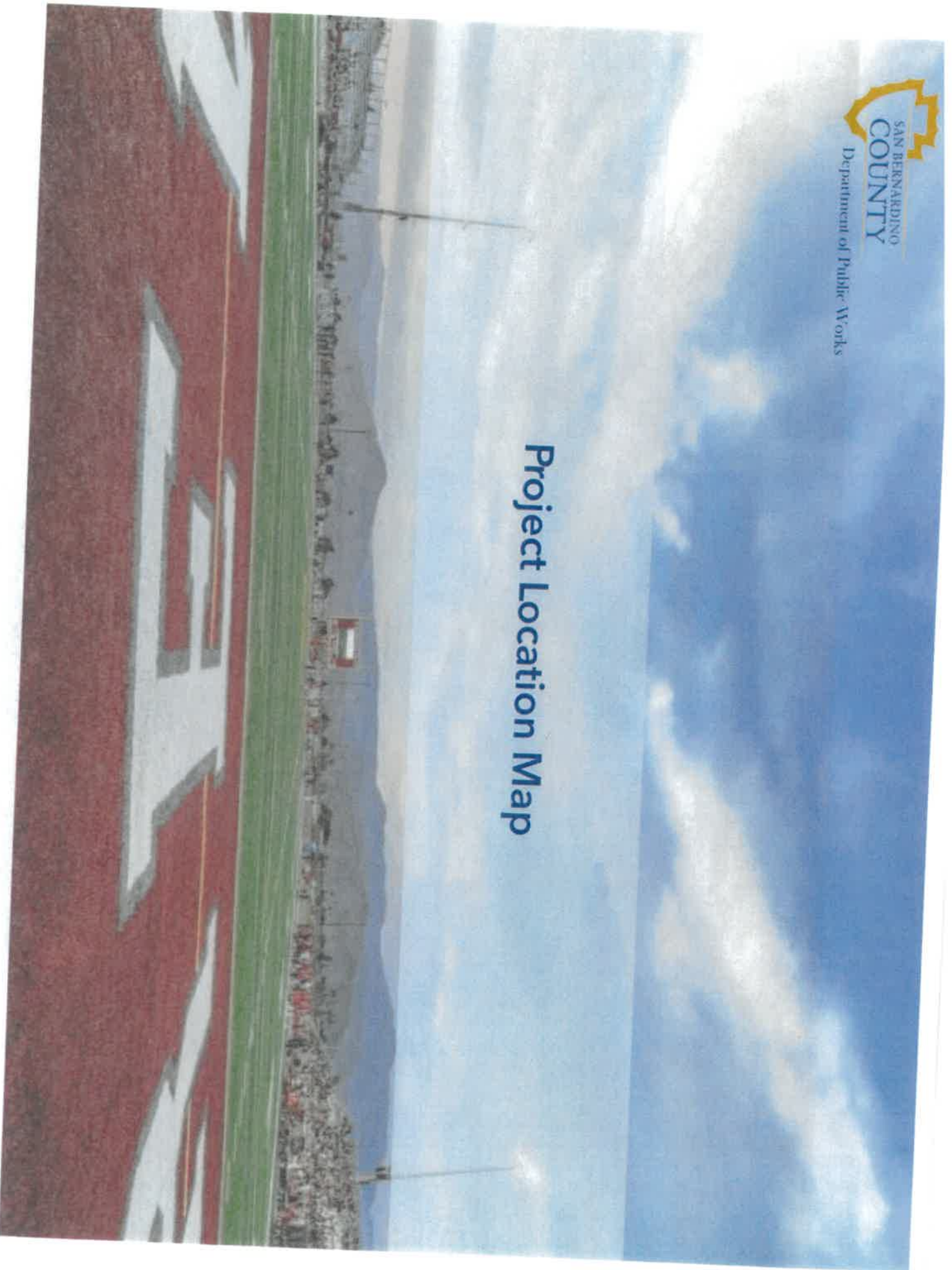
Attachment K: Additional Attachments – Student Travel Patterns and Barriers to Walking



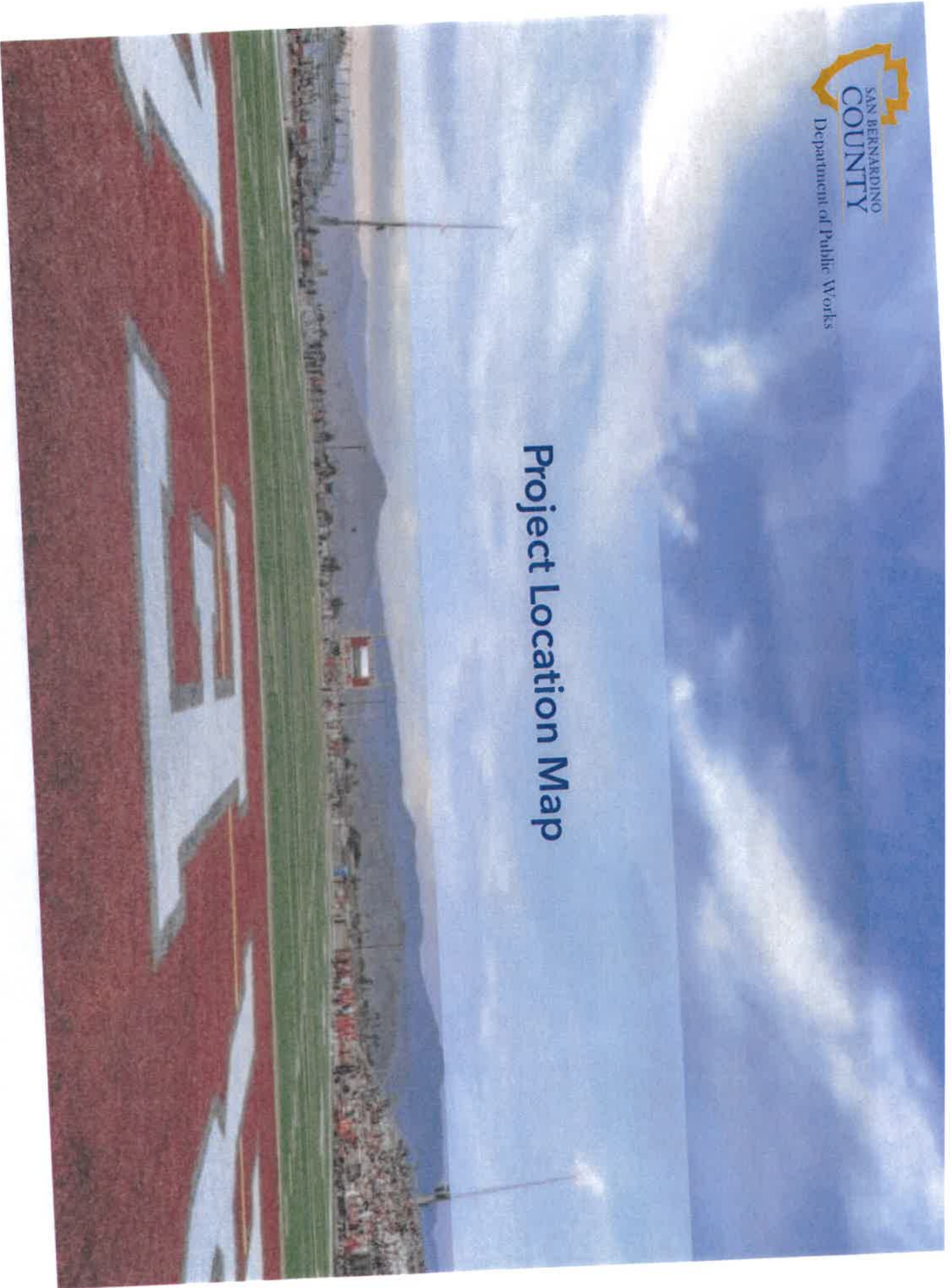
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COUNTY

Department of Public Works

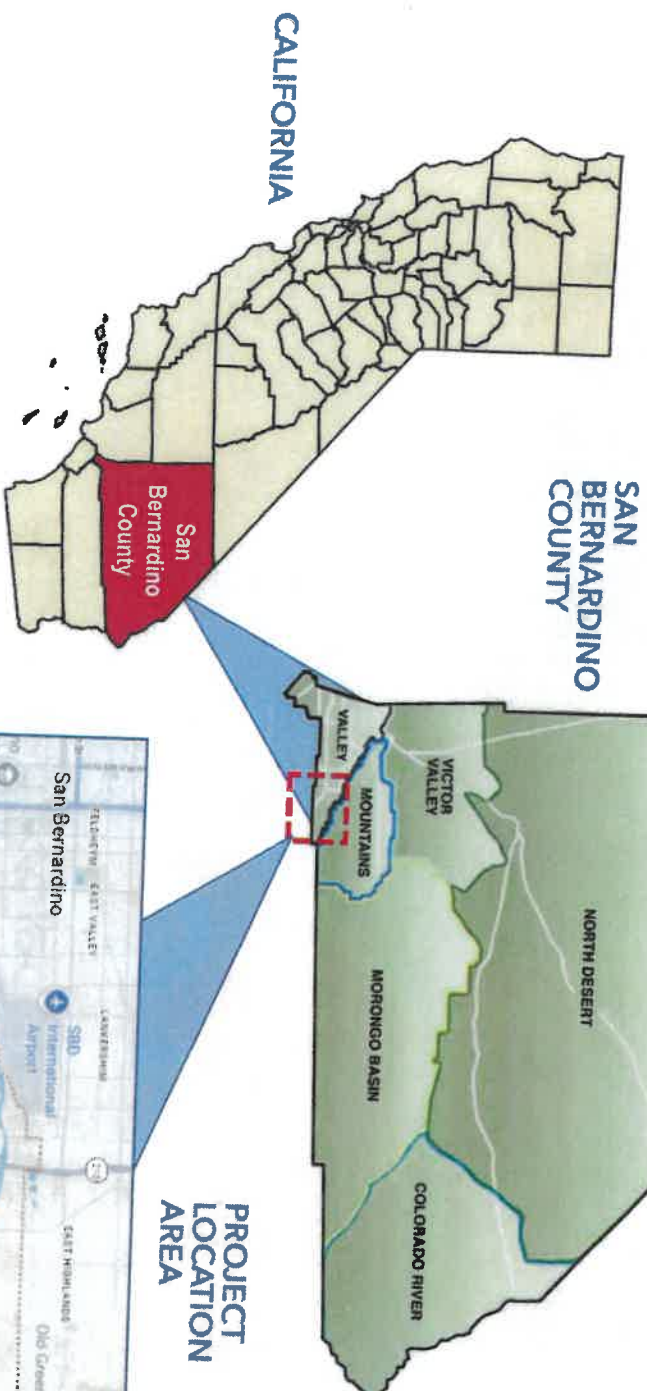
Project Location Map



Project Location Map

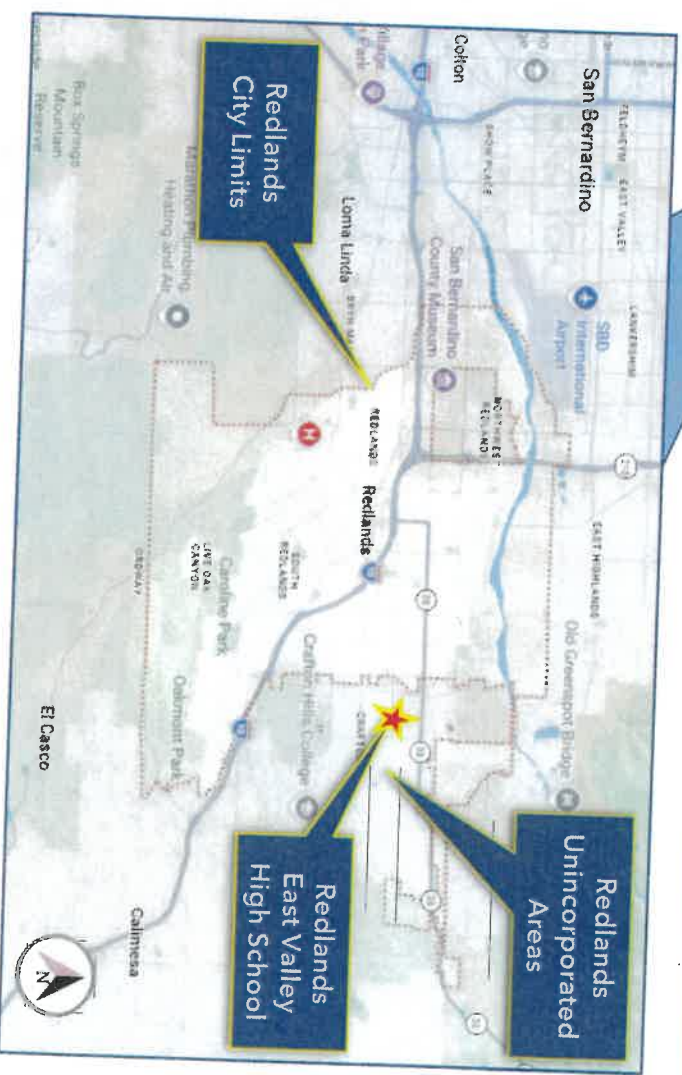


Project Location Map



The County of San Bernardino is the largest county in the United States by area, encompassing over 20,000 square miles and featuring a diverse landscape that includes urbanized areas, agricultural lands, the San Bernardino Mountains, and expansive desert regions extending to the Nevada state line.

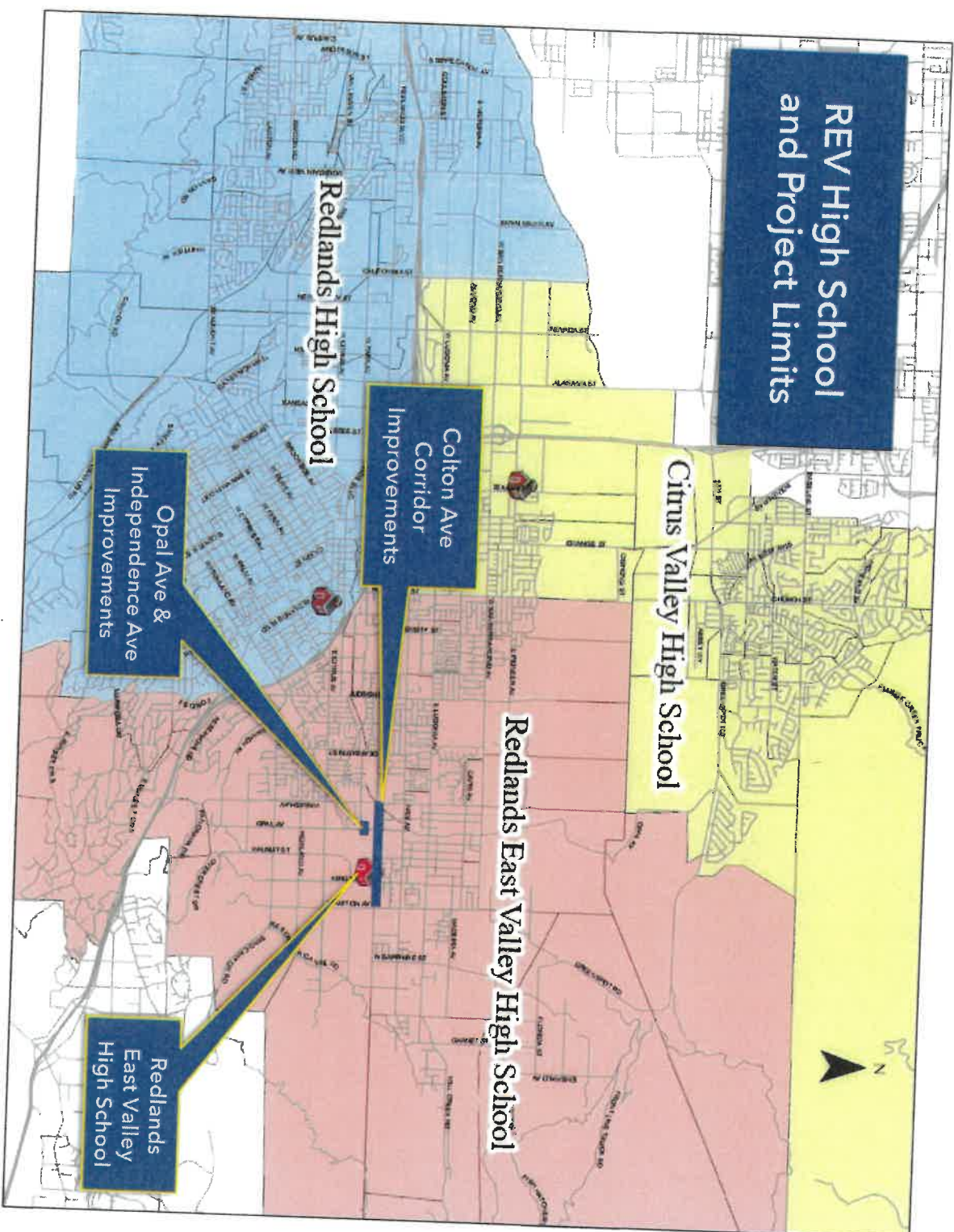
A significant portion of the County is unincorporated, where the County is responsible for providing transportation infrastructure and services. The Project is located within an unincorporated community near Redlands East Valley High School and will improve safety and multimodal connectivity along key corridors, including Colton Avenue and Opal Avenue, as well as adjacent neighborhood streets that are critical routes for students walking and biking to school.



Redlands East Valley High School Enrollment Area Map and Proposed Project Limits



REV Enrollment Area Map



SCHOOL DOCUMENTATION
ATP Cycle 8 Application – Redlands East Valley High School
Redlands East Valley High School Safe Routes to School Project
Unincorporated Area near Redlands, CA

Statement of Support

Formal Letters of Support for this application have been signed by Redlands Unified School District (RUSD) Superintendent Juan J. Cabral and Redlands East Valley High School (REVHS) Principal Shana Kamper and are included as an attachment to this application below. These letters express full endorsement of this ATP Cycle 8 application and the Project's goals.

Attachments

School Location, Proposed Project Limits, and Enrollment Area Map
REVHS School Accountability Report Card
REVHS Support Letter
RUSD Support Letter

*Prepared by San Bernardino County Department of Public Works | ATP Cycle 8 Application |
Redlands East Valley High School*

Redlands East Valley High School

2024-2025 School Accountability Report Card

(Published During the 2025-2026 School Year)



General Information about the School Accountability Report Card (SARC)

SARC Overview



By February 1 of each year, every school in California is required by state law to publish a School Accountability Report Card (SARC). The SARC contains information about the condition and performance of each California public school. Under the Local Control Funding Formula (LCFF) all local educational agencies (LEAs) are required to prepare a Local Control and Accountability Plan (LCAP), which describes how they intend to meet annual school-specific goals for all pupils, with specific activities to address state and local priorities. Additionally, data reported in an LCAP is to be consistent with data reported in the SARC.

- For more information about SARC requirements and access to prior year reports, see the California Department of Education (CDE) SARC web page at <https://www.cde.ca.gov/ta/ac/sa/>
- For more information about the LCFF or the LCAP, see the CDE LCFF web page at <https://www.cde.ca.gov/fq/aa/lc/>
- For additional information about the school, parents/guardians and community members should contact the school principal or the district office.

DataQuest



DataQuest is an online data tool located on the CDE DataQuest web page at <https://dq.cde.ca.gov/dataquest/> that contains additional information about this school and comparisons of the school to the district and the county. Specifically, DataQuest is a dynamic system that provides reports for accountability (e.g., test data, enrollment, high school graduates, dropouts, course enrollments, staffing, and data regarding English learners).

California School Dashboard



The California School Dashboard (Dashboard) <https://www.caschooldashboard.org/> reflects California's new accountability and continuous improvement system and provides information about how LEAs and schools are meeting the needs of California's diverse student population. The Dashboard contains reports that display the performance of LEAs, schools, and student groups on a set of state and local measures to assist in identifying strengths, challenges, and areas in need of improvement.

Internet Access

Internet access is available at public libraries and other locations that are publicly accessible (e.g., the California State Library). Access to the Internet at libraries and public locations is generally provided on a first-come, first-served basis. Other use restrictions may include the hours of operation, the length of time that a workstation may be used (depending on availability), the types of software programs available on a workstation, and the ability to print documents.

Admission Requirements for the University of California (UC)

Admission requirements for the UC follow guidelines set forth in the Master Plan, which requires that the top one-eighth of the state's high school graduates, as well as those transfer students who have successfully completed specified college course work, be eligible for admission to the UC. These requirements are designed to ensure that all eligible students are adequately prepared for University-level work. For general admissions requirements, please visit the UC Admissions Information website at <https://admission.universityofcalifornia.edu/>.

Admission Requirements for the California State University (CSU)

Eligibility for admission to the CSU is determined by three factors: (1) Specific high school courses, (2) Grades in specified courses and test scores, and (3) Graduation from high school. Some campuses have higher standards for particular majors or students who live outside the local campus area. Because of the number of students who apply, a few campuses have higher standards (supplementary admission criteria) for all applicants. Most CSU campuses have local admission guarantee policies for students who graduate or transfer from high schools and colleges that are historically served by a CSU campus in that region. For admission, application, and fee information, see the CSU website at <https://www2.calstate.edu/>.

2025-26 School Contact Information

School Name	Redlands East Valley High School
Street	31000 East Colton Avenue
City, State, Zip	Redlands, CA 92374
Phone Number	909-389-2500
Principal	Shana Kamper
Email Address	shana_kamper@redlands.k12.ca.us
School Website	www.redlandsusd.net/rev
Grade Span	9-12
County-District-School (CDS) Code	36-67843-3630779

2025-26 District Contact Information

District Name	Redlands Unified School District
Phone Number	(909) 307-5300
Superintendent	Juan Cabral
Email Address	juan_cabral@redlands.k12.ca.us
District Website	www.redlands.k12.ca.us

2025-26 School Description and Mission Statement

Redlands East Valley High School (REVHS) opened its doors in 1997 as the second comprehensive high school in Redlands, California. Redlands East Valley (REVHS) was designed to accommodate the increased student population of Redlands, Mentone, and East Highlands and started with 2,059 students. REVHS was built to be on the cutting edge of technology, and it remains one of the most advanced schools in the Inland Empire. The district educational system includes a K-12 program, Alternative Education and Adult Education. The total district population is approximately 19,000 students and encompasses 147 square miles serving the communities of Redlands, Loma Linda, Mentone, Forest Falls, and portions of San Bernardino and Highland. School sites include four 9-12 high schools (three comprehensive high schools and one continuation high school), four middle schools, and sixteen elementary schools. REVHS has a current enrollment of 1,835 students. The staff at

2025-26 School Description and Mission Statement

Redlands East Valley High School includes 85 certificated staff, 65 classified staff, and 5 ROP teachers. REVHS provides students a comprehensive academic program along with a full complement of extra-curricular activities. The athletic, choral, instrumental, drama, newspaper, yearbook, student government, academic decathlon, and mock trial programs are active and thriving on campus. There are also 40 active clubs which include a variety of interest areas for students. In the spring of 2015, REVHS received the Gold Ribbon Award in recognition of the AVID program. Additionally, REV has been recognized as an AVID School of Distinction and received AVID National Demonstration School status in 2019 and 2024. In the spring of 2025, Redlands East Valley received its most recent six-year accreditation from the Western Association of Schools and Colleges (WASC).

The mission of Redlands East Valley High School is to create a respectful, tolerant, and academically challenging environment, to educate our diverse student population, and to prepare them to make positive and responsible life choices in a global and technological society. The school's core values are represented by the acronym REVWAY (R- Respectful; E-Ethical; V- Vocal; W-Wildcats; A- Accountable; Y- You), which was developed through a schoolwide collaborative process. The Student Learner Goals (SLGs), also developed through a collaborative process with the leadership team, focus groups, home groups, and student groups, were written to align with REVWAY as well as reflect the priorities of the State of California as represented in the District LCAP. The school has several committees (school culture, safety, equity, etc.) made up of teachers, students, and administrators that meet regularly to oversee the implementation and alignment of the school's goals, vision, core values and student outcomes.

The Student Learner Outcomes (SLGs) of the school are:

- Learn and work collaboratively in diverse teams and with mutual respect to share and interpret information, draw conclusions, and make presentations. (Respectful)
- Locate and evaluate information utilizing multiple resources in order to distinguish between opinion, fact, and propaganda to make informed decisions. (Ethical)
- Articulate thoughts using oral, written, non-verbal, and technological skills in a variety of forms and contexts. (Vocal)
- Actively participate in school and community while exhibiting social, ethical, and behavioral maturity by taking responsibility for individual actions. (Wildcat)
- Utilize basic skills, problem solving, technology, and creativity to demonstrate mastery in core subject areas. (Accountable)
- Work independently to produce quality standards-based projects that show mastery of skills. Identify goals, skills, and interests related to careers and post-secondary education. (You)

About this School

2024-25 Student Enrollment by Grade Level

Grade Level	Number of Students
Grade 9	526
Grade 10	477
Grade 11	409
Grade 12	433
Total Enrollment	1,845

2024-25 Student Enrollment by Student Group

Student Group	Percent of Total Enrollment
Female	46.3
Male	53.1
Non-Binary	0.6
American Indian or Alaska Native	0.2
Asian	3.9
Black or African American	5.4
Filipino	1.2
Hispanic or Latino	55.2
Native Hawaiian or Pacific Islander	0.1
Two or More Races	4.3
White	27.5
English Learners	4.4
Foster Youth	0.5
Homeless	8.2
Socioeconomically Disadvantaged	61.2
Students with Disabilities	15.5

A. Conditions of Learning State Priority: Basic

The SARC provides the following information relevant to the State priority: Basic (Priority 1):

- Degree to which teachers are appropriately assigned and fully credentialed in the subject area and for the pupils they are teaching;
- Pupils have access to standards-aligned instructional materials; and
- School facilities are maintained in good repair.

2021-22 Teacher Preparation and Placement

Authorization/Assignment	School Number	School Percent	District Number	District Percent	State Number	State Percent
Fully (Preliminary or Clear) Credentialed for Subject and Student Placement (properly assigned)	79.9	83.91	852.6	87.88	234405.2	84
Intern Credential Holders Properly Assigned	1.5	1.62	6.3	0.66	4853	1.74
Teachers Without Credentials and Misassignments ("ineffective" under ESSA)	2.2	2.39	22.2	2.29	12001.5	4.3
Credentialed Teachers Assigned Out-of-Field ("out-of-field" under ESSA)	4	4.2	31.8	3.28	11953.1	4.28
Unknown/Incomplete/NA	7.5	7.87	57.1	5.89	15831.9	5.67
Total Teaching Positions	95.2	100	970.2	100	279044.8	100

Note: The data in this table is based on full-time equivalent (FTE) status. One FTE equals one staff member working full-time; one FTE could also represent two staff members who each work 50 percent of full-time. Additionally, an assignment is defined as a position that an educator is assigned based on setting, subject, and grade level. An authorization is defined as the services that an educator is authorized to provide to students.

2022-23 Teacher Preparation and Placement

Authorization/Assignment	School Number	School Percent	District Number	District Percent	State Number	State Percent
Fully (Preliminary or Clear) Credentialed for Subject and Student Placement (properly assigned)	73.8	79.98	850.2	87.12	231142.4	83.24
Intern Credential Holders Properly Assigned	1.9	2.07	7.5	0.77	5566.4	2
Teachers Without Credentials and Misassignments ("ineffective" under ESSA)	5.9	6.43	34.3	3.52	14938.3	5.38
Credentialed Teachers Assigned Out-of-Field ("out-of-field" under ESSA)	3.6	3.92	30	3.08	11746.9	4.23
Unknown/Incomplete/NA	6.9	7.56	53.7	5.5	14303.8	5.15
Total Teaching Positions	92.3	100	975.9	100	277698	100

Note: The data in this table is based on FTE status. One FTE equals one staff member working full-time; one FTE could also represent two staff members who each work 50 percent of full-time. Additionally, an assignment is defined as a position that an educator is assigned based on setting, subject, and grade level. An authorization is defined as the services that an educator is authorized to provide to students.

2023-24 Teacher Preparation and Placement

Authorization/Assignment	School Number	School Percent	District Number	District Percent	State Number	State Percent
Fully (Preliminary or Clear) Credentialed for Subject and Student Placement (properly assigned)	73.2	79.98	844.4	86.83	230039.4	100
Intern Credential Holders Properly Assigned	3.2	3.56	10.5	1.09	6213.8	2.23
Teachers Without Credentials and Misassignments ("ineffective" under ESSA)	0.4	0.44	22.6	2.33	16855	6.04
Credentialed Teachers Assigned Out-of-Field ("out-of-field" under ESSA)	2.3	2.55	24	2.47	12112.8	4.34
Unknown/Incomplete/NA	12.3	13.47	70.8	7.28	13705.8	4.91
Total Teaching Positions	91.5	100	972.4	100	278927.1	100

Note: The data in this table is based on FTE status. One FTE equals one staff member working full-time; one FTE could also represent two staff members who each work 50 percent of full-time. Additionally, an assignment is defined as a position that an educator is assigned based on setting, subject, and grade level. An authorization is defined as the services that an educator is authorized to provide to students.

Teachers Without Credentials and Misassignments (considered "ineffective" under ESSA)

Authorization/Assignment	2021-22	2022-23	2023-24
Permits and Waivers	0.00	1.7	0.4
Misassignments	2.20	4.2	0
Vacant Positions	0.00	0	0
Total Teachers Without Credentials and Misassignments	2.20	5.9	0.4

Credentialed Teachers Assigned Out-of-Field (considered "out-of-field" under ESSA)

Indicator	2021-22	2022-23	2023-24
Credentialed Teachers Authorized on a Permit or Waiver	0.80	0	0.4
Local Assignment Options	3.10	3.6	1.9
Total Out-of-Field Teachers	4.00	3.6	2.3

Class Assignments

Indicator	2021-22	2022-23	2023-24
Misassignments for English Learners (a percentage of all the classes with English learners taught by teachers that are misassigned)	1.5	4	0
No credential, permit or authorization to teach (a percentage of all the classes taught by teachers with no record of an authorization to teach)	0	0	0

Note: For more information refer to the Updated Teacher Equity Definitions web page at <https://www.cde.ca.gov/pd/ee/teacherequitydefinitions.asp>.

2025-26 Quality, Currency, Availability of Textbooks and Other Instructional Materials

The Redlands Unified School District adopts textbooks at the secondary level using the same adoption cycle as the State Board of Education provides for elementary education. The district reviews textbooks and support materials prior to adoption to ensure that all materials met the standards as defined in the California State Frameworks. Sufficient textbooks are available for all students regardless of English proficiency or disability.

December 2025

Year and month in which the data were collected

Subject	List of Textbooks and Other Instructional Materials / Indicate if from Most Recent Adoption / Year of Adoption	Percent Students Lacking Own Assigned Copy
Reading/Language Arts	myPerspectives Pearson (2017)	0%
	myPerspectives- American Literature Pearson (2017)	
	Expository Reading and Writing Course (ERWC) 2nd Edition (2013)	
Mathematics	Mathematics I Integrated Pathway Walch Education (2013)	0%
	Mathematics II Integrated Pathway Walch Education (2013)	
	Mathematics III Integrated Pathway Walch Education (2013)	
	Advanced Algebra Glencoe (2005)	
	Pre-Calculus Prentice Hall (1999)	
	Calculus Concepts and Applications Key Curriculum Press (2010)	
Science	Anatomy & Physiology: Walsh, Hole's Essentials of Anatomy & Physiology McGraw Hill (2020)	0%

Anatomy & Physiology: Essentials of Human Anatomy & Physiology
McGraw Hill (2021)

Biology
Pearson (2020)

Modern Chemistry
HMH (2017)

Environmental Science: Sustaining Your World
National Geographic / Cengage (2017)

Earth Science
Inspire:Earth Science (2020)

Physics: Hewett, Conceptual Physics
Savvas (2021)

Physics H
Physics
HMH (2017)

History-Social Science

United States History, Geography, Continuity, and Change
McGraw Hill (2019)

0%

World History, Culture, and Geography: The Modern World
(2019)

American Government
Pearson (2019)

Economic Principals in Action
Pearson (2019)

Foreign Language

Latin: Latin for the New Millennium Course 1 -4
Bolchazy Carducci (2022)

0%

French: Chemins Course 1-3
Vista Higher Learning (2023)

AP French: Themes
Vista Higher Learning (2022)

Spanish: Encuentros Course 1-3
Vista Higher Learning (2022)

AP Spanish: Temas
Vista Higher Learning 2020

Spanish for Native Speakers: El Espanol Para Nosotros
McGraw Hill (2014)

Spanish 2.1, Pasos Y Puentes
Scott Foresman (1992)

Health

0%

Visual and Performing Arts N/A

0%

Science Laboratory Equipment (grades 9-12) See Above

0%

Note: Cells with N/A values do not require data.

School Facility Conditions and Planned Improvements

Description of the safety, cleanliness, and adequacy of the school facility:

Safety: An assistant principal works with the custodial staff to ensure a clean and safe school. The school has an amicable relationship with District maintenance and operations, and repairs are completed in a timely manner. New fencing for the fire lane and additional surveillance cameras were funded by Measure "J" in 2008.

Cleanliness: The governing board has adopted cleaning standards. An assistant principal works daily with the custodial staff to develop cleaning schedules. Restrooms are maintained daily, monitored and cleaned up to three times during the school day, and thoroughly cleaned and stocked at the end of each day.

Adequacy: The 245,000 square foot facility is composed of eleven buildings (five of which are two-stories) and has a capacity for 2,600 students and 86 classrooms. Athletic facilities include eight basketball courts, a track/football/soccer field, two baseball fields, two softball fields, eight tennis courts, and a swimming/water polo pool. Phases I and II of a new stadium are complete. Technology is built around a campus-wide fiber optic backbone, and classrooms are equipped with an interactive smart board. CTE classrooms have modern equipment. The auditorium seats 433, and the library/media center seats 130 and recently underwent a major renovation to include a maker space and upgraded technology.

Description of any planned or recently completed facility improvements:

The west parking lot was upgraded in 2024 to include more handicap spaces and ADA compliant paths of travel to the gym and stadium.

In 2024, Measure "D" was passed, which is funding a pool renovation to be completed in early 2026, along with future projects for the stadium (ticket booth, snack bar, etc.).

Nine new relocatable classrooms were added in the summer of 2006.

Year and month of the most recent FIT report

July 2025

System Inspected	Rate Good	Rate Fair	Rate Poor	Repair Needed and Action Taken or Planned
Systems: Gas Leaks, Mechanical/HVAC, Sewer	X			Inspected monthly
Interior: Interior Surfaces	X			Inspected monthly
Cleanliness: Overall Cleanliness, Pest/Vermin Infestation	X			Inspected monthly
Electrical	X			Inspected monthly
Restrooms/Fountains: Restrooms, Sinks/ Fountains	X			Inspected monthly
Safety: Fire Safety, Hazardous Materials	X			Fire alarm bell and intercom being replaced
Structural: Structural Damage, Roofs	X			Inspected monthly
External: Playground/School Grounds, Windows/ Doors/Gates/Fences	X			Inspected monthly

Overall Facility Rate

Exemplary	Good	Fair	Poor
X			

B. Pupil Outcomes

State Priority: Pupil Achievement

The SARC provides the following information relevant to the State priority: Pupil Achievement (Priority 4):

Statewide Assessments

(i.e., California Assessment of Student Performance and Progress [CAASPP] System includes the Smarter Balanced Summative Assessments for students in the general education population and the California Alternate Assessments [CAAs] for English language arts/literacy [ELA] and mathematics given in grades three through eight and grade eleven. Only eligible students may participate in the administration of the CAAs. CAAs items are aligned with alternate achievement standards, which are linked with the Common Core State Standards [CCSS] for students with the most significant cognitive disabilities).

The CAASPP System encompasses the following assessments and student participation requirements:

1. **Smarter Balanced Summative Assessments and CAAs for ELA** in grades three through eight and grade eleven.
2. **Smarter Balanced Summative Assessments and CAAs for mathematics** in grades three through eight and grade eleven.
3. **California Science Test (CAST) and CAAs for Science** in grades five, eight, and once in high school (i.e., grade ten, eleven, or twelve).

College and Career Ready

The percentage of students who have successfully completed courses that satisfy the requirements for entrance to the University of California and the California State University, or career technical education sequences or programs of study.

Percentage of Students Meeting or Exceeding the State Standard on CAASPP

This table displays CAASPP test results in ELA and mathematics for all students grades three through eight and grade eleven taking and completing a state-administered assessment.

To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

ELA and mathematics test results include the Smarter Balanced Summative Assessments and the CAA. The "Percent Met or Exceeded" is calculated by taking the total number of students who met or exceeded the standard on the Smarter Balanced Summative Assessment plus the total number of students who met the standard (i.e., achieved Level 3--Alternate) on the CAA divided by the total number of students who participated in both assessments.

Subject	School 2023-24	School 2024-25	District 2023-24	District 2024-25	State 2023-24	State 2024-25
English Language Arts/Literacy (grades 3-8 and 11)	62	61	50	50	47	48
Mathematics (grades 3-8 and 11)	35	41	37	37	35	37

2024-25 CAASPP Test Results in ELA by Student Group

This table displays CAASPP test results in ELA by student group for students grades three through eight and grade eleven taking and completing a state-administered assessment.

ELA test results include the Smarter Balanced Summative Assessment and the CAA. The "Percent Met or Exceeded" is calculated by taking the total number of students who met or exceeded the standard on the Smarter Balanced Summative Assessment plus the total number of students who met the standard (i.e., achieved Level 3–Alternate) on the CAA divided by the total number of students who participated in both assessments.

To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

Note: The number of students tested includes all students who participated in the test whether they received a score or not; however, the number of students tested is not the number that was used to calculate the achievement level percentages. The achievement level percentages are calculated using only students who received scores.

CAASPP Student Groups	CAASPP Total Enrollment	CAASPP Number Tested	CAASPP Percent Tested	CAASPP Percent Not Tested	CAASPP Percent Met or Exceeded
All Students	369	359	97.29	2.71	60.72
Female	161	157	97.52	2.48	66.24
Male	204	198	97.06	2.94	55.56
American Indian or Alaska Native	--	--	--	--	--
Asian	17	17	100.00	0.00	70.59
Black or African American	20	19	95.00	5.00	42.11
Filipino	--	--	--	--	--
Hispanic or Latino	199	195	97.99	2.01	53.33
Native Hawaiian or Pacific Islander	0	0	0	0	0
Two or More Races	29	26	89.66	10.34	76.92
White	99	97	97.98	2.02	71.13
English Learners	15	15	100.00	0.00	20.00
Foster Youth	--	--	--	--	--
Homeless	14	14	100.00	0.00	64.29
Military	--	--	--	--	--
Socioeconomically Disadvantaged	225	218	96.89	3.11	50.46
Students Receiving Migrant Education Services	0	0	0	0	0
Students with Disabilities	67	61	91.04	8.96	18.03

2024-25 CAASPP Test Results in Math by Student Group

This table displays CAASPP test results in Math by student group for students grades three through eight and grade eleven taking and completing a state-administered assessment.

Mathematics test results include the Smarter Balanced Summative Assessment and the CAA. The "Percent Met or Exceeded" is calculated by taking the total number of students who met or exceeded the standard on the Smarter Balanced Summative Assessment plus the total number of students who met the standard (i.e., achieved Level 3–Alternate) on the CAA divided by the total number of students who participated in both assessments.

To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

Note: The number of students tested includes all students who participated in the test whether they received a score or not; however, the number of students tested is not the number that was used to calculate the achievement level percentages. The achievement level percentages are calculated using only students who received scores.

CAASPP Student Groups	CAASPP Total Enrollment	CAASPP Number Tested	CAASPP Percent Tested	CAASPP Percent Not Tested	CAASPP Percent Met or Exceeded
All Students	369	358	97.02	2.98	41.34
Female	161	157	97.52	2.48	37.58
Male	204	197	96.57	3.43	43.65
American Indian or Alaska Native	--	--	--	--	--
Asian	17	16	94.12	5.88	75.00
Black or African American	20	19	95.00	5.00	21.05
Filipino	--	--	--	--	--
Hispanic or Latino	199	194	97.49	2.51	32.47
Native Hawaiian or Pacific Islander	0	0	0	0	0
Two or More Races	29	27	93.10	6.90	66.67
White	99	97	97.98	2.02	48.45
English Learners	15	15	100.00	0.00	20.00
Foster Youth	--	--	--	--	--
Homeless	14	14	100.00	0.00	50.00
Military	--	--	--	--	--
Socioeconomically Disadvantaged	225	218	96.89	3.11	30.28
Students Receiving Migrant Education Services	0	0	0	0	0
Students with Disabilities	67	61	91.04	8.96	3.28

CAASPP Test Results in Science for All Students

This table displays the percentage of all students grades five, eight, and High School meeting or exceeding the State Standard.

Science test results include the CAST and the CAA for Science. The "Percent Met or Exceeded" is calculated by taking the total number of students who met or exceeded the standard on the CAST plus the total number of students who met the standard (i.e., achieved Level 3—Alternate) on the CAA for Science divided by the total number of students who participated in a science assessment.

To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

The number of students tested includes all students who participated in the test whether they received a score or not; however, the number of students tested is not the number that was used to calculate the achievement level percentages. The achievement level percentages are calculated using only students who received scores.

Subject	School 2023-24	School 2024-25	District 2023-24	District 2024-25	State 2023-24	State 2024-25
Science (grades 5, 8 and high school)	34.77	30.9	32.96	33.45	30.73	32.52

2024-25 CAASPP Test Results in Science by Student Group

To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

Student Group	Total Enrollment	Number Tested	Percent Tested	Percent Not Tested	Percent Met or Exceeded
All Students	401	398	99.25	0.75	30.90
Female	195	193	98.97	1.03	30.57
Male	205	204	99.51	0.49	30.88
American Indian or Alaska Native	--	--	--	--	--
Asian	20	20	100.00	0.00	50.00
Black or African American	22	22	100.00	0.00	27.27
Filipino	--	--	--	--	--
Hispanic or Latino	221	219	99.10	0.90	22.83
Native Hawaiian or Pacific Islander	--	--	--	--	--
Two or More Races	19	19	100.00	0.00	36.84
White	113	112	99.12	0.88	42.86
English Learners	22	22	100.00	0.00	4.55
Foster Youth	--	--	--	--	--
Homeless	19	19	100.00	0.00	26.32
Military	--	--	--	--	--
Socioeconomically Disadvantaged	238	237	99.58	0.42	24.89
Students Receiving Migrant Education Services	0	0	0	0	0
Students with Disabilities	47	47	100.00	0.00	25.53

2024-25 Career Technical Education Programs

The ongoing goal of CTE (Career Technical Education) is for students to build marketable skills and prepare for employment in any field. Redlands East Valley High School's (REVHS) CTE courses emphasize a positive work ethic, maintaining proper workplace etiquette, leadership skills and working with project timelines and parameters. Weekly CTE discussions with all classes expose students to what employers seek in employees and what makes one person more qualified than another. Discussions of career classifications provide students with an understanding of the hierarchy through which any given employee may progress.

REVHS provides its own CTE classes in Engineering Design and Patient Care (athletic training). The Colton, Redlands, Yucaipa Regional Occupation Program (CRY-ROP) provides additional CTE pathways such as Food Services and Game Design. All of these practical and dynamic classes provide students with problem solving, team work, critical thinking, and leadership skill practice. Many of the capstone Career Technical Education courses are articulated with local community college courses. This allows students completing those courses to earn college credits as well as high school credit for those courses. The counseling and career center staff provide sequenced instruction to all students through their English classes. The REVHS English teachers have continued the school to career curriculum especially at the 11th and 12th grade level, to increase students' access to self-interest and skills inventories, career research, college entrance requirements, testing requirements, financial aid, and all the details of the college application and career planning process. A Tech Prep mini-grant, awarded through the Inland Empire Tech Prep Consortium, finances an annual district-wide college fair held in the fall on a high school campus in the evening.

2024-25 Career Technical Education Programs

CTE Course Sequences at Redlands East Valley High School:

[Please note: The programs below include ROP courses, as there is a seamless connection between the REVHS and ROP programs. ROP course data was NOT included in the "Career Technical Education Participation" data report.]

- PLTW - Engineering Design
- Patient Care
- Design, Visual, and Media Arts
- Game Design and Integration
- Systems Diagnostics, Service, and Repair
- Operations
- Food Services and Hospitality

2024-25 Career Technical Education (CTE) Participation

Measure	CTE Program Participation
Number of Pupils Participating in CTE	726
Percent of Pupils that Complete a CTE Program and Earn a High School Diploma	33.3
Percent of CTE Courses that are Sequenced or Articulated Between the School and Institutions of Postsecondary Education	

2024-25 Course Enrollment/Completion

This table displays the course enrollment/completion of University of California (UC) and/or California State University (CSU) admission requirements.

UC/CSU Course Measure	Percent
Pupils Enrolled in Courses Required for UC/CSU Admission	98.59
Graduates Who Completed All Courses Required for UC/CSU Admission	49.15

B. Pupil Outcomes

State Priority: Other Pupil Outcomes

The SARC provides the following information relevant to the State priority: Other Pupil Outcomes (Priority 8): Pupil outcomes in the subject area of physical education.

2024-25 California Physical Fitness Test Participation Rates

This table displays the percentage of students participating in each of the five fitness components of the California Physical Fitness Test Results. The administration of the PFT requires only participation results for these five fitness areas. Percentages are not calculated and double dashes (--) appear in the table when the number of students tested is ten or less, either because the number of students in this category is too small for statistical accuracy or to protect student privacy.

Grade Level	Component 1: Aerobic Capacity	Component 2: Abdominal Strength and Endurance	Component 3: Trunk Extensor and Strength and Flexibility	Component 4: Upper Body Strength and Endurance	Component 5: Flexibility
Grade 9	90%	89%	91%	89%	92%

C. Engagement

State Priority: Parental Involvement

The SARC provides the following information relevant to the State priority: Parental Involvement (Priority 3): Efforts the school district makes to seek parent input in making decisions regarding the school district and at each school site.

2025-26 Opportunities for Parental Involvement

One of the keys to student success at REVHS is parental involvement. REVHS has an active PTSA as well as booster clubs for our athletic programs and extracurricular activities such as band and choir. These organizations raise money, provide activities and experiences outside the classroom, and work with site staff to improve the quality of education at REVHS. Our athletic boosters raise money to provide additional support to athletic teams including tournament fees, equipment, uniforms, travel, and banquet costs. Choral and band boosters are instrumental in enhancing the performing arts extra-curricular program and raise money for competitions, travel expenses, uniforms, and equipment as needed. Parents also actively support ASB and the drama program with both time and resources. Parents serve on our SEB (social-emotional) team, School Site Council, equity team, and safety team. Additionally, REV parents have served on LCAP advisory committees throughout the district. Parents serving in these roles provide valuable insight to school staff through their work evaluating programs/policies, reviewing budgets, analyzing data, and monitoring state accountability and site based needs. The robust participation of our parent community enhances the educational experience for students and strengthens our community partnerships.

C. Engagement

State Priority: Pupil Engagement

The SARC provides the following information relevant to the State priority: Pupil Engagement (Priority 5):

- High school Dropout Rates;
- High school Graduation Rates; and
- Chronic Absenteeism

Dropout Rate and Graduation Rate (Four-Year Cohort Rate)

Indicator	School 2022-23	School 2023-24	School 2024-25	District 2022-23	District 2023-24	District 2024-25	State 2022-23	State 2023-24	State 2024-25
Dropout Rate	6.2	5	1.6	9.9	5.8	2.6	8.2	8.9	8
Graduation Rate	92.2	89.8	92.4	86.2	90.8	92.2	86.2	86.4	87.5

2024-25 Graduation Rate by Student Group (Four-Year Cohort Rate)

This table displays the 2023-24 graduation rate by student group. For information on the Four-Year Adjusted Cohort Graduation Rate (ACGR), visit the CDE Adjusted Cohort Graduation Rate web page at www.cde.ca.gov/ds/ad/acgrinfo.asp.

Student Group	Number of Students in Cohort	Number of Cohort Graduates	Cohort Graduation Rate
All Students	446	412	92.4
Female	218	206	94.5
Male	226	204	90.3
Non-Binary	--	--	--
American Indian or Alaska Native	--	--	--
Asian	22	22	100.0
Black or African American	22	16	72.7
Filipino	--	--	--
Hispanic or Latino	245	224	91.4
Native Hawaiian or Pacific Islander	--	--	--
Two or More Races	14	13	92.9
White	127	122	96.1
English Learners	37	31	83.8
Foster Youth	--	--	--
Homeless	62	57	91.9
Socioeconomically Disadvantaged	346	315	91.0
Students Receiving Migrant Education Services	0.0	0.0	0.0
Students with Disabilities	67	41	61.2

For information on the Four-Year Adjusted Cohort Graduation Rate (ACGR), visit the CDE Adjusted Cohort Graduation Rate web page at <https://www.cde.ca.gov/ds/ad/acgrinfo.asp>.

Note: To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

2024-25 Chronic Absenteeism by Student Group

Student Group	Cumulative Enrollment	Chronic Absenteeism Eligible Enrollment	Chronic Absenteeism Count	Chronic Absenteeism Rate
All Students	1993	1936	538	27.8
Female	928	896	268	29.9
Male	1055	1030	266	25.8
Non-Binary	--	--	--	--
American Indian or Alaska Native	--	--	--	--
Asian	77	75	12	16.0
Black or African American	122	112	39	34.8
Filipino	23	23	2	8.7
Hispanic or Latino	1102	1075	320	29.8
Native Hawaiian or Pacific Islander	--	--	--	--
Two or More Races	86	85	26	30.6
White	529	517	130	25.1
English Learners	100	90	30	33.3
Foster Youth	28	18	8	44.4
Homeless	162	160	56	35.0
Socioeconomically Disadvantaged	1264	1226	403	32.9
Students Receiving Migrant Education Services	--	--	--	--
Students with Disabilities	328	313	132	42.2

Note: To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

C. Engagement

State Priority: School Climate

The SARC provides the following information relevant to the State priority: School Climate (Priority 6):

- Pupil suspension rates;
- Pupil expulsion rates; and
- Other local measures on the sense of safety

Suspensions and Expulsions

This table displays suspensions data.

Suspensions								
School 2022-23	School 2023-24	School 2024-25	District 2022-23	District 2023-24	District 2024-25	State 2022-23	State 2023-24	State 2024-25
6.16	5.11	4.92	4.39	3.21	3.02	3.6	3.28	2.94

Note: To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

This table displays expulsions data.

Expulsions								
School 2022-23	School 2023-24	School 2024-25	District 2022-23	District 2023-24	District 2024-25	State 2022-23	State 2023-24	State 2024-25
0.24	0	0	0.07	0	0	0.08	0.07	0.06

Note: To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

2024-25 Suspensions and Expulsions by Student Group

Student Group	Suspensions Rate	Expulsions Rate
All Students	4.92	0.00
Female	3.45	0.00
Male	6.16	0.00
Non-Binary	0.00	0.00
American Indian or Alaska Native	0.00	0.00
Asian	3.90	0.00
Black or African American	9.84	0.00
Filipino	4.35	0.00
Hispanic or Latino	5.08	0.00
Native Hawaiian or Pacific Islander	0.00	0.00
Two or More Races	9.30	0.00
White	3.02	0.00
English Learners	4.00	0.00
Foster Youth	17.86	0.00
Homeless	4.94	0.00
Socioeconomically Disadvantaged	5.93	0.00
Students Receiving Migrant Education Services	0.00	0.00
Students with Disabilities	10.37	0.00

Note: To protect student privacy, double dashes (--) are used in the table when the cell size within a selected student population is ten or fewer.

2025-26 School Safety Plan

Redlands East Valley High School utilizes data from its California Safe School Assessment and suspension/expulsion reports to evaluate the current status of school crime. A Safe School Plan is updated and adopted in the spring of each school year and is reflective of the school's safety needs. The plan will next be approved in the spring of 2026 by our School Site Council. The key components of Redlands East Valley High School's Safe School Plan include a description of school discipline policies and procedures, dress code guidelines, suspension and expulsion policies, sexual harassment policies, child abuse reporting procedures, dangerous pupil notification, and disaster response procedures. The school safety plan is reviewed annually before being distributed to all staff. The school holds five safety drills yearly (2 earthquake, 2 fire, and 1 lock down) that are on file with the District. The school's safety committee meets each quarter and consists of certificated and classified employees, one assistant principal, parents, and students. Information from the safety committee as well as suspension/expulsion reports and staff input/observations is used to make informed decisions regarding school protocols, rules, and consequences to ensure students are physically, socially, and emotionally safe at school.

To ensure student safety before and after school, school security staff and administrators supervise the school grounds including the bus drop-off area, cafeteria, entry gate, and buildings. During the school day all entrance areas to the school are locked with the single point of entry being the front entrance. Signs are posted to indicate all visitors must report to the administration office and may not be on school grounds unless they have a visitors pass. All visitors check in through the Raptor system where their ID is provided and scanned through the Megan's Law database. All staff members wear ID badges to identify themselves as employees.

REVHS has six full time safety officers (one 12-month employee and five 10-month employees) and three part-time campus monitors. The full-time safety officers must meet District hiring requirements including: CPR, POST training level II, on-going Clean Sweep training, and in-service training on matters such as pepper spray, verbal judo, and ProAct. The collective security team is responsible for providing students an opportunity to attend school in a safe educational setting. The officers are uniformed and stand duty at all REV on-site and many off-site activities. In the fall of 2018, a full-time School Resource Officer from the San Bernardino County Sheriff's office was added to the security team. The SRO provides additional resources and security to the REV campus and community.

2022-23 Secondary Average Class Size and Class Size Distribution

This table displays the 2022-23 average class size and class size distribution. The columns titled "Number of Classes" indicates how many classes fall into each size category (a range of total students per classroom). At the secondary school level, this information is reported by subject area rather than grade level.

Subject	Average Class Size	Number of Classes with 1-22 Students	Number of Classes with 23-32 Students	Number of Classes with 33+ Students
English Language Arts	18	60	33	18
Mathematics	21	44	27	12
Science	26	20	19	16
Social Science	22	33	20	20

2023-24 Secondary Average Class Size and Class Size Distribution

This table displays the 2023-24 average class size and class size distribution. The columns titled "Number of Classes" indicates how many classes fall into each size category (a range of total students per classroom). At the secondary school level, this information is reported by subject area rather than grade level.

Subject	Average Class Size	Number of Classes with 1-22 Students	Number of Classes with 23-32 Students	Number of Classes with 33+ Students
English Language Arts	21	46	25	26
Mathematics	22	39	27	14
Science	23	29	16	17
Social Science	21	36	26	13

2024-25 Secondary Average Class Size and Class Size Distribution

This table displays the 2024-25 average class size and class size distribution. The columns titled "Number of Classes" indicates how many classes fall into each size category (a range of total students per classroom). At the secondary school level, this information is reported by subject area rather than grade level.

Subject	Average Class Size	Number of Classes with 1-22 Students	Number of Classes with 23-32 Students	Number of Classes with 33+ Students
English Language Arts	20	59	20	30
Mathematics	24	33	26	18
Science	21	31	18	10
Social Science	20	43	24	11

2024-25 Ratio of Pupils to Academic Counselor

This table displays the ratio of pupils to Academic Counselor. One Full Time Equivalent (FTE) equals one staff member working full time; one FTE could also represent two staff members who each work 50 percent of full time.

Title	Ratio
Pupils to Academic Counselor	373.2

2024-25 Student Support Services Staff

This table displays the number of FTE support staff assigned to this school. One Full Time Equivalent (FTE) equals one staff member working full time; one FTE could also represent two staff members who each work 50 percent of full time. The "Other" category is for all other student support services staff positions not listed.

Title	Number of FTE Assigned to School
Counselor (Academic, Social/Behavioral or Career Development)	5
Library Media Teacher (Librarian)	1
Library Media Services Staff (Paraprofessional)	
Psychologist	
Social Worker	1
Nurse	
Speech/Language/Hearing Specialist	
Resource Specialist (non-teaching)	1
Other	

Fiscal Year 2023-24 Expenditures Per Pupil and School Site Teacher Salaries

This table displays the 2023-24 expenditures per pupil and average teacher salary for this school. Cells with N/A values do not require data.

Level	Total Expenditures Per Pupil	Expenditures Per Pupil (Restricted)	Expenditures Per Pupil (Unrestricted)	Average Teacher Salary
School Site	\$12,122.15	\$2,692.27	\$9,429.88	\$103,560.03
District	N/A	N/A	\$10,404.68	\$105,673
Percent Difference - School Site and District	N/A	N/A	-9.8	-2.0
State	N/A	N/A	\$11,146	\$103,743
Percent Difference - School Site and State	N/A	N/A	-16.7	-0.2

Fiscal Year 2024-25 Types of Services Funded

The district office, under the direction of the Superintendent, financially supports REVHS. The school's general budget of \$151,000 is allocated by site administration with money designated to school operations and all departments. The School Site Council oversees \$191,000 in LCAP funds. The money allocated in the school plan is developed and approved by the Site Council in alignment with the district LCAP goals to support student engagement and achievement, including but not limited to increasing student attendance, increasing student participation in activities and events, increasing student performance on the CAASPP tests in ELA and math, and decreasing suspension rates. The site budget collectively provides funding for staff professional development, supplemental instructional material, additional hours for staff to provide tutoring/academic intervention, as well as all operational expenses for custodial and security needs. Prop 28 funds support extra-curricular activities and enhanced learning opportunities in the arts.

REVHS CTE pathways are supported through the district partnership with CRY-ROP. The Colton, Redlands, Yucaipa Regional Occupation Program (CRY-ROP) has implemented pathways at REVHS in the areas of:

- Design, Visual, and Media Arts
- Game Design and Integration

Fiscal Year 2024-25 Types of Services Funded

- Systems Diagnostics, Service, and Repair
- Operations
- Food Services and Hospitality

In addition, the school hosts two Redlands USD-based CTE programs in Engineering Design and Patient Care.

Many of the CTE pathway courses are also articulated with local community colleges allowing students to earn college credits as well as high school credit. Dual Enrollment college courses are also offered on campus during the school day for the opportunity to receive additional college credits. REVHS collaborates with local two and four-year institutions of higher education to maximize our students' awareness of post-secondary opportunities. The district maintains a guaranteed admissions agreement with the University of Redlands and the University of La Verne. The counseling and Career Center staff provide sequenced instruction to all students through their English classes at each grade level to increase students' access to self-awareness inventories, career research, college entrance requirements, testing requirements, financial aid, and all the details of the college application process. REVHS also implemented the Link Crew program to connect incoming students with the high school.

Fiscal Year 2023-24 Teacher and Administrative Salaries

This table displays the 2023-24 Teacher and Administrative salaries. For detailed information on salaries, see the CDE Certification Salaries & Benefits web page at <http://www.cde.ca.gov/ds/fd/cs/>.

Category	District Amount	State Average for Districts in Same Category
Beginning Teacher Salary	\$63,332	\$62,783
Mid-Range Teacher Salary	\$100,688	\$97,783
Highest Teacher Salary	\$132,936	\$128,020
Average Principal Salary (Elementary)	\$164,336	\$160,224
Average Principal Salary (Middle)	\$175,641	\$166,992
Average Principal Salary (High)	\$190,691	\$180,971
Superintendent Salary	\$312,120	\$313,465
Percent of Budget for Teacher Salaries	32.19%	30.05%
Percent of Budget for Administrative Salaries	4.7%	5%

2024-25 Advanced Placement (AP) Courses

This table displays the percent of student in AP courses at this school.

Percent of Students in AP Courses

21.5

This table displays the number of AP courses offered at this school where there are student course enrollments of at least one student.

Subject	Number of AP Courses Offered
Computer Science	3
English	6
Fine and Performing Arts	2
Foreign Language	3
Mathematics	4
Science	7
Social Science	9
Total AP Courses Offered	34

Where there are student course enrollments of at least one student.

Professional Development

The Redlands East Valley High School staff is committed to continual professional growth. Both REVHS and the District have implemented professional development plans with a variety of offerings. REVHS has weekly collaboration time (*28 partial days) for 45 minutes on Monday afternoons. This time is used for professional development, data analysis, discussion of best instructional practices, department meetings, team meetings, instructional planning, and analysis of common benchmark assessments. Additionally, there are two full days of professional development designated for schoolwide data analysis and the yearly Instructional Focus. Through the evaluation process, teachers are encouraged to develop goals for professional improvement. First and second year teachers are expected to participate in the district-facilitated Induction program and are assigned experienced teachers as Induction coaches. New teachers also attend a week-long summer orientation coordinated by the district's Human Resources department and are provided on-site mentoring by a member of their department. Classroom paraprofessionals and office clerical staff receive district-led professional development several times per year in a partial-day model.

This table displays the number of school days dedicated to staff development and continuous improvement.

Subject	2023-24	2024-25	2025-26
Number of school days dedicated to Staff Development and Continuous Improvement	30	30	30



Redlands Unified School District

Business Services Division

P.O. Box 3008 • Redlands, California 92373-1508 • (909) 307-5300 • Fax (909) 307-5321

June 4, 2026

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

RE: Support for Redlands East Valley High School Safe Routes to School Project

Dear Ms. Taylor:

On behalf of the Redlands Unified School District (RUSD), I am proud to support San Bernardino County's Active Transportation Program (ATP) application to implement Safe Routes to School (SRTS) improvements benefiting Redlands East Valley High School.

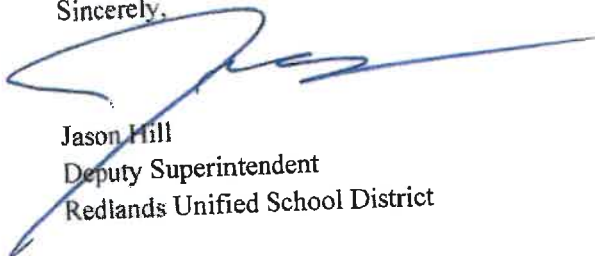
RUSD is committed to ensuring that all students have safe, reliable access to school. However, many students face barriers when walking or biking due to gaps in infrastructure, unsafe crossings, and high vehicle speeds in areas surrounding school campuses. These conditions can discourage active transportation and create safety concerns for students and families.

The proposed Safe Routes to School (SRTS) improvements will enhance safety and accessibility by providing critical infrastructure, including sidewalks, bicycle facilities, and improved crossings. These enhancements will help create a safer environment for students and reduce reliance on vehicle travel, particularly during peak school hours.

Improving access to active transportation supports broader District goals related to student health, attendance, and equity. Students who have safe options for walking or biking to school benefit from increased physical activity, improved readiness to learn, and greater independence. Additionally, reducing congestion around school sites enhances safety for all modes of travel.

RUSD values the County's leadership in advancing these improvements and supports continued collaboration to ensure successful implementation. We strongly encourage Caltrans to fund this important Project.

Sincerely,



Jason Hill
Deputy Superintendent
Redlands Unified School District



Redlands East Valley High School

31000 E. Colton Avenue • Redlands, CA 92374
Phone 909-389-2500 • FAX 909-794-0425

April 9, 2026

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

RE: Support for ATP Safe Routes to School Improvements – Redlands East Valley High School

Dear Ms. Taylor:

As Principal of Redlands East Valley High School, I wholeheartedly support San Bernardino County's Active Transportation Program (ATP) application to implement critical Safe Routes to School (SRTS) improvements serving our campus and students.

Each day, our students navigate challenging conditions when traveling to and from school. Gaps in sidewalk connectivity, limited safe crossings, and high traffic speeds in surrounding areas create safety concerns for students who walk or bike. These barriers not only increase risk but also discourage students from choosing active modes of transportation.

The proposed improvements, including enhanced pedestrian crossings, sidewalk infrastructure, and bicycle facilities, will significantly improve safety and accessibility for our students. These enhancements will help reduce conflicts between vehicles and students, improve visibility, and create safer routes throughout the surrounding community.

From an educational perspective, safe and reliable access to school is critical. When students feel safe traveling to school, they are more likely to arrive on time, attend regularly, and be better prepared to learn. Additionally, encouraging active transportation supports student health, focus, and overall well-being.

This Project represents an important investment in student safety and success. I strongly support this application and encourage Caltrans to fund these critical improvements.

Sincerely,

Shana Kamper
Principal
Redlands East Valley High School

Redlands Unified School District

Project Programming Request (25-1 Form)



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

Amendment (Existing Project)		No		Date:		6/22/26	
District	EA	Project ID		PPNO	MPO ID		
08							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SB	N/A			San Bernardino County Transportation Authority (SBCTA)			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Jeremy Johnson		909-387-8165		jeremy.johnson@dotw.sbcounty.gov			
Project Title							
Redlands East Valley High School Safe Routes to School Project							
Location (Project Limits), Description (Scope of Work) - Infrastructure							
See Page 2							
Location (Project Limits), Description (Scope of Work) - Plan or Non-Infrastructure							
N/A							
Component	Implementing Agency						
PA&ED	San Bernardino County Department of Public Works						
PS&E	San Bernardino County Department of Public Works						
Right of Way	San Bernardino County Department of Public Works						
Non-Infrastructure	N/A						
Construction	San Bernardino County Department of Public Works						
Legislative Districts							
Assembly:	45	Senate:	19	Congressional:	33		
Project Benefits							
See Page 2							
Purpose and Need							
See Page 2							
Category	Outputs			Unit	Total		
Active Transportation	ADA Ramps			EA	12		
Active Transportation	Crosswalks			EA	12		
Active Transportation	RRFB			EA	1		
Active Transportation							
Active Transportation							
Active Transportation							
NHS Improvements	No	Roadway Class	N/A	Reversible Lane analysis			
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No		
Project Milestone							
Project Study Report Approved				Existing	Proposed		
Begin Environmental (PA&ED) Phase				12/31/27			
Circulate Draft Environmental Document				Document Type	ND		
Draft Project Report					01/01/28		
End Environmental Phase (PA&ED Milestone)					08/01/28		
Baseline agreement required? Yes or No in the Yellow box. Enter Completion				No	09/01/28		
Begin Design (PS&E) Phase					12/31/28		
End Design Phase (Ready to List for Advertisement Milestone)					N/A		
Begin Right of Way Phase					01/01/29		
End Right of Way Phase (Right of Way Certification Milestone)					12/31/29		
Begin Non-Infrastructure Con. Phase (Contract Award Milestone)					N/A		
End Non-Infrastructure Con. Phase (Construction Contract Acceptance Milestone)					N/A		
Begin Construction Phase (Contract Award Milestone)					N/A		
End Construction Phase (Construction Contract Acceptance Milestone)					06/15/30		
Begin Closeout Phase					06/14/31		
End Closeout Phase (Closeout Report)					06/15/31		
					12/31/31		

PROJECT PROGRAMMING REQUEST

Date: 6/22/26

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

Additional Information

Category and Outputs Centerline Delineators, Unit: LF, Total: 700

Location and Scope In the unincorporated community adjacent to the City of Redlands, along Colton Avenue from Crafton Avenue and Opal Avenue, including key crossing locations at Beryl Avenue, King Street, Agate Avenue, and the Opal Avenue and Independence Avenue crossing, the Project will implement Safe Routes to School improvements serving REVHS. Improvements include ADA-compliant curb ramps, high-visibility crosswalks, one midblock crossing, installation of an RRFB, and extended centerline delineators to improve pedestrian visibility, accessibility, crossing predictability, and driver awareness.

Project Benefits The Project will improve pedestrian accessibility and crossing conditions for students and residents by enhancing visibility, improving driver awareness, and reducing conflicts between vehicles and pedestrians along key school travel routes. Benefits include improved accessibility, increased walking and rolling to school, reduced school-related congestion, and strengthened connectivity between REVHS, surrounding neighborhoods, and nearby community destinations.

Purpose and Need The Project addresses documented crossing, accessibility, and driver awareness needs for students traveling to and from REVHS by improving conditions along Colton Avenue and key crossing locations. Existing conditions include limited crossing enhancements, constrained pedestrian visibility, inconsistent driver yielding behavior, and accessibility deficiencies that create barriers to walking and rolling to school. The Project will improve crossing visibility, accessibility, driver awareness, and crossing predictability to support safer and more reliable school travel.

Schedule Assumptions Environmental clearance is anticipated to be completed within a short timeframe because the Project does not require right-of-way acquisition, utility relocation, or other complex environmental approvals.

PROJECT PROGRAMMING REQUEST

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

Date: 6/22/26

Complete this page for amendments only

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

SECTION 1 - All Projects**Project Background**

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Jeremy Johnson		Engineering Manager	6/22/2026

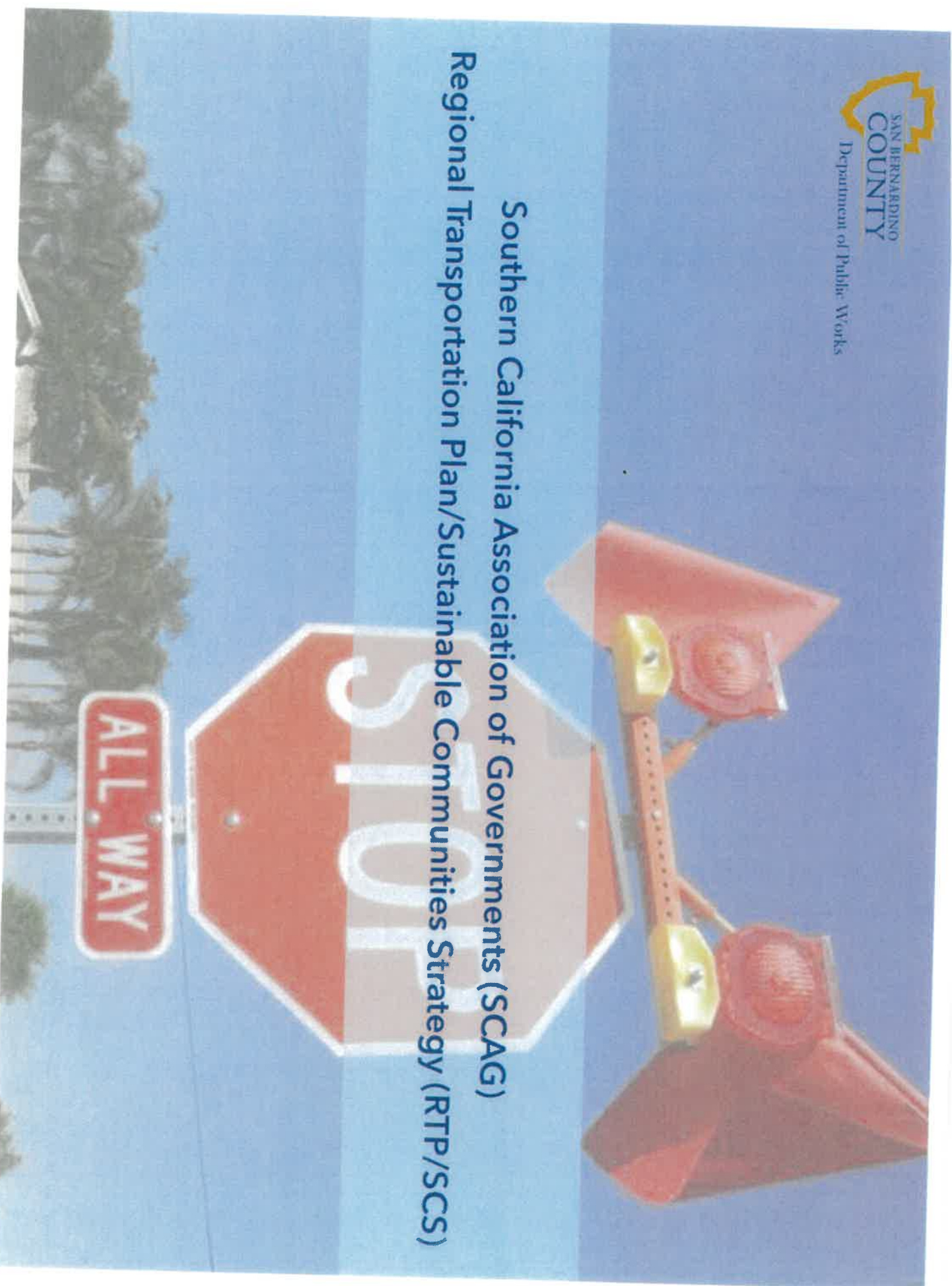
Attachments

- 1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
- 2) Project Location Map



Department of Public Works

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)



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



ADOPTED ON
SEPTEMBER 3, 2020

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

ACTIVE TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

CORE VISION COMPLETE STREETS



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

PROGRESS SINCE 2018

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

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

PLANNING FOR 2045

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

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

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

TRANSPORTATION SAFETY

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

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

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

10. **Improve Safety at Intersections**

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

To achieve regional safety targets SCAG will:

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

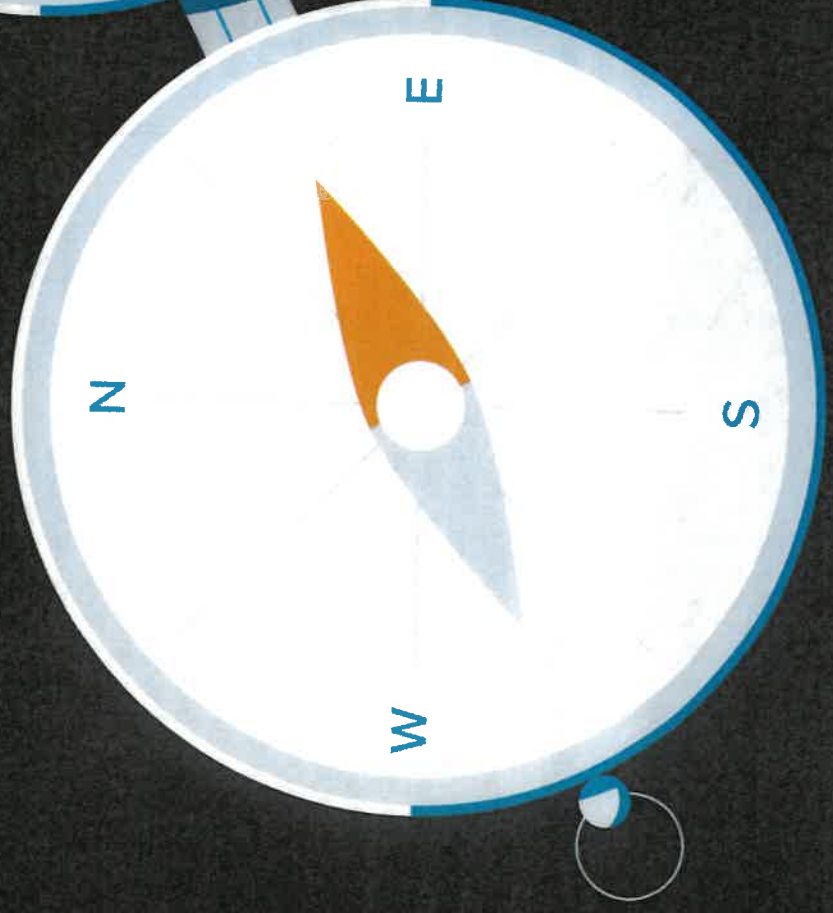
HIGHWAY & ARTERIAL NETWORK

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

Connect SoCal™

A Plan for Navigating
to a Brighter Future

ADOPTED, APRIL 4, 2024



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

THE BIG PICTURE

Plan Requirements

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



READ THE SUPPLEMENT

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

Setting a Vision for 2050

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

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

What kind of future are we envisioning?

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

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

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

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

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

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

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

ALL ABOUT THE PLAN

Plan Development

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

Plan Goals

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

Mobility: Build and maintain an integrated multimodal transportation network

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

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

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

Focusing on Objectives

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

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

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

This will create a region with:

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

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

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

A CHANGING REGION

Regional COVID-19 Pandemic Recovery

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

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

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

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

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

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

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

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

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

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

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

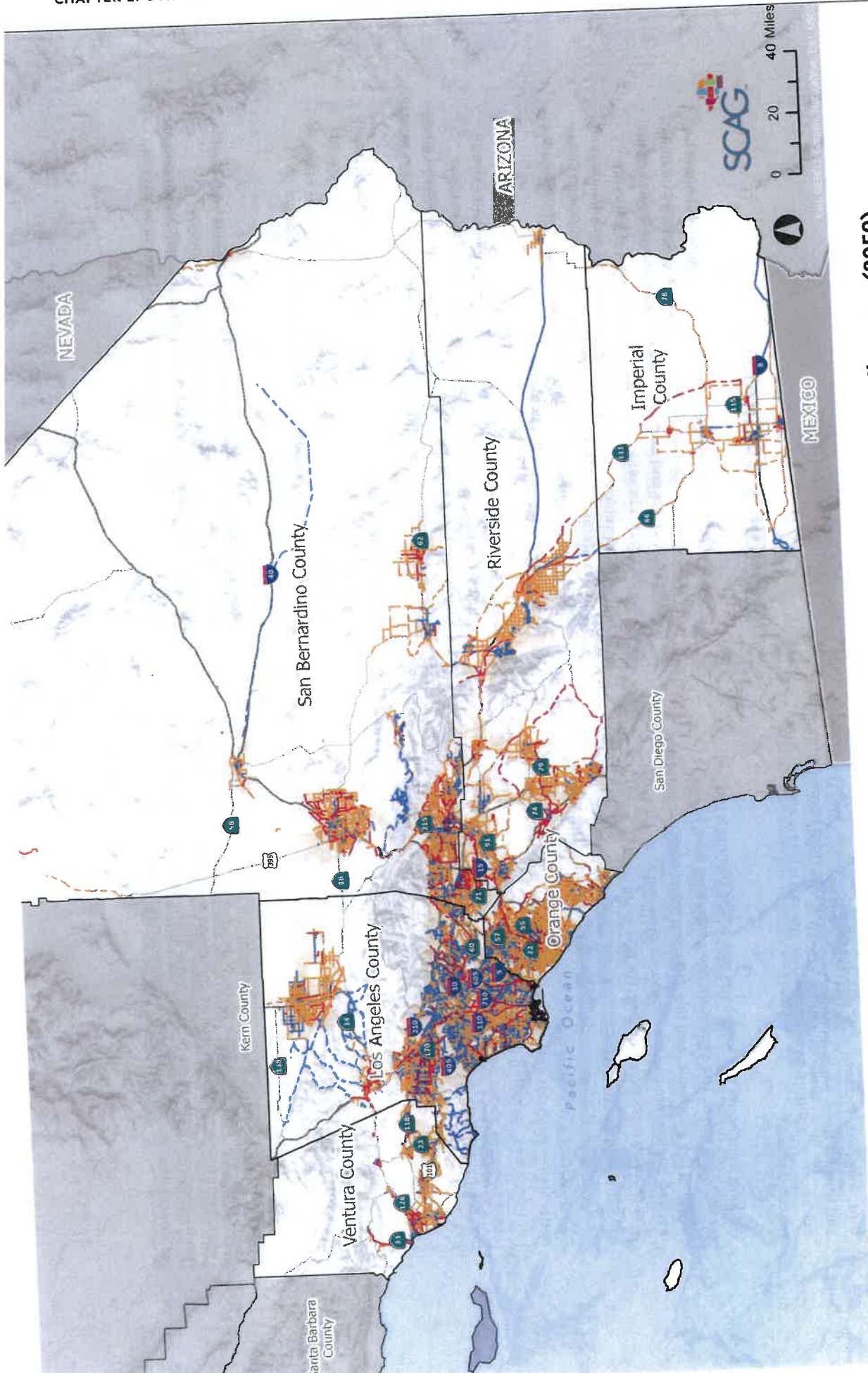
Emerging Technology

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

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

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

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



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

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

Source: SCAG 2023

Key Mobility Challenges

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

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

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

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

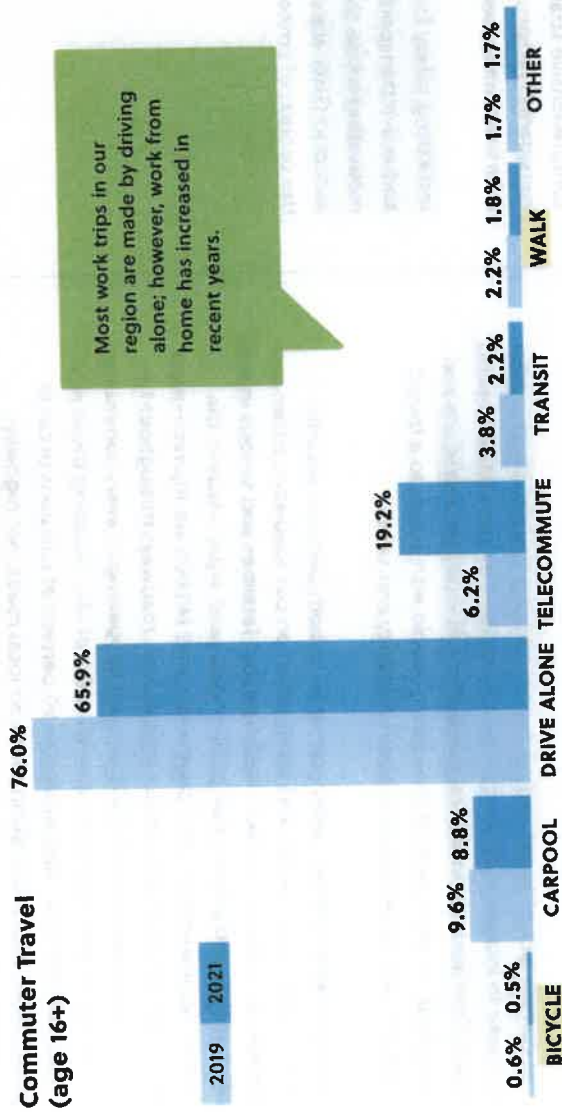
Increasing safety for pedestrians and bicyclists can make transit and active transportation a more appealing travel option, thereby motivating mode shifts away from single occupancy vehicle travel and reducing GHG emissions. However, finding sustainable solutions within the context of limited resources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

CONNECT SOCIAL 2024: TAKE A CLOSER LOOK

The Way We Move Today

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

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



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

Most Non-Work Trips are Short

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



Annual Safety Statistics



ABOUT

65%

OF COLLISION-RELATED
DEATHS OCCUR ON
LOCAL ROADS

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

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

ENVIRONMENT

Overview

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

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

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

Key Environmental Challenges

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

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

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

Key Economic Challenges

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

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

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

TAKING ACTION

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

Regional Leadership

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

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

Local Technical Assistance Resources:

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

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

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

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

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

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

TABLE 2.1 Sustainable Communities Program Projects Approved Since 2020

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

CONNECT SOCIAL 2024: LOOKING FORWARD

Creating an Equitable Future

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



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

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

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

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

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

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

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

A VISION FOR 2050

Looking Toward the Future

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

Mobility: Build and maintain an integrated multimodal transportation network

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

Communities: Develop, connect and sustain livable and thriving communities

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

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

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

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

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

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

Regional Planning Policies

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

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

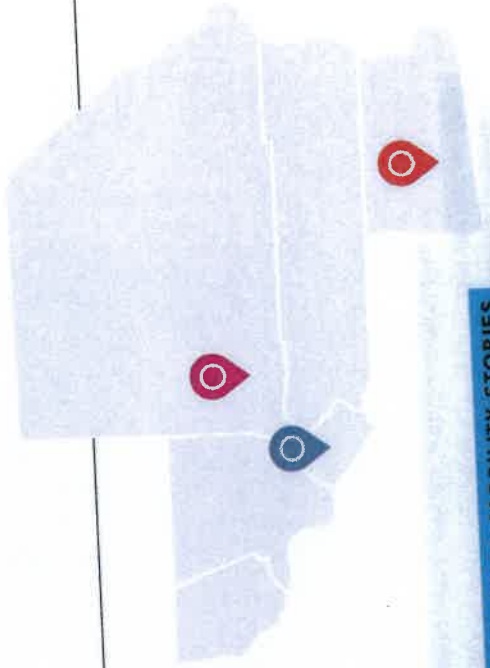
MOBILITY IN 2050

The Future of Movement

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

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

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



CONNECT SOCIAL 2024: MOBILITY STORIES

Traveling in the Region Tomorrow

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

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

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

Mobility Policies and Strategies

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

- **System Preservation and Resilience:** Maintaining the operational efficiency of our transportation system is crucial. Unfortunately, demand on the system has increased over the decades without sufficient maintenance reinvestment. This has greatly influenced the number of roadways and bridges that have fallen into an unacceptable state of disrepair. Part of the challenge is to ensure that projects in the Plan follow a "fix-it-first" principle and that life-cycle costs, such as maintenance and preservation expenses, are considered and planned for during the development of infrastructure projects. Another part of the challenge is securing sufficient revenue to maintain both existing and new infrastructure in a state of good repair. This is a significant concern for our local streets and roads because every trip begins with them and, regardless of mode, we all rely upon a well-maintained local street and road system to support other critical mobility and safety goals.

- **Complete Streets:** Complete Streets are roadways designed to support the safety, comfort and mobility for all road users. They are accessible to people of all ages and abilities, regardless of whether they are driving, walking, bicycling, using micromobility devices, or riding transit/rail.

- **Transit and Multimodal Integration:** Strategies for improving the transportation system are dependent on integration with our growth and land use patterns. The availability, access and efficiency of different modes, including transit/rail, walking, bicycling and other forms of active transportation—including driving—all depend on a close relationship with how our region uses land and how we grow. This is particularly true when it comes to improving and building a transit/rail system that can best serve people in communities throughout our region. Encouraging shifts in the modes people use

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

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

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

LET'S GET TECHNICAL



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

- Technology Integration:** Emerging technology has the potential to expand transportation choices and equity throughout the region. By providing more options for local and regional trips, emerging technologies may shift trips to less environmentally damaging modes, minimize negative environmental impacts associated with current vehicle use, increase system efficiency, improve safety and reduce auto-related collisions and fatalities. However, realizing these potential benefits (and avoiding potential negative impacts) is dependent on the rate of technology development and adoption of a wide range of public and private sector innovations. Some of these technologies, such as alternative fuel and powered vehicles, micro-mobility, bike sharing and microtransit, have a mitigating influence on GHG emissions. Others, such as ride-hailing and automated vehicles, will likely increase VMT and GHG emissions if their business models do not adapt to eliminate or reduce single-passenger rides and "deadheading," where vehicles are driven with zero passengers. Therefore, it is vitally important to adopt strategies and policies that encourage shared rides.
- Safety:** Maintaining the safety of all people who travel in our region is important at the local, regional, state and federal level. SCAG develops targets for safety that are updated every two years. Improving safety directly impacts the well-being and confidence of people who are walking, biking and rolling, as well as their willingness to choose active transportation. This is particularly pronounced for certain groups, such as children, older adults and individuals with disabilities who may need extra time and specific information to navigate and cross roads safely and securely. Additionally, returning transit/rail riders may be more likely to resume using transit/rail services in a safe and secure environment.

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

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

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

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

Complete Streets: Planning for All Users

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

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

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

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

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

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

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

Forecasted Regional Development Pattern

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



LET'S GET TECHNICAL

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

Priority Development Areas

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

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

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

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

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

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

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

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

MOBILITY



System Preservation and Resilience

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

Complete Streets

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

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

Transit and Multimodal Integration

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

Transportation System Management

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

Transportation Demand Management

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

Technology Integration

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

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

Safety

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

Funding the System/User Fees

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

COMMUNITIES



Priority Development Areas

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

Housing the Region

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

Equitable Engagement and Decision-Making

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

37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region

38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region

39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups

40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities

41. Support efforts to increase housing and services for people experiencing homelessness across the region

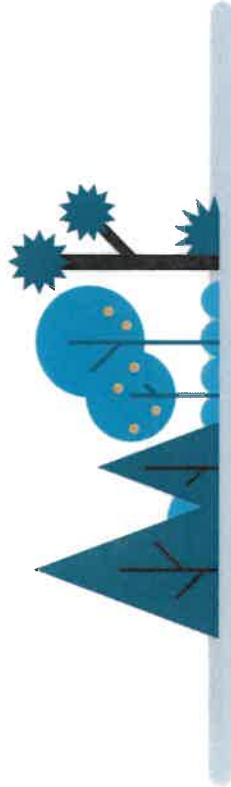
15-Minute Communities

42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses

43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality

44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options

ENVIRONMENT



Sustainable Development

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

Air Quality

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

Clean Transportation

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

Universal Basic Mobility

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

Workforce Development

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

Tourism

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

Mobility Implementation Strategies

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

Mobility Implementation Strategies

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

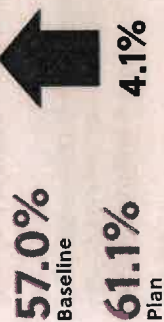
* (Asterisks) denote quantified GHG emission reduction strategies that help to reach SCAG's GHG reduction target set by CARB.

Mobility Implementation Strategies

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

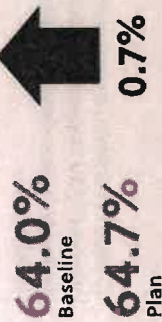
Location Efficiency

Share of Regional Housing in Priority Development Areas



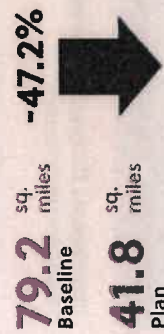
4.1%

Share of Regional Employment in Priority Development Areas



0.7%

Rural Land Consumption



-47.2%

Less Time Spent Driving

Daily Miles Driven per capita



-6.3%

Daily Traffic Delay per capita



-23.8%

Heavy Duty Truck Delay Highway



-15.1%

Heavy Duty Truck Delay Arterial



-20.5%

Improved Accessibility

Annual Transit Boardings per capita



64.2%

Average Commute Travel Time



-2.5%

Transit Mode Share Work Trips



3.3%

Active Transportation Mode Share Work Trips



2.9%

Economic Opportunity

Benefit/Cost Ratio

2.0

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

\$726

Average Annual Transportation and Utility Cost Savings per Household

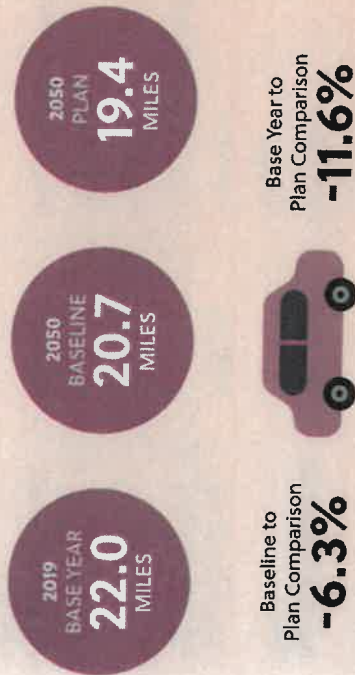
279,000

Average Annual New Jobs from Transportation Investments

465,000

Average Annual New Jobs from Transportation Investments and Increased Competitiveness

CONNECT SOCIAL 2024: PERFORMANCE RESULTS

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

*VMT per capita refers to automobiles and light trucks only

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

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

TABLE 5.1 Connect SoCal 2024 Performance Measures

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

Healthy

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

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

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

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

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

Achieving SCAG's GHG Emission Reduction Target

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

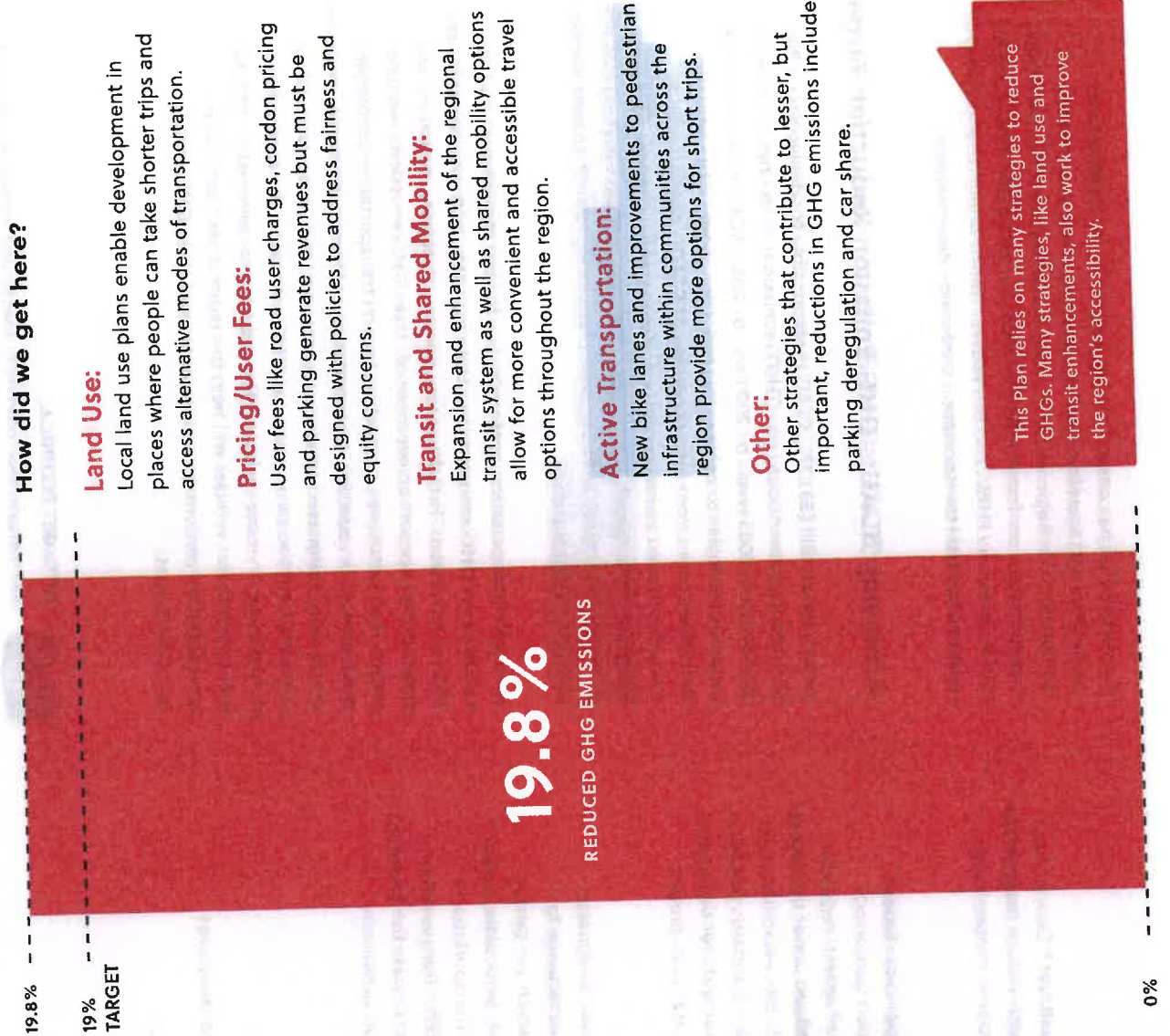
Although transportation conformity is a federal requirement and the reduction of GHG emissions is a state mandate, both requirements are highly interrelated. First, the same policies, strategies, programs and projects that support achievement of state GHG emissions reduction targets also contribute to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



LET'S GET TECHNICAL

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

2035 GHG Emission Reductions



CONNECT SOCIAL 2024: TAKE A CLOSER LOOK

Achieving the Target

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

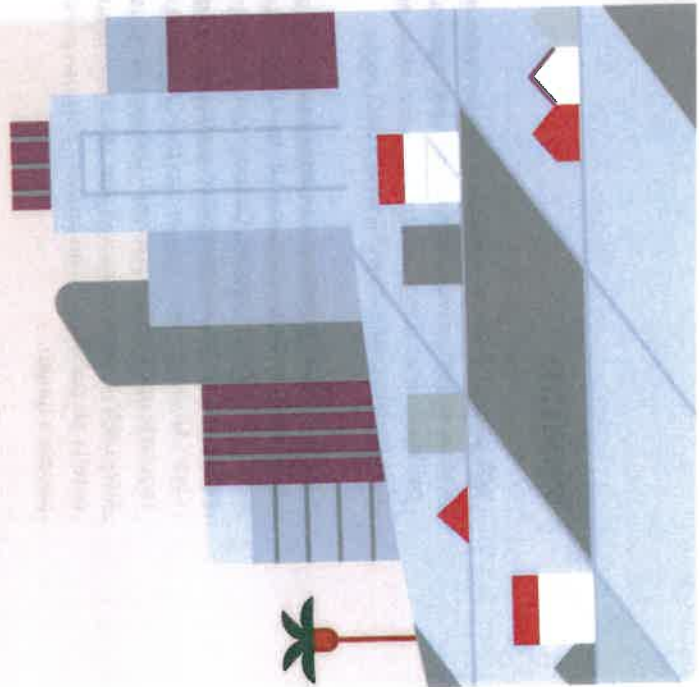


TABLE 5.3 Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Mobility		
Share of Transportation System Usage	<i>Plan Assessment:</i> Comparison of transportation system usage by mode for low-income households and people of color relative to each groups regional population share	This existing conditions analysis confirmed typical patterns of higher-income transit riders tending to ride the train, while lower income transit riders tend to ride the bus. People of color are more likely to use public transit and active transportation modes to reach destinations as compared to White residents.
Travel Time and Travel Distance Savings	<i>Plan Assessment:</i> Change in distance traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase miles traveled on transit and decrease miles traveled by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person miles traveled for lower income quintiles and for Hispanic/Latino, Black and Asian travelers.
	<i>Plan Assessment:</i> Change in hours traveled by all transit, local transit and auto modes by race and ethnicity and income quintiles	Compared to the 2050 baseline, results anticipate the Plan will increase time spent on transit and decrease time spent traveling by auto in accordance with the integrated transportation and land use strategies proposed in Connect SoCal 2024. There are slightly greater decreases in person hours traveled for higher income quintiles and for Hispanic/Latino and White travelers.
	<i>Plan Assessment:</i> Number of jobs reachable within 15 and 30 minutes by automobile and 15 and 45 minutes by transit during morning peak period (6 a.m.–9 a.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to jobs for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied
Access to Everyday Destinations	<i>Plan Assessment:</i> Number of retail establishments reachable within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5- 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to shopping for the overall population in the region and Priority Equity Communities, with no reduction in access for any specific population studied.

TABLE 5.3 Continued Summary of Equity Performance Measures

PERFORMANCE MEASURE	DESCRIPTION	SUMMARY OF ANALYSIS
Access to Everyday Destinations (continued)	Plan Assessment: Percent of population that can reach a park location within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5– 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to parks for the overall population in the region and Priority Equity Communities, except for small decreases in bicycle access. Transit access to parks is expected to improve for all populations, however, several decreases are seen for other modes. The largest decreases are for Hawaiian-Pacific Islander and Native American populations, where the decrease in auto access in Priority Equity Communities exceeds the regional change, and for the Native American population, where the decrease in bicycle access in the region exceeds the decrease in Priority Equity Communities.
	Plan Assessment: Number of schools within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during morning and peak period (6 a.m.–9 a.m.), plus 0.5– 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to schools for the overall population in the region and Priority Equity Communities. However, bicycle access decreases slightly for several populations in Priority Equity Communities, including Black and Hispanic/Latino people, older adults and people with disabilities.
	Plan Assessment: Number of health care facilities within 15 and 30 minutes by automobile and 15 and 30 minutes by transit during the midday period (9 a.m.–3 p.m.), plus 0.5– 0.75-, and 1-mile walksheds and 1-, 3- and 5-mile bikesheds	Compared to the 2050 baseline, the Plan is expected to improve access to healthcare for the overall population in the region and Priority Equity Communities, except for auto decreases for the Black population in Priority Equity Communities.
Bicycle and Pedestrian Collisions	On-going Measure: Percent of Bicycle/Pedestrian High Injury Networks (HIN) located within Priority Equity Communities	According to this existing conditions analysis, approximately 72 percent of the Bicycle High Injury Network and 80 percent of the Pedestrian High Injury Network are within or adjacent to Priority Equity Communities.
	Plan Assessment: Safety projects on bicycle and pedestrian HIN	While only 13 percent of bicycle and pedestrian modal networks of the Regional High Injury Network may experience improvement from planned safety projects included in the Plan, over 75 percent of those projects are located in Priority Equity Communities.

Plan Alignment

One aspect of performance based long-range planning is aligning with applicable state and federal plans and processes. Two of the critical touchpoints for Connect SoCal alignment are the federal planning factors and the California Transportation Plan 2050.

The federal planning factors are meant to be addressed by the MPO during the consideration and implementation of projects, strategies and services (23 U.S.C. Section 450.306). They are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The California Transportation Plan (CTP 2050) is a policy framework that provides a vision for the future of the statewide transportation system. The vision for CTP 2050 is "California's safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health." The goals of the CTP 2050 are:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emission-reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life and Public Health:** Enable vibrant, healthy communities
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Economy:** Support a vibrant, resilient economy
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Connect SoCal 2024 aligns with both the federal planning factors and the CTP 2050. There is significant overlap between the vision and goals of CTP 2050 and the Plan, with slight deviations to reflect the specific priorities for Southern California. For the federal planning factors, these factors were included in the development of goals, performance measures and guided the development of plan strategies and related analysis.

CalEnviroScreen 4.0

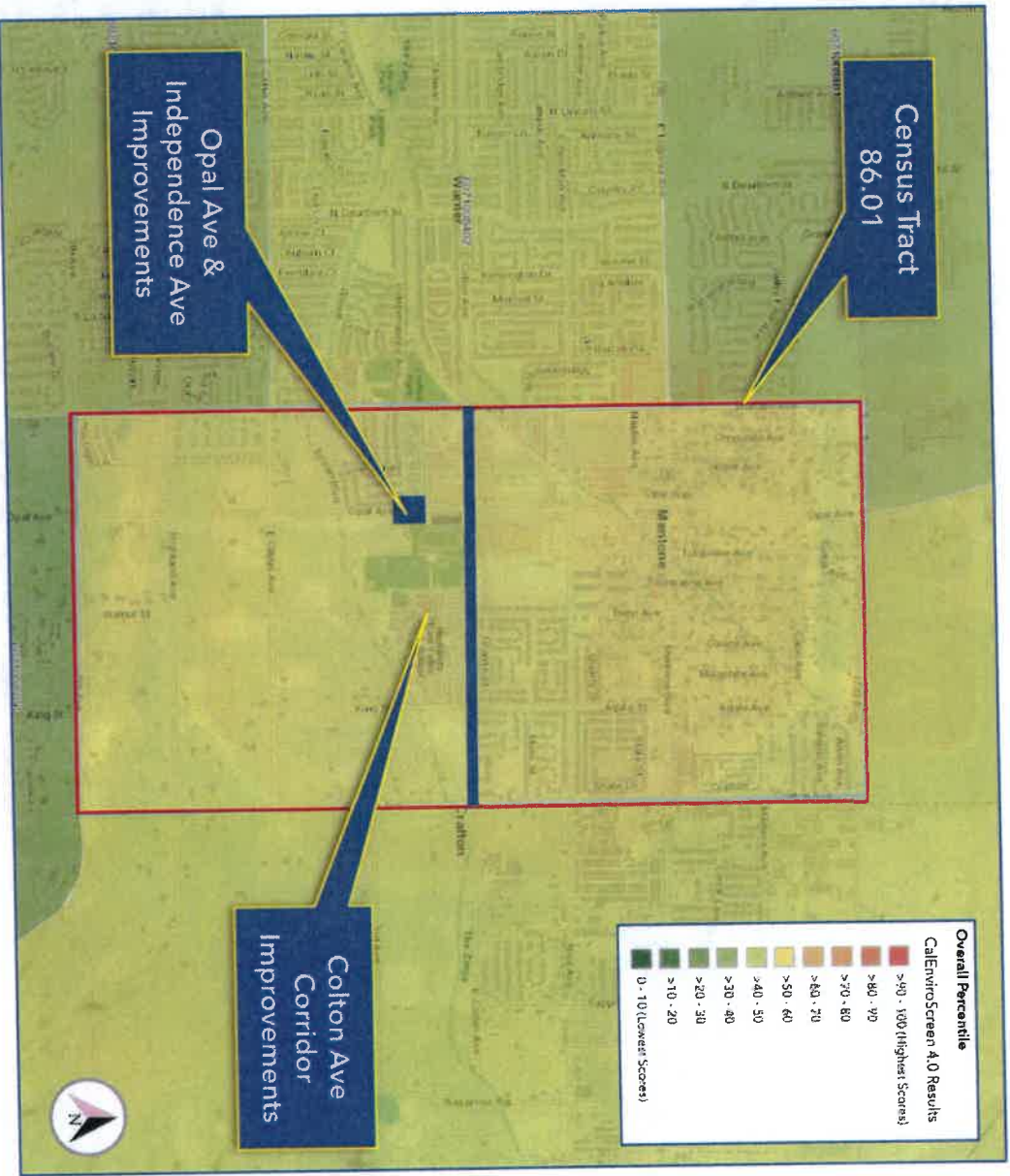


CalEnviroScreen 4.0 Overall Percentile

The Project serves a Disadvantaged Community identified by CalEnviroScreen 4.0, with a percentile score of 50, exceeding the SB 535 threshold. Census Tract 6071008601 (86.01) has a population of 6,112 and experiences elevated environmental and health-related burdens that impact community well-being.

CalEnviroScreen data indicate extremely high ozone exposure (100th percentile), along with elevated pesticide exposure (78th percentile), drinking water concerns (61st percentile), and groundwater threats (60th percentile). Sensitive population indicators further highlight health vulnerabilities, including cardiovascular disease (86th percentile) and asthma (57th percentile). These combined environmental and health burdens increase risks for residents and underscore the need for safer, more accessible transportation options.

The Project will help address these challenges by improving walking and biking infrastructure, reducing exposure to traffic-related pollutants, and supporting safer, more reliable access to school and community destinations.





Department of Public Works

CalEnviroScreen 4.0 Overall Percentile

Census Tract 6071008601 (68.01) has a population of 6,112.

Overall Percentiles

CalEnviroScreen 4.0 Percentile	50
Pollution Burden Percentile	48
Population Characteristics Percentile	48

Environmental Effects

Cleanup Sites	0
Groundwater Threats	60
Hazardous Waste	17
Impaired Waters	0
Solid Waste	0

Exposures

Ozone	100
Particulate Matter 2.5	54
Diesel Particulate Matter	52
Toxic Releases	41
Traffic	7
Pesticides	78
Drinking Water	61
Lead from Housing	49

Sensitive Populations

Asthma	57
Low Birth Weight	36
Cardiovascular Disease	86

Socioeconomic Factors

Education	46
Linguistic Isolation	20
Poverty	34
Unemployment	61
Housing Burden	24

The Project area experiences extremely high ozone exposure, ranking in the 100th percentile under CalEnviroScreen 4.0, indicating some of the highest ozone concentrations in the state. Elevated ozone levels are associated with adverse respiratory and cardiovascular health impacts, particularly for sensitive populations such as students.

This high level of exposure underscores the need for transportation improvements that reduce reliance on vehicle travel and support safer, more accessible active transportation options. The Project will improve walking and biking conditions along key school routes, helping to reduce vehicle trips, lower localized emissions, and support healthier travel options for students and the surrounding community.

CalEnviroScreen 4.0 Ozone Indicator Map

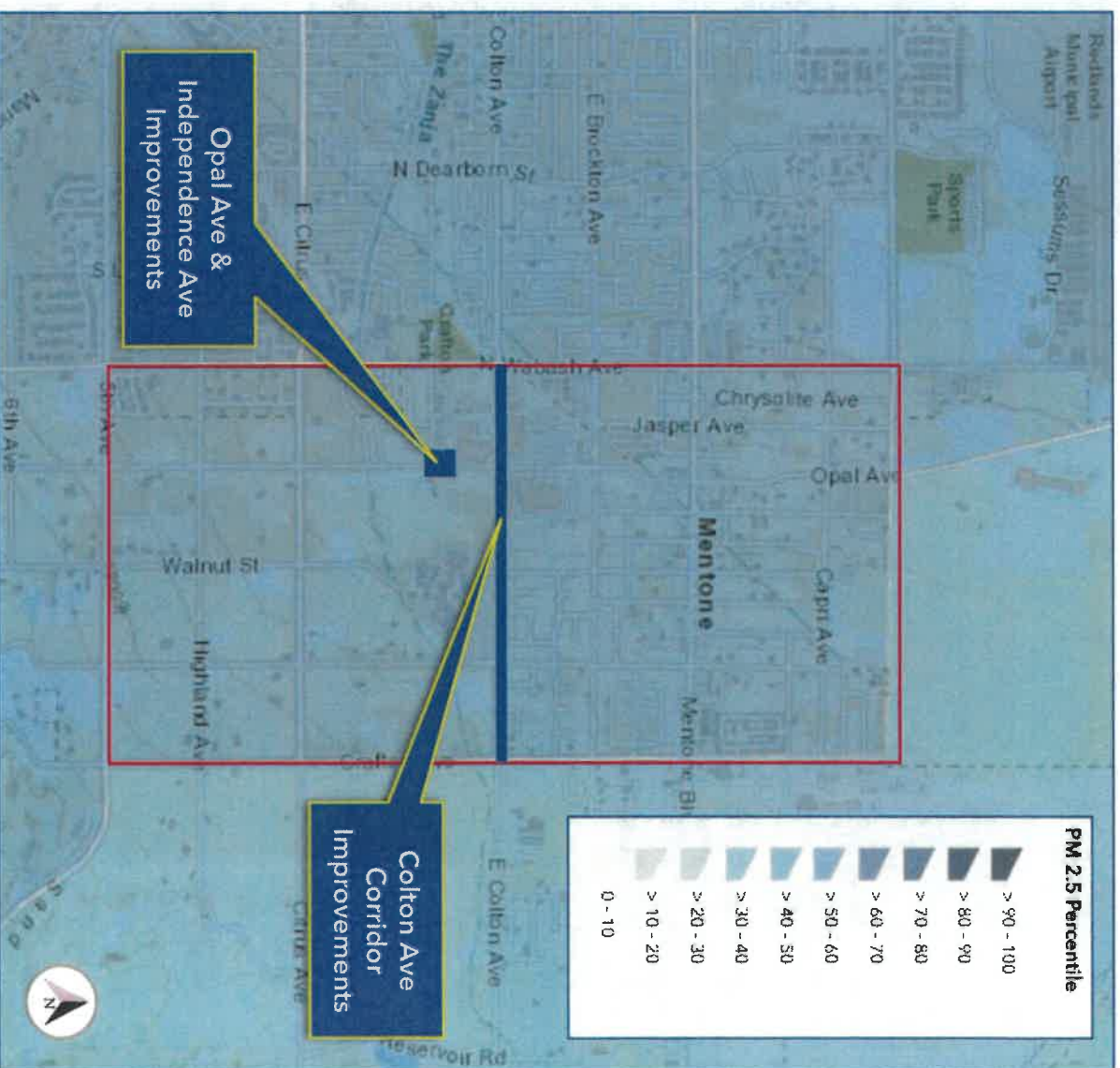


The Project area experiences moderate exposure to fine particulate matter (PM2.5), ranking in the 54th percentile under CalEnviroScreen 4.0. PM2.5 is associated with adverse respiratory and cardiovascular health impacts, particularly for sensitive populations such as students.

While PM2.5 levels alone are moderate, they contribute to a broader pattern of cumulative environmental burdens in the Project area, including extremely high ozone exposure and other pollution indicators. These combined conditions increase health risks and underscore the need for safer, lower-emission transportation options.

The Project will improve walking and biking infrastructure along key school routes, helping to reduce reliance on vehicle travel, lower localized emissions, and support healthier transportation choices for students and the surrounding community.

CalEnviroScreen 4.0 PM 2.5 Indicator Map

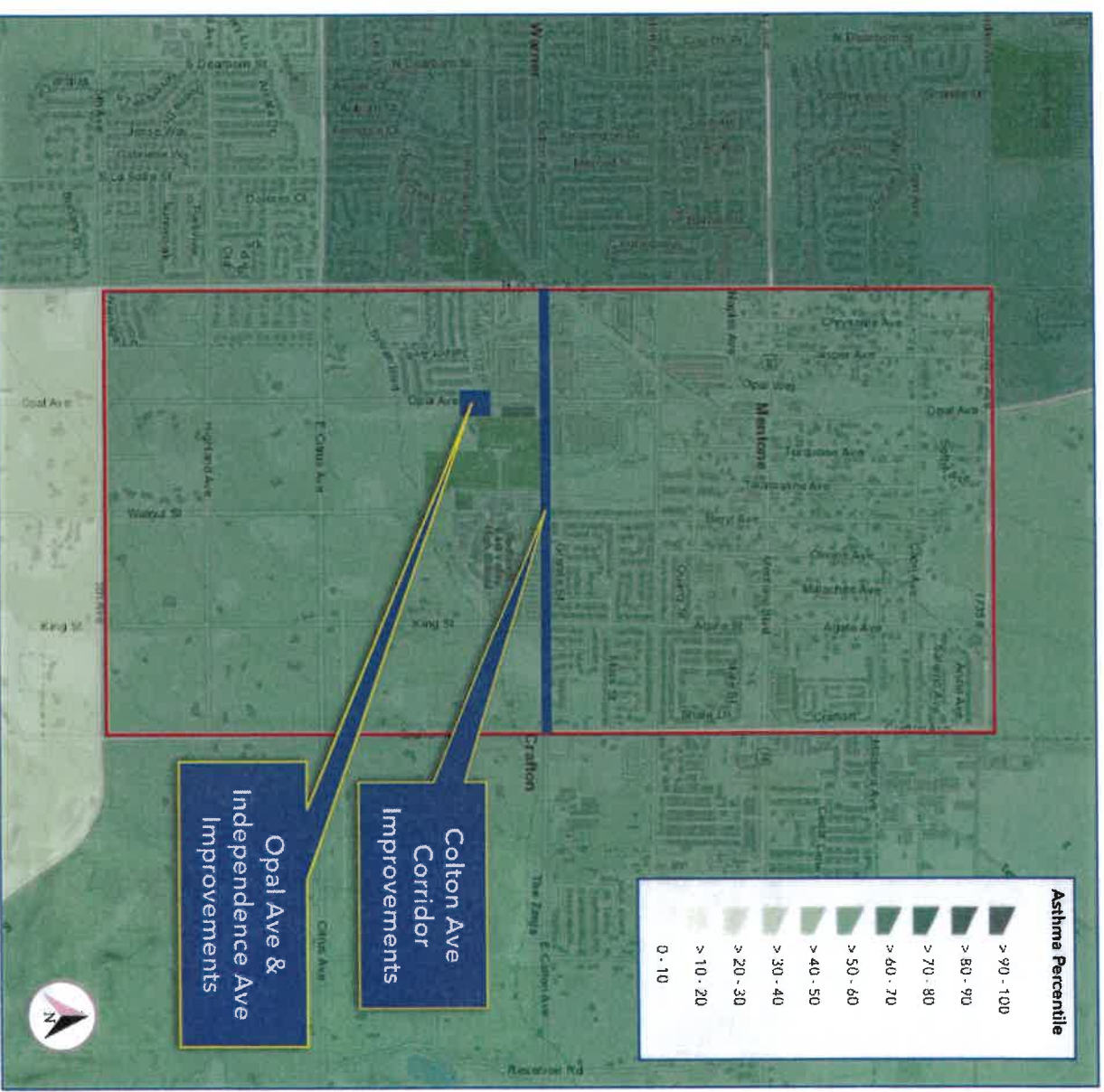


The Project area experiences elevated asthma rates, ranking in the 57th percentile under CalEnviroScreen 4.0. Asthma is a key indicator of respiratory health and is closely linked to air quality and exposure to transportation-related pollutants, particularly for sensitive populations such as students.

When combined with other environmental burdens in the area, including extremely high ozone exposure, these conditions increase health risks and highlight the need for safer, lower-emission transportation options.

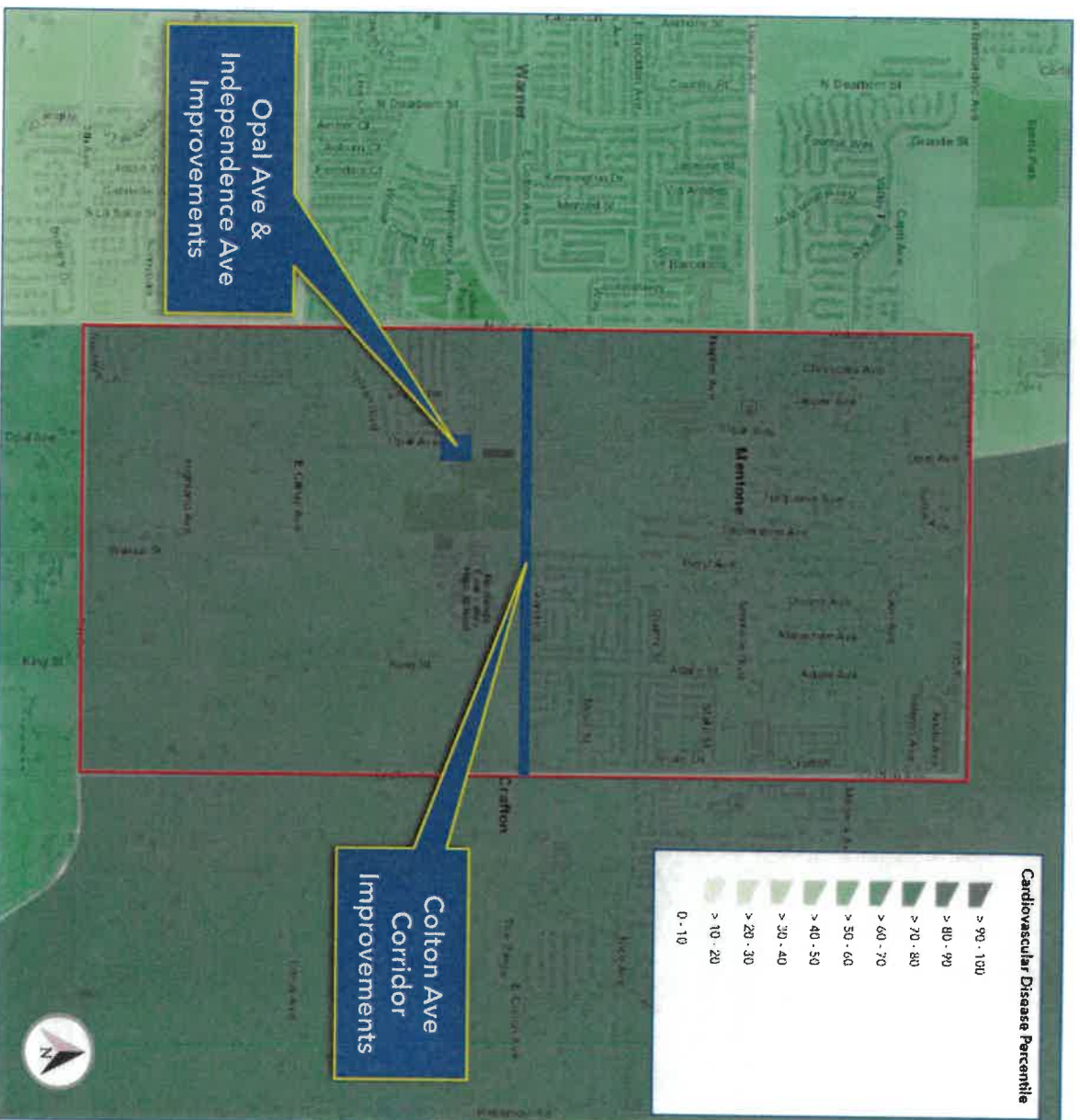
The Project will improve walking and biking infrastructure along key school routes, helping to reduce vehicle trips, lower exposure to traffic-related air pollution, and support healthier travel options for students and the surrounding community.

CalEnviroScreen 4.0 Asthma Indicator Map



Cardiovascular health is closely linked to both air quality and access to active transportation. In areas where residents rely heavily on vehicle travel and lack safe walking and biking infrastructure, opportunities for routine physical activity are reduced, contributing to long-term health disparities.

CalEnviroScreen 4.0 Cardiovascular Disease Indicator Map

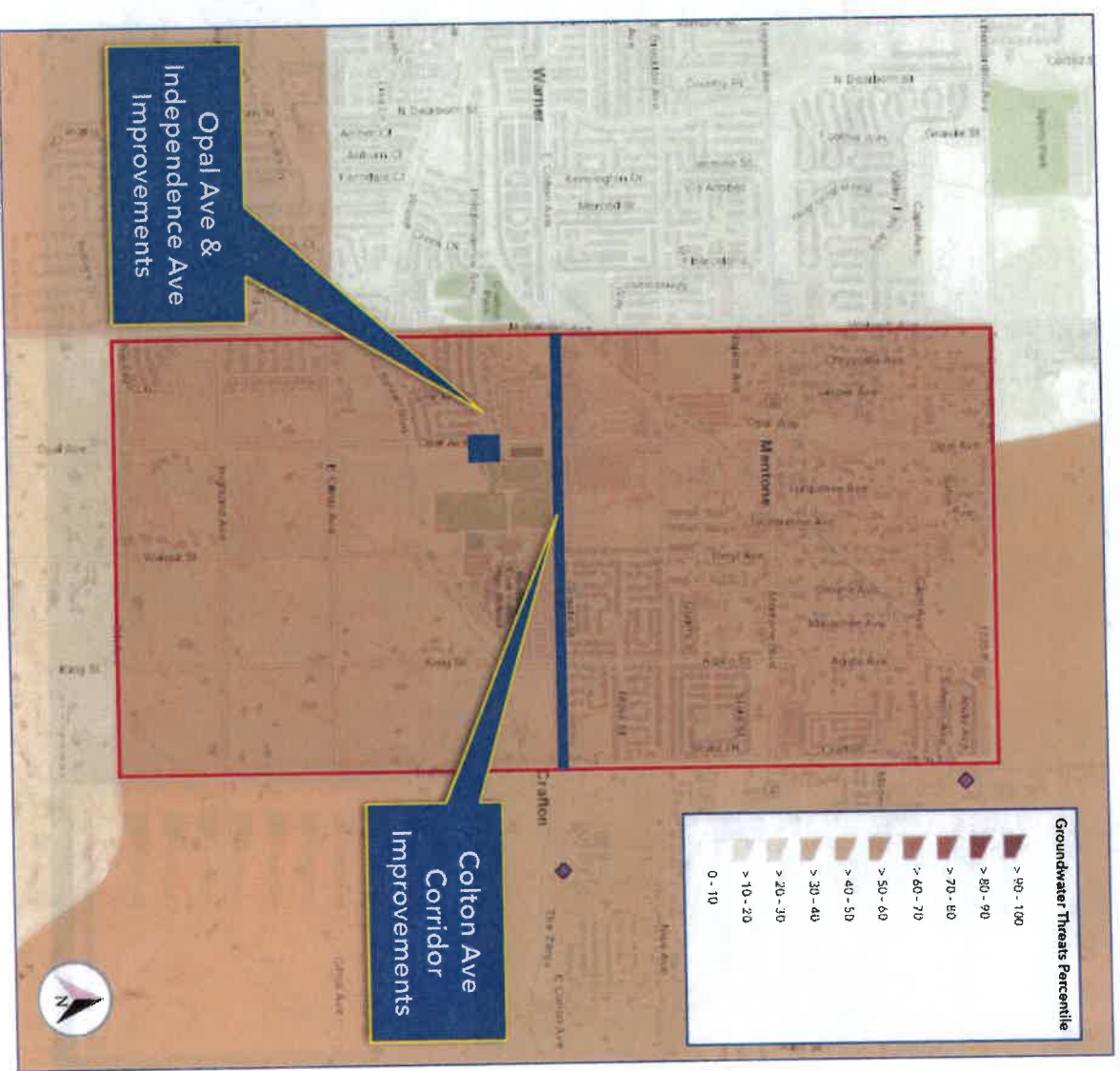


CalEnviroScreen 4.0 Groundwater Threats Indicator Map

The Project area has elevated groundwater threat conditions, ranking in the 60th percentile under CalEnviroScreen 4.0. This reflects the presence and proximity of groundwater contamination sources, which can pose long-term environmental health risks to nearby residents.

While groundwater threats are not directly addressed by the Project, they indicate broader environmental burdens within the community. When combined with transportation-related exposures, these conditions can compound health risks and disproportionately impact vulnerable populations.

The Project will help mitigate cumulative environmental impacts by improving active transportation infrastructure, reducing reliance on vehicle travel, and supporting safer, healthier mobility options for students and residents in the Project area.

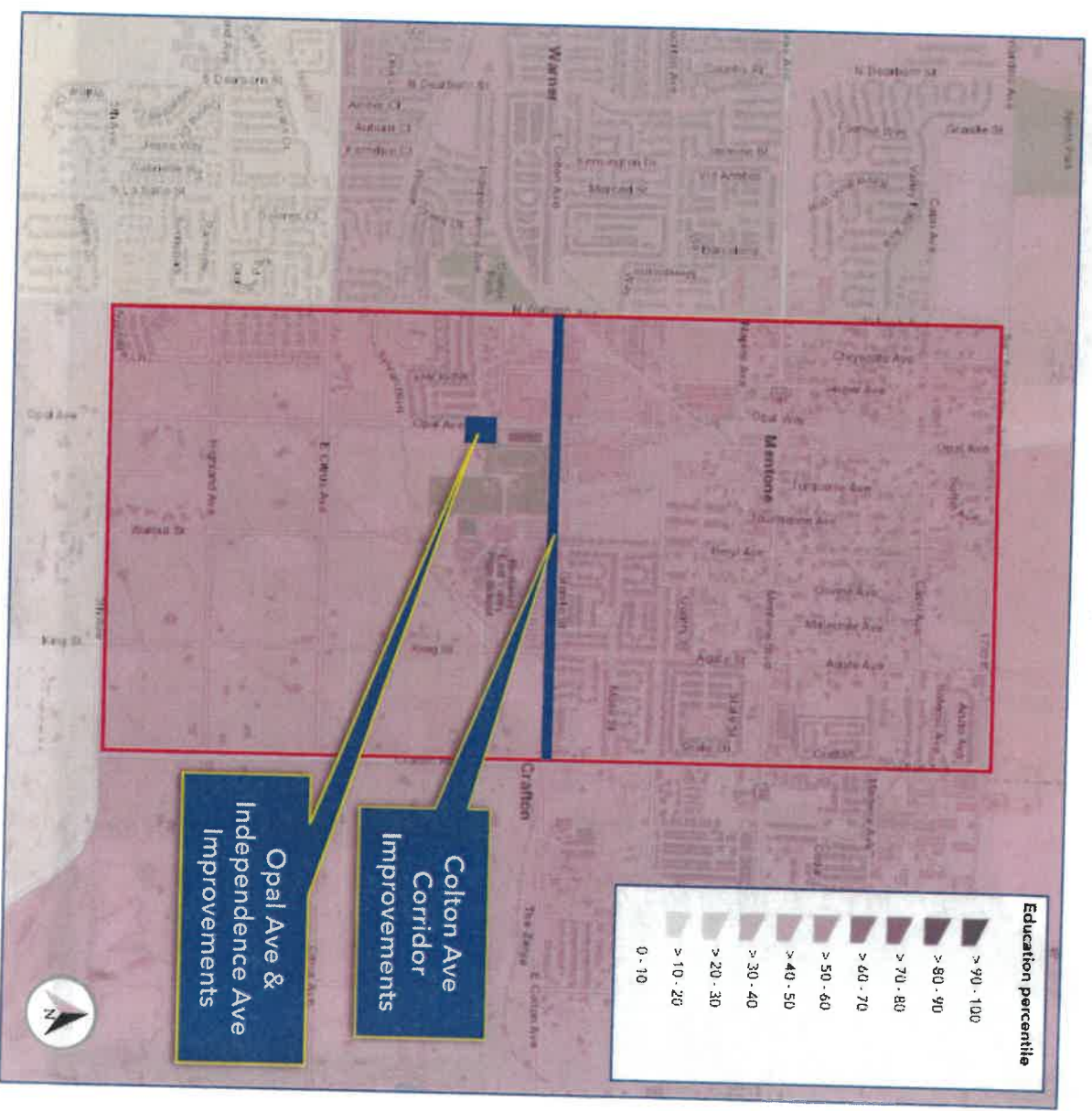


CalEnviroScreen 4.0 Low Educational Attainment Indicator Map

The Project area reflects moderate socioeconomic challenges, with 46% of census tracts statewide having higher levels of adults without a high school education. This indicates that a portion of the community may face barriers to educational attainment and economic opportunity.

Safe and reliable access to schools is critical in communities where students may rely more heavily on walking and bicycling. Existing gaps in pedestrian and bicycle infrastructure along Colton Avenue create safety concerns that can limit consistent and equitable access to Redlands East Valley High School.

The Project will improve safe, accessible routes for students traveling to and from school, helping reduce barriers to attendance and supporting equitable access to educational opportunities within the community.





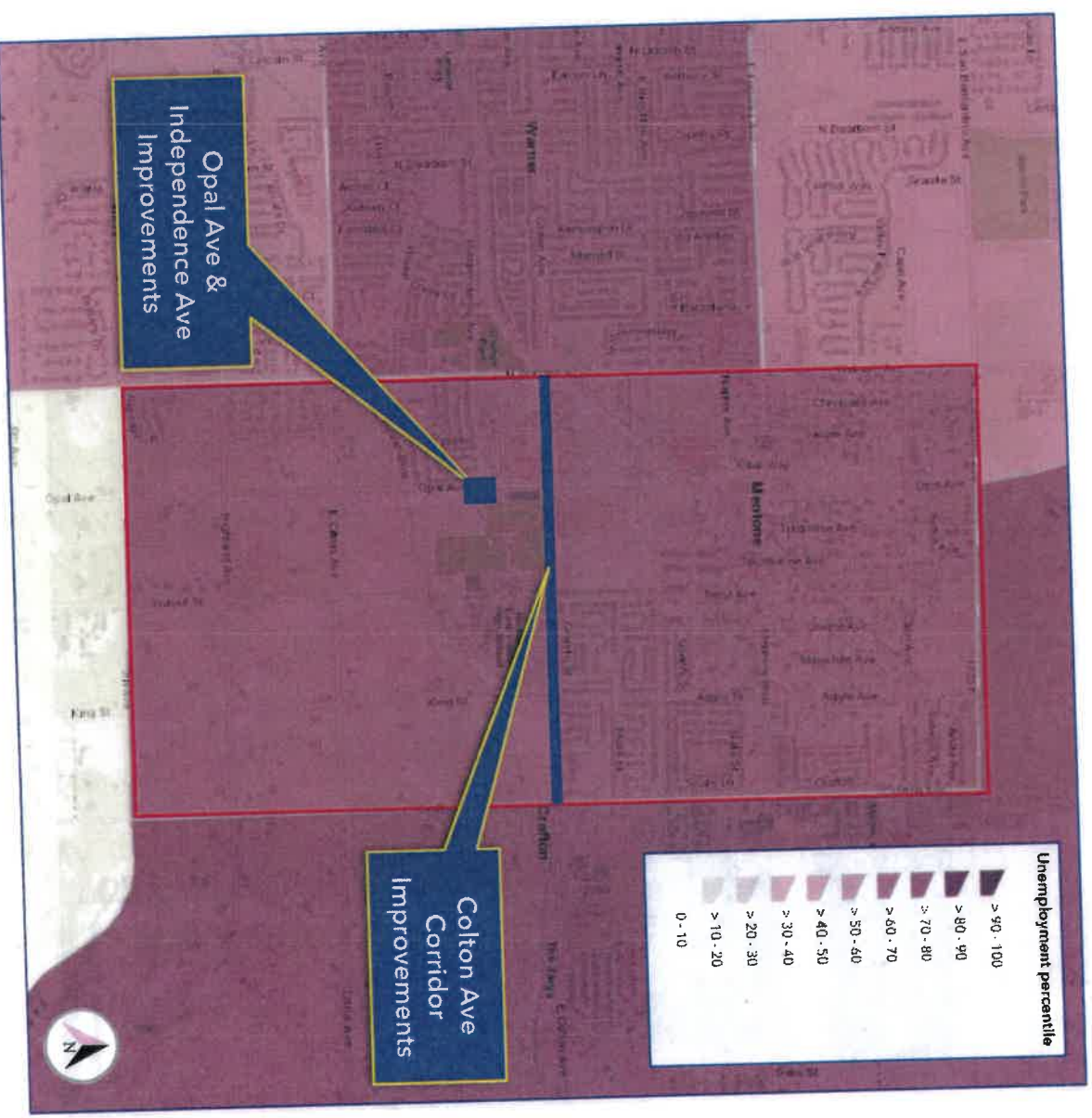
Department of Public Works

The Project area experiences elevated unemployment conditions, ranking in the 61st percentile under CalEnviroScreen 4.0. This reflects economic challenges that can limit access to reliable transportation options for residents and students.

In communities with higher unemployment, households are more likely to rely on walking, bicycling, and other low-cost transportation modes. However, existing gaps in pedestrian and bicycle infrastructure along Colton Avenue create safety risks and limit access to schools, services, and local destinations.

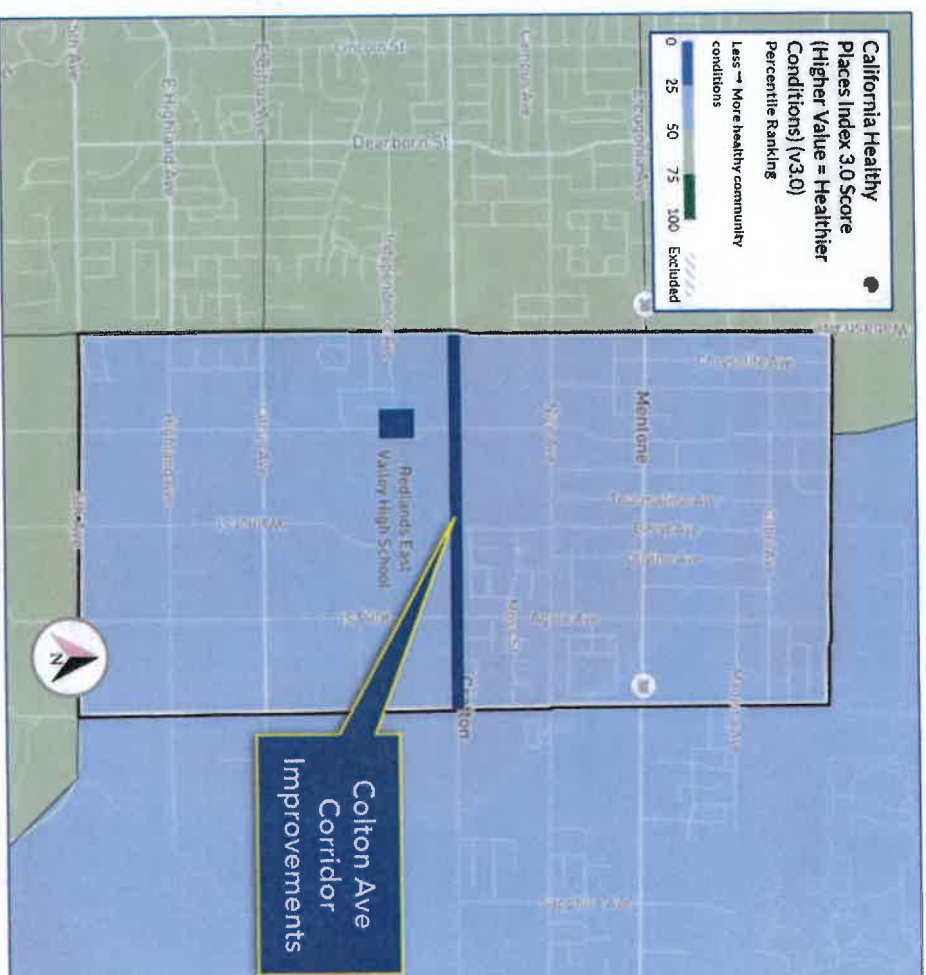
The Project will improve safe, reliable multimodal connections, supporting access to education, employment opportunities, and essential services. By enhancing active transportation infrastructure, the Project helps reduce transportation barriers and promotes more equitable mobility within the community.

CalEnviroScreen 4.0 Unemployment Indicator Map



Healthy Places Index (HPI)





Healthy Places Index (HPI) 3.0

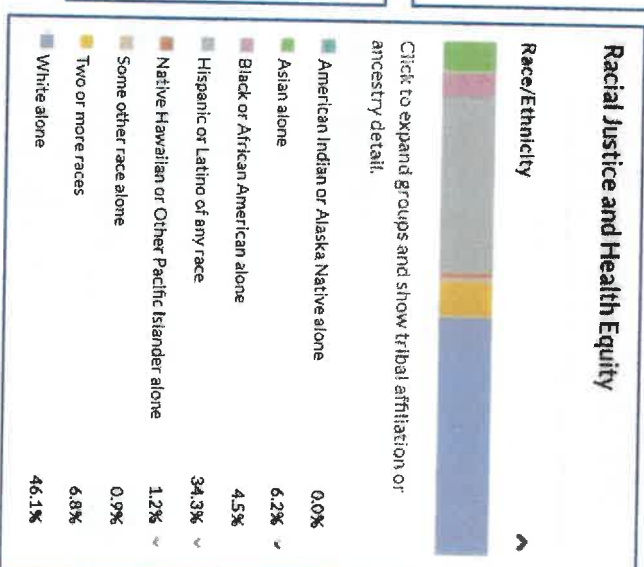
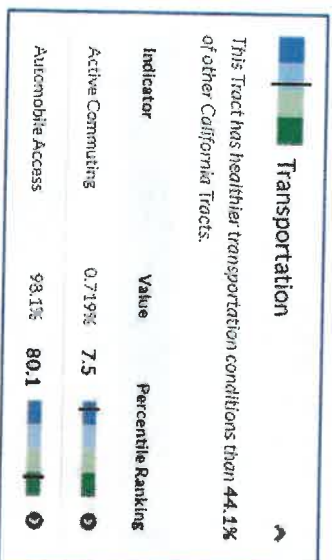
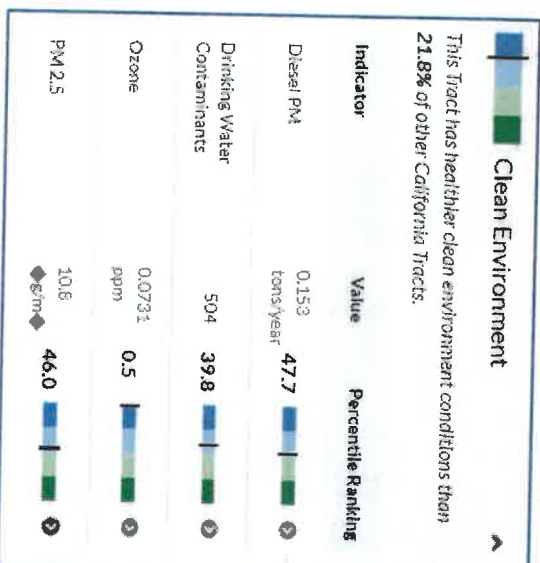
Key Community Conditions Informing Project Need

Elevated Air Quality Concerns:

The Project area experiences high ozone exposure and elevated particulate levels, increasing health risks for students walking and biking.

Low Active Transportation, High Vehicle Dependence:

Only 7.5% of residents use active modes of transportation, while 98% rely on automobiles, underscoring the critical need for safe, accessible walking and biking infrastructure to reduce exposure to traffic-related hazards. This imbalance increases traffic congestion near schools and elevates safety risks for students and pedestrians.



Diverse Community Served:

The Project area serves a diverse population, underscoring the need for equitable access to safe, reliable active transportation options that support all residents, particularly underserved communities, including historically underserved populations who face disproportionate barriers to safe mobility.

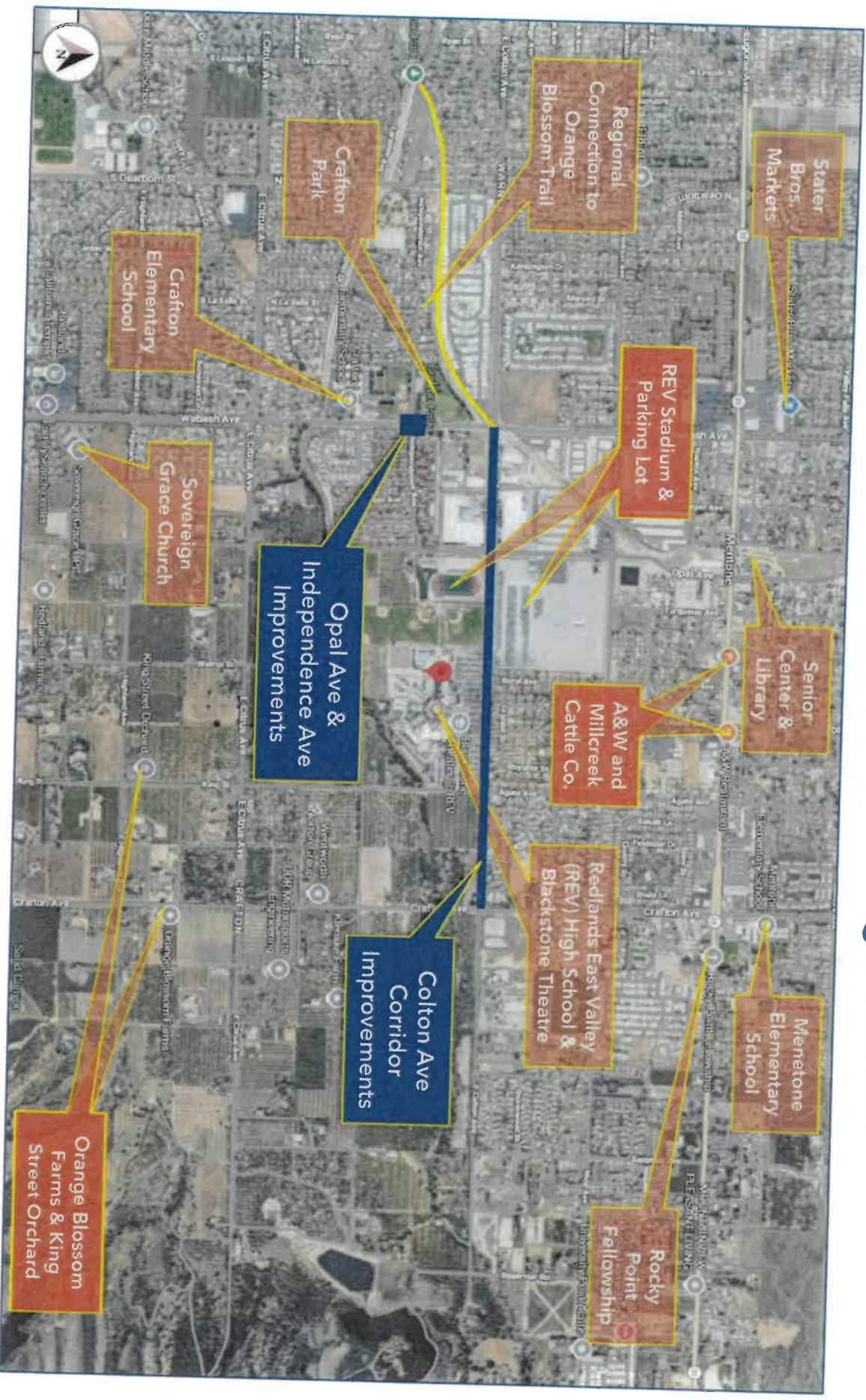
Broad Community Benefit: Improvements will enhance safety and expand access to active transportation for all residents, including historically underserved populations and students traveling to and from school.

Gap Closure Maps





Project Improves Access to Schools, Community Destinations, and Regional Trails



Project Closes Critical Pedestrian Gaps and Improves Safe Crossings



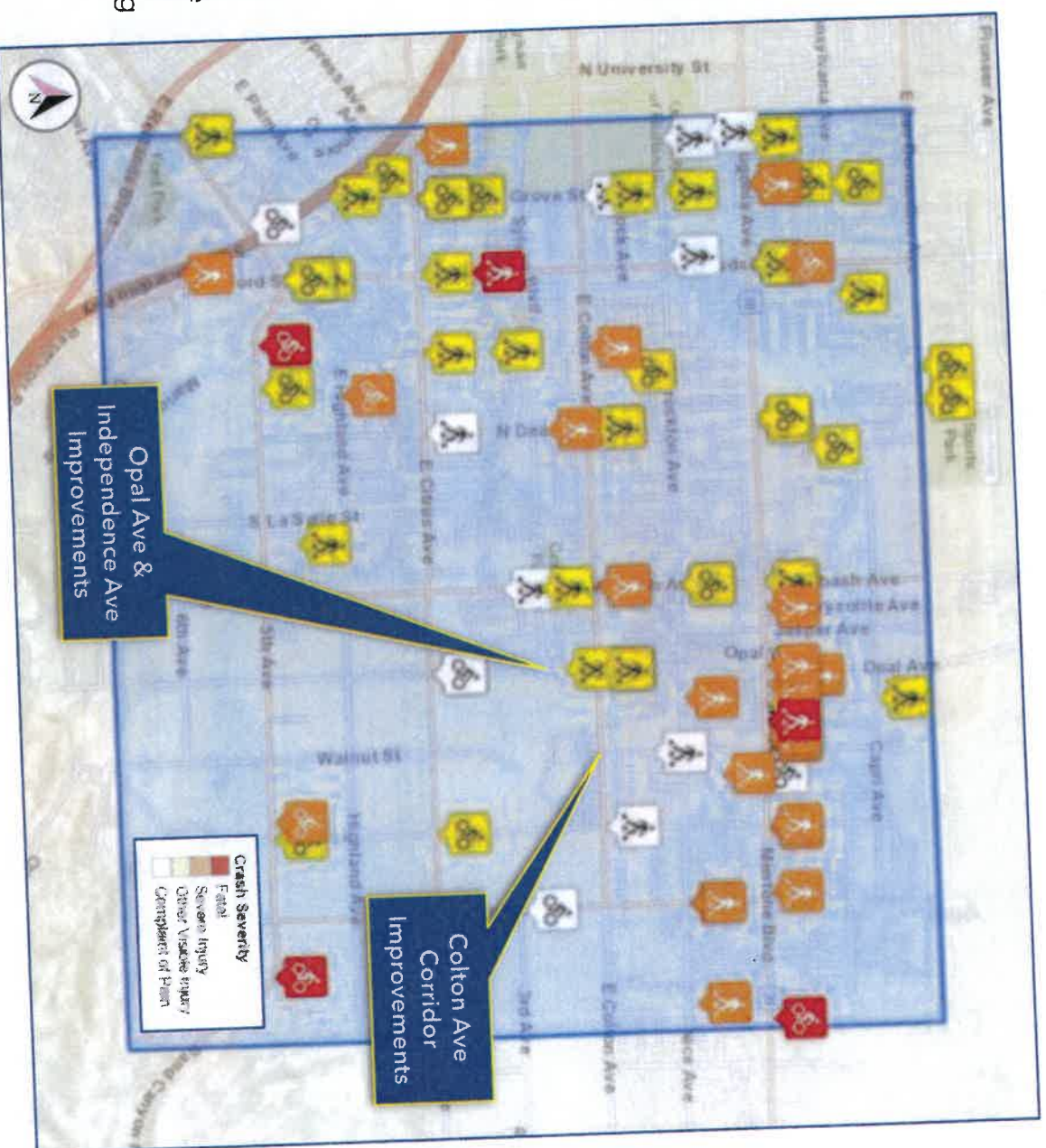
Transportation Injury Mapping System (TIMS) Documentation



Transportation Injury Mapping System (TIMS)

Transportation Injury Mapping System (TIMS) data indicate a concentration of bicycle- and pedestrian-involved collisions throughout the Project area, particularly along key corridors used by students and residents. Between 2014 and 2024, a total of 93 collisions were recorded within the Project limits, including 40 involving bicyclists and 53 involving pedestrians. These collisions include 5 fatalities and 24 serious injuries, reflecting both the frequency and severity of incidents affecting vulnerable roadway users.

These patterns highlight critical safety risks for non-motorized users and demonstrate the need for targeted infrastructure improvements. The Project will improve crossings, implement traffic calming measures, and expand pedestrian and bicycle facilities to reduce collisions, minimize injury severity, and enhance safety for all users, particularly students traveling to and from school.



ATP Maps & Summary Data

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

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

County: San Bernardino

City: Redlands

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

Include State Highway Related Crashes: Yes

Involved With: Pedestrian and Bicycle

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

Year: 2014 - 2024

Crash Summary for initial parameters defined above:

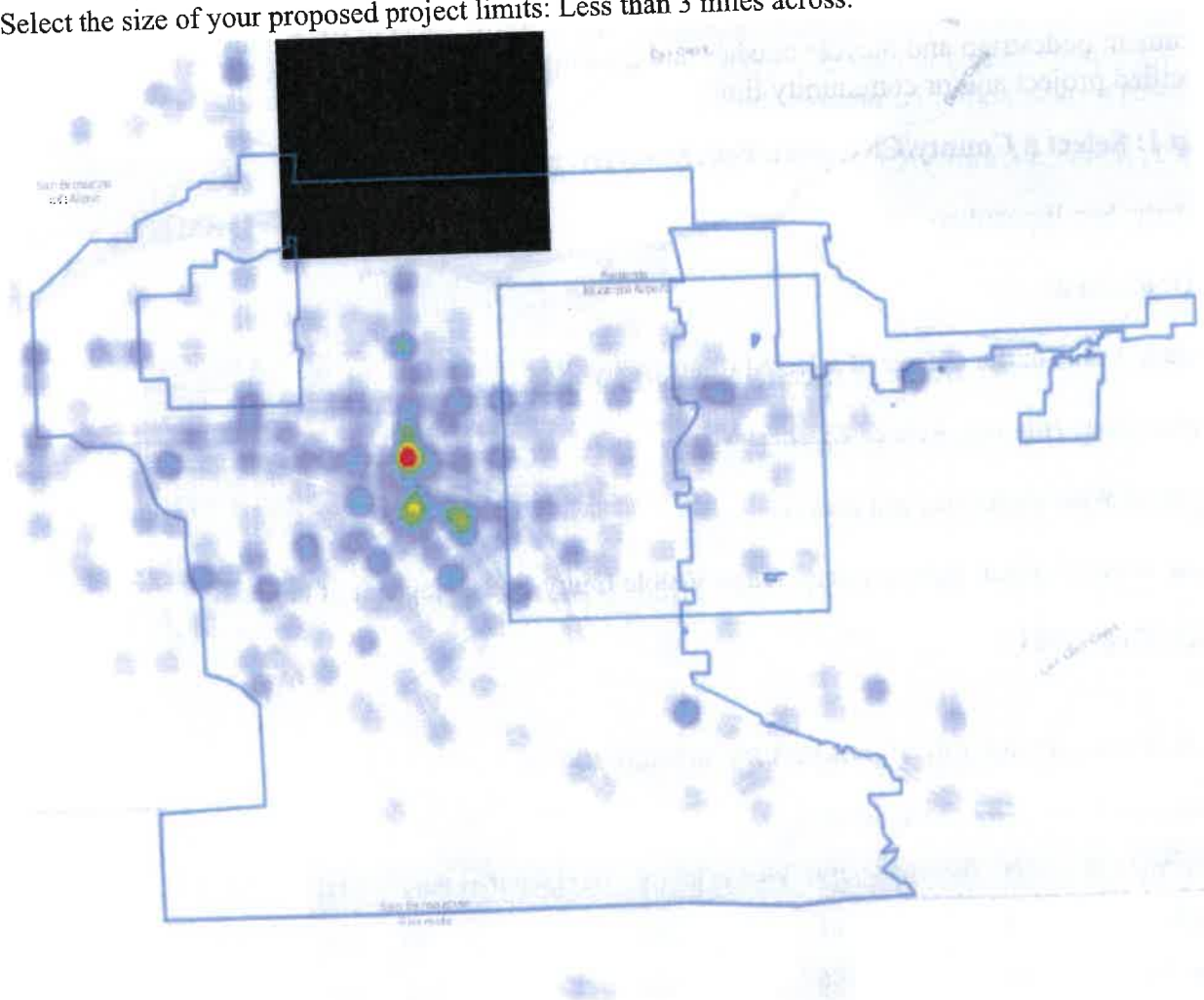
Number of Crashes by Crash Severity

Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle	9	27	183	95	314
Pedestrian	45	65	168	113	391

County/City Heat Map:

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

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



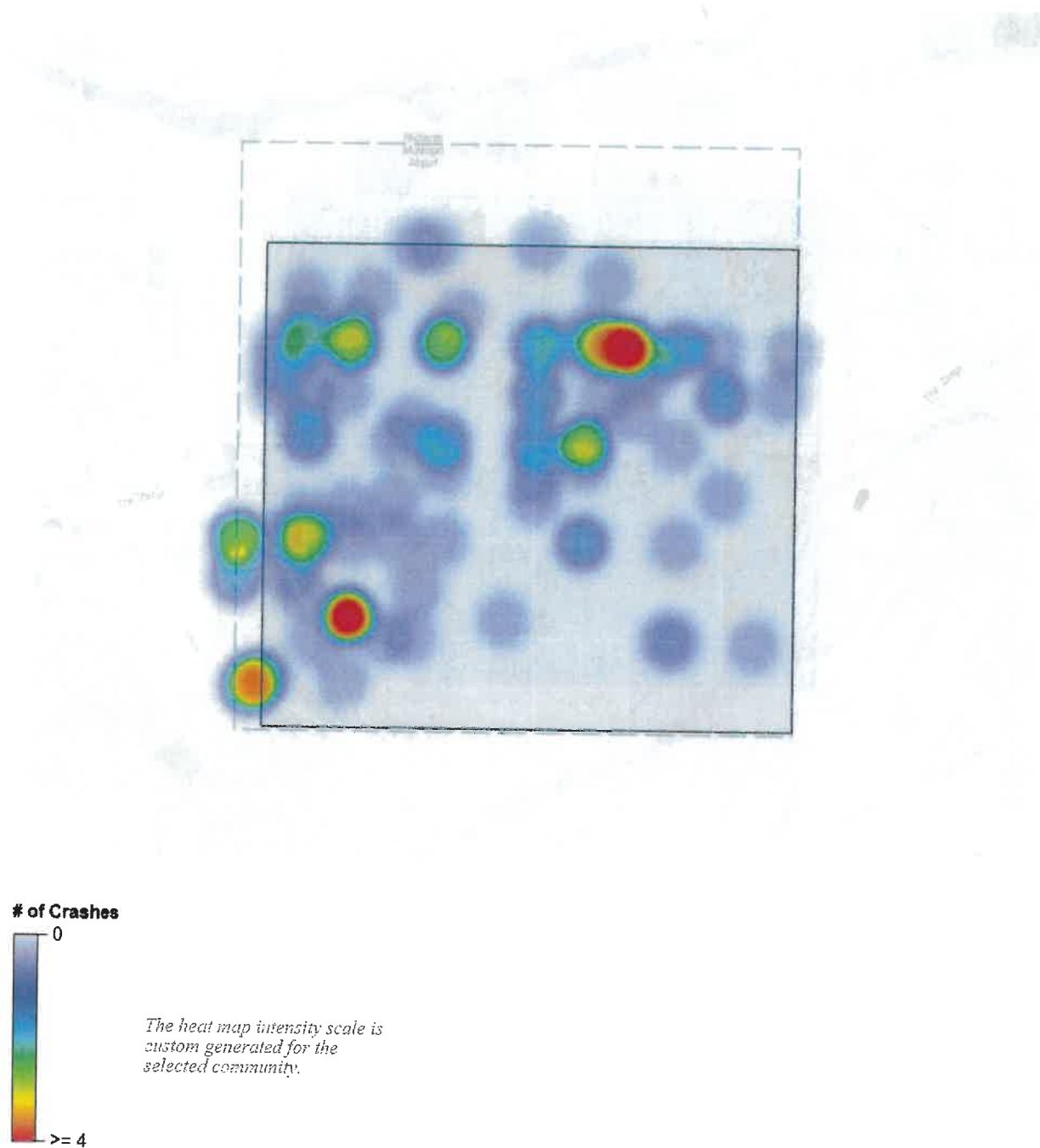
of Crashes



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

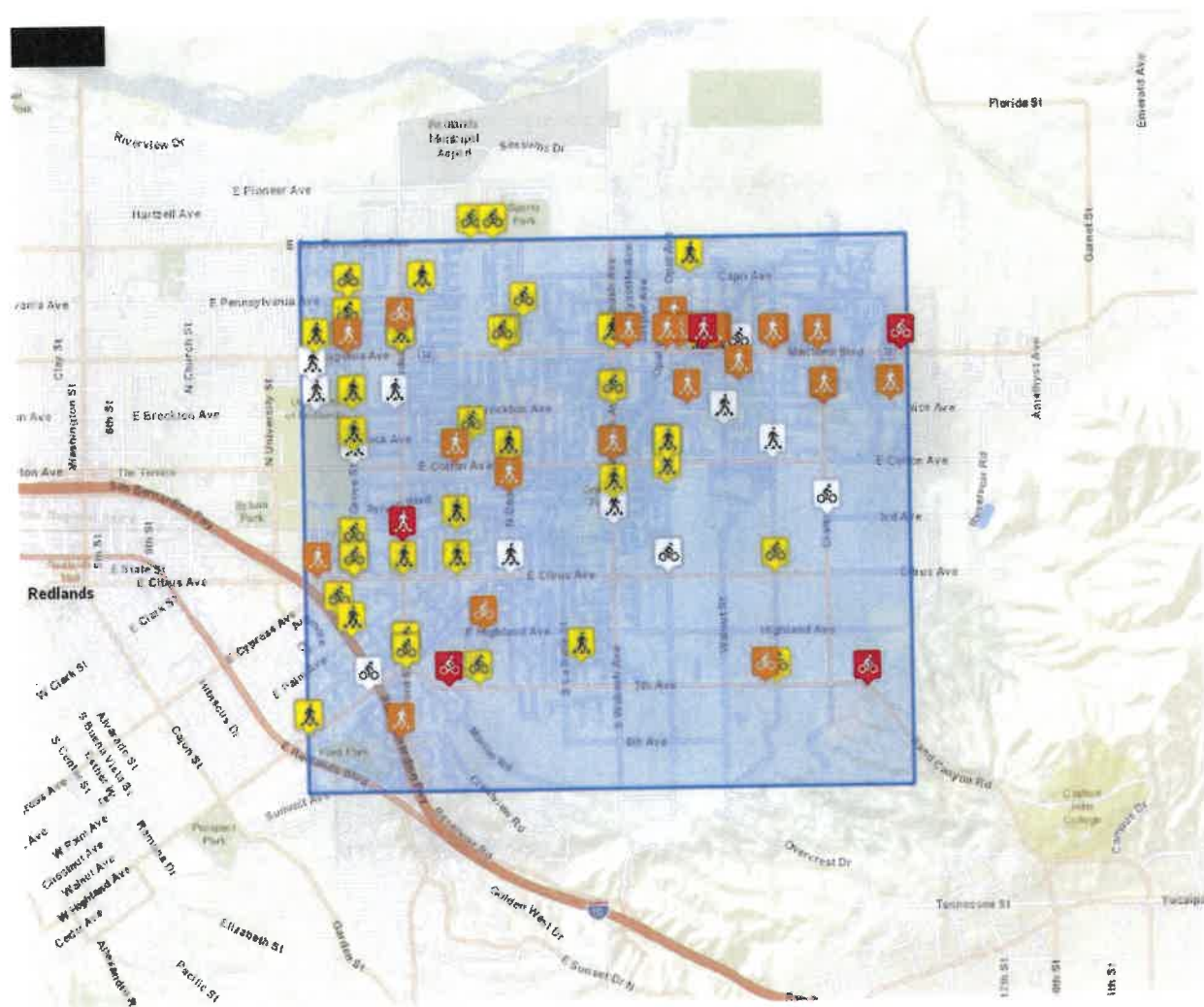
Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map



Project Area Crash Map: 93 total crashes.

Step 4: Review the project-specific crash map



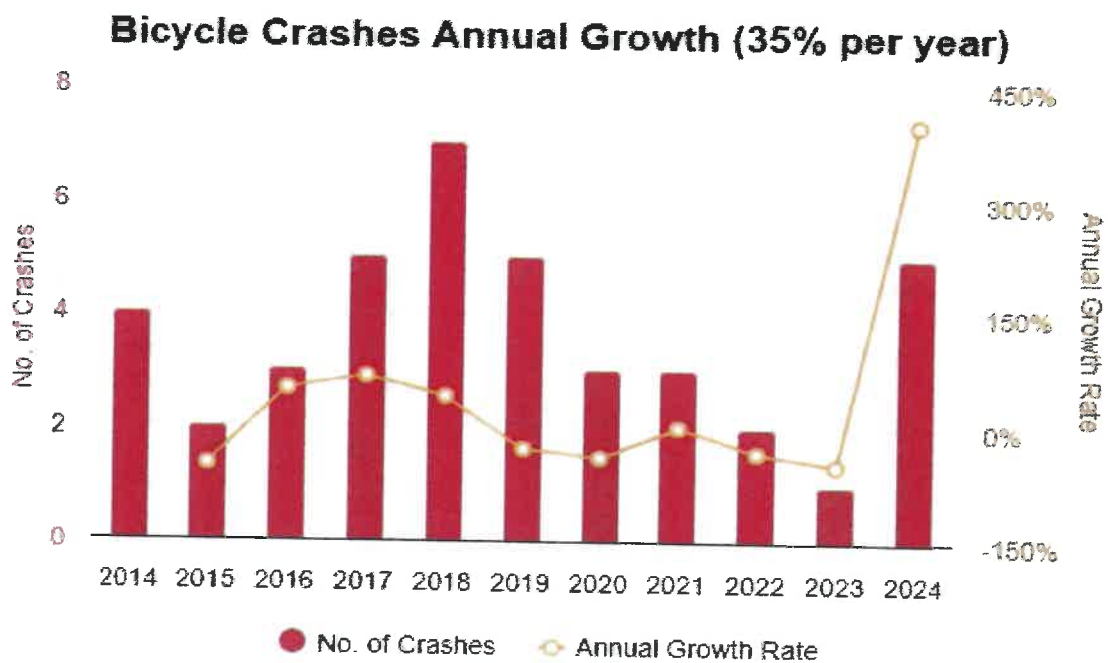
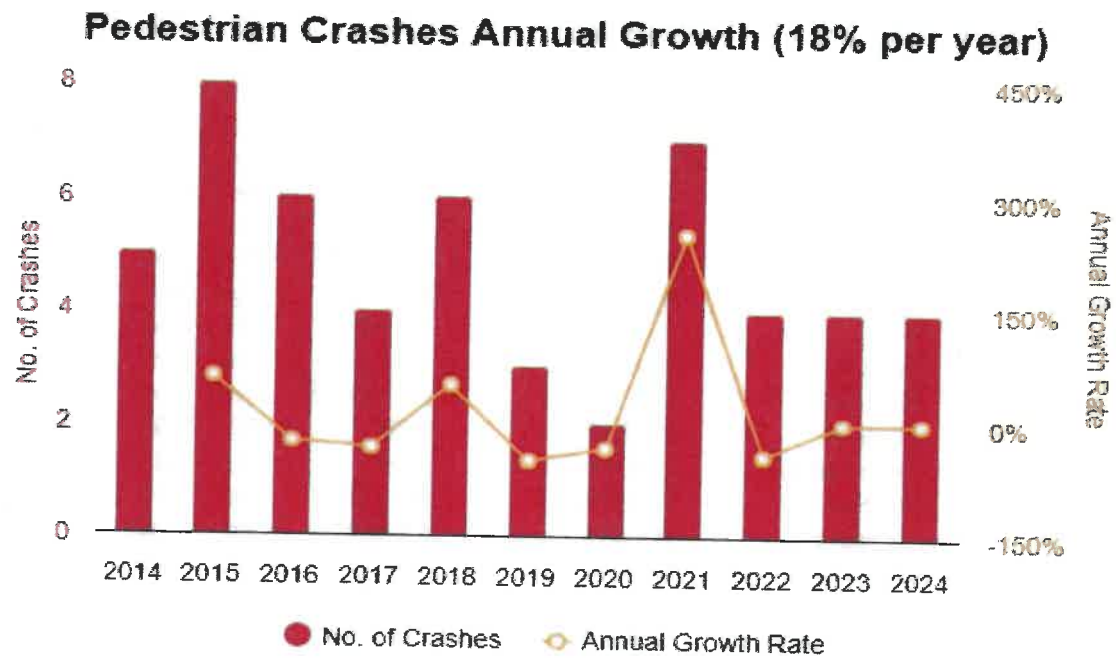
Crash Severity

- Fatal
- Serious Injury
- Other Visible Injury
- Complaint of Pain

Step 5: Review the crash summary data, graphs and tables provided.

Summary Results

Involved With	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Total
Bicycle	3	5	24	8	40
Pedestrian	2	19	20	12	53



Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
6423040	02/25/2014	06:56	Citrus Av	Judson St	At Int	No	Yes	0	1
6439754	03/21/2014	15:30	Grove Av	Central Av	At Int	Yes	No	0	1
6481508	04/27/2014	11:23	5th St	Dearborn St	842 ft West	Yes	No	0	1
6519169	06/06/2014	11:54	E Pennsylvania Av	Judson St	550 ft East	No	Yes	0	1
6640484	09/09/2014	17:13	E Cypress Av	Rt 10	At Int	Yes	No	0	1
6671475	09/16/2014	15:10	Colton Av	Wabash Av	At Int	No	Yes	0	1
6671452	09/23/2014	07:54	Highland Av	Gary St	At Int	Yes	No	0	1
6650674	09/26/2014	23:06	Grove St	College Av	At Int	No	Yes	0	1
6755713	12/24/2014	06:30	Wabash Av	Independence Av	At Int	No	Yes	0	1
6861421	02/21/2015	15:10	N Lincoln St	Dexter Wy	At Int	No	Yes	0	1
6876984	02/24/2015	18:50	Rt 38	Opal Av	123 ft East	No	Yes	0	1
6876883	03/20/2015	15:05	Rt 38	Crafton Av	140 ft West	No	Yes	0	1
6889066	03/25/2015	07:10	Rt 38	Turquoise Av	20 ft West	No	Yes	0	1
6895072	04/02/2015	19:26	Grove St	Brockton Av	At Int	No	Yes	0	1
6932682	04/14/2015	05:02	Rt 10	Cypress Av	1288 ft East	No	Yes	0	1
6936719	05/05/2015	15:24	Wabash Av	Brockton Av	At Int	Yes	No	0	1
7006049	06/04/2015	00:50	Rt 38	Tourmaline Av	115 ft West	No	Yes	1	0
7096600	09/22/2015	19:03	Citrus Av	Grove St	At Int	Yes	No	0	1
7096590	09/24/2015	16:47	Colton Av	University St	2112 ft East	No	Yes	0	1
7171790	01/15/2016	06:42	Colton Av	Dearborn St	At Int	No	Yes	0	1
90114891	02/07/2016	17:05	Citrus Avenue	Opal Avenue	At Int	Yes	No	0	1
7204468	02/24/2016	22:47	Brockton Av	Grove St	897 ft West	No	Yes	0	2
8016826	03/13/2016	12:40	E Lugonia Av	Judson St	9 ft East	No	Yes	0	1
8016855	04/01/2016	20:45	Dearborn St	Citrus Av	At Int	No	Yes	0	1
8024374	04/17/2016	10:46	Lugonia Av	Dearborn Av	8 ft West	Yes	No	0	1
90219496	07/03/2016	13:00	Olivine Avenue	Quarry Street	280 ft North	No	Yes	0	1
90244406	08/05/2016	06:50	5th Ave.	King St	At Int	Yes	No	0	1
90279271	09/21/2016	18:10	Sr-38 (Mentone Blvd)	Agate Ave	At Int	No	Yes	0	1
90399481	02/15/2017	18:03	Colton Ave	King St	At Int	No	Yes	0	2
7200188	04/21/2017	23:43	Judson St	Laramie Av	120 ft South	No	Yes	1	0
8373657	05/01/2017	06:52	San Bernardino Av	Lucas Ln	12 ft West	Yes	No	0	1
90454049	05/02/2017	11:30	Olivine Ave	Sr-38	150 ft South	Yes	No	0	1
8382530	05/17/2017	21:00	North Grove St	Mona Av	At Int	Yes	No	0	1
8421443	07/27/2017	20:28	East Highland Av	Cimarron Dr	150 ft West	Yes	No	0	1
8486288	10/17/2017	17:08	Wabash Av	Lugonia Av	48 ft South	Yes	No	0	1
8486626	10/19/2017	21:00	Shirley Ln	Brigette Ct	75 ft West	No	Yes	0	1
90613733	11/29/2017	07:20	Nice Ave	Opal Ave	528 ft East	No	Yes	0	1
90647590	01/16/2018	17:45	Ansley Lane	Nice Avenue	121 ft North	No	Yes	0	2
90652572	01/17/2018	08:15	Turquoise Ave	Capri Ave	At Int	No	Yes	0	5
90658633	02/06/2018	15:40	Mentone Blvd	Turquoise Ave	At Int	Yes	No	0	1
8642945	06/01/2018	12:22	Lugonia Av	Grove St	8 ft West	Yes	No	0	1
8675752	07/12/2018	13:17	Lugonia Av	Judson St	At Int	No	Yes	0	1
90779539	07/21/2018	09:30	Colton Ave	Opal Ave	At Int	Yes	No	0	1
90795714	08/13/2018	07:16	Citrus Ave	King St	At Int	Yes	No	0	1
90846578	08/17/2018	01:50	State Route 38 (Mentone Boulevard)	Plumwood Lane	425 ft East	Yes	No	1	0
90860340	11/02/2018	21:24	Sr-38	Chrysolite Ave	At Int	No	Yes	0	1
90862402	11/08/2018	18:40	Opal Ave	Colton Ave	6 ft South	Yes	No	0	1
8780550	12/03/2018	15:00	Highland Av	Roosevelt Rd	At Int	No	Yes	0	1

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
8772774	12/05/2018	17:03	Cornell Av	Edwards St	100 ft East	No	Yes	0	1
8786150	12/30/2018	15:17	San Bernardino Av	Dearborn St	At Int	Yes	No	0	1
90983135	03/12/2019	10:52	Sand Canyon Road	Crafton Avenue	950 ft East	Yes	No	1	0
8839726	03/13/2019	14:39	Lugonia Av	Grove St	At Int	No	Yes	0	1
8872525	04/26/2019	15:24	Pennsylvania Av	N Grove St	At Int	Yes	No	0	1
8950583	09/13/2019	14:45	N Wabash Av	Brockton Av	At Int	Yes	No	0	1
8947565	09/16/2019	08:19	Ford St	Highland Av	At Int	Yes	No	0	1
8964815	10/11/2019	07:56	N Dearborn St	E Lugonia Av	At Int	Yes	No	0	1
9029078	12/24/2019	18:16	Citrus Av	Ford St	1320 ft East	No	Yes	0	1
91159328	12/27/2019	16:30	Nice Ave	Crafton Ave	At Int	No	Yes	0	1
9061652	02/20/2020	07:40	Judson St	Mona Av	At Int	Yes	No	0	1
9106807	05/07/2020	09:42	Lugonia Av	University St	1184 ft East	No	Yes	0	1
9112442	06/02/2020	16:55	Cambridge Av	Falcon Ln	137 ft East	Yes	No	0	1
9126810	07/17/2020	07:39	Ford St	Highland Av	At Int	Yes	No	0	1
91383669	12/23/2020	19:28	Sr-38 (Mentone Blvd)	Opal Ave	114 ft West	No	Yes	0	1
9225594	01/10/2021	18:26	Colton Av	Lincoln St	At Int	No	Yes	0	1
91512443	05/27/2021	21:00	I-10 W/b	Ford St.	1056 ft West	No	Yes	0	1
9291762	06/22/2021	19:48	Grove St	Citrus Av	At Int	Yes	No	0	1
9298688	07/01/2021	19:49	Lugonia Av	Wabash Av	At Int	No	Yes	0	1
91534149	07/22/2021	07:56	Opal Ave	Colton Ave	580 ft South	No	Yes	0	1
9338069	08/23/2021	06:59	Ford St	5th Av	At Int	Yes	No	0	1
91566746	08/30/2021	14:45	Opal Ave.	Colton Ave.	10 ft South	No	Yes	0	1
91570892	09/01/2021	19:35	Sr-38 (Mentone Blvd.)	Beryl Ave.	135 ft West	Yes	No	0	1
9348097	09/01/2021	19:33	Dearborn St	Independence Av	200 ft North	No	Yes	0	1
9381222	12/15/2021	14:18	Wabash Av	Colton Av	At Int	No	Yes	0	1
9406723	02/04/2022	15:20	Dearborn St	Colton Av	At Int	No	Yes	0	1
91876492	09/17/2022	22:00	Crafton Ave	3rd Ave	35 ft North	Yes	No	0	1
9466311	10/15/2022	01:27	Citrus Av	Cook St	166 ft West	No	Yes	0	1
91938790	11/30/2022	02:27	Sr-38 (Mentone Blvd)	Tourmaline Ave	150 ft East	No	Yes	0	1
9520373	12/08/2022	08:45	5th Av	Marion St	244 ft West	Yes	No	1	1
91959146	12/21/2022	20:37	Sr-38 (Mentone Blvd.)	Agate Ave	At Int	No	Yes	0	1
9544319	01/02/2023	13:10	Dearborn St	Lugonia Av	At Int	No	Yes	0	1
9549058	02/01/2023	07:53	Highland Av	Roosevelt Rd	At Int	No	Yes	0	1
92068304	05/06/2023	11:10	5th Ave	King St	300 ft West	Yes	No	0	1
92100258	05/18/2023	19:15	Opal Ave.	Brighton Ave.	50 ft South	No	Yes	0	2
9605254	12/12/2023	08:08	Wabash Av	Montecito Ln	At Int	No	Yes	0	1
92328441	03/01/2024	07:43	10364 Beryl Ave	Moss St	At Int	No	Yes	0	1
92380218	04/22/2024	21:30	Crafton Ave	Nice Ave	56 ft North	No	Yes	0	1
9708711	05/22/2024	16:15	East Citrus Av	North Grove St	At Int	Yes	No	0	1
9710229	06/08/2024	11:50	Ford St	5th Ave	28 ft West	Yes	No	0	1
92877820	06/21/2024	18:00	Sr-38 W/b	Beryl Ave	90 ft West	Yes	No	0	1
94377931	08/22/2024	15:25	Citrus Ave	Opal Ave	At Int	Yes	No	0	1
9750088	10/10/2024	16:20	Silver Cup Ct	Foothill Wy	43 ft East	Yes	No	0	1
9758693	10/27/2024	21:15	E Brockton Av	Judson St	184 ft West	No	Yes	0	1
9776097	11/08/2024	08:03	Lugonia Av	Judson St	15 ft East	No	Yes	0	1

Community Engagement



Community Engagement

The Project is informed by a comprehensive community outreach process conducted as part of the Safe Routes to School (SRTS) planning effort. Outreach included direct engagement with students, parents, school staff, and community stakeholders to identify safety concerns and barriers to walking and biking.

Key activities included school observations and walk audits conducted at 21 schools, including Redlands East Valley High School, where participants evaluated real-world conditions along commonly used routes. These audits were widely promoted through school communication channels and conducted in both English and Spanish to ensure inclusive participation. Participants provided feedback through mapped observations, identifying issues such as unsafe crossings, traffic conflicts, and gaps in infrastructure.

In addition, the County collected over 400 student travel tallies and 350+ parent surveys to better understand travel behavior, barriers, and perceptions related to active transportation. Results confirmed that most students rely on family vehicles, with safety concerns limiting walking and biking.

This robust outreach process ensured that the Project reflects community-identified needs, with findings directly informing the proposed infrastructure improvements and prioritization of safer routes to school.



OUTREACH AND ENGAGEMENT

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

3.1 SCHOOL OBSERVATIONS AND WALK AUDITS

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

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

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

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



Figure 3.1 Walk Audit Flyer Example

3.2 STUDENT TALLIES AND PARENT SURVEYS

STUDENT TALLIES

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

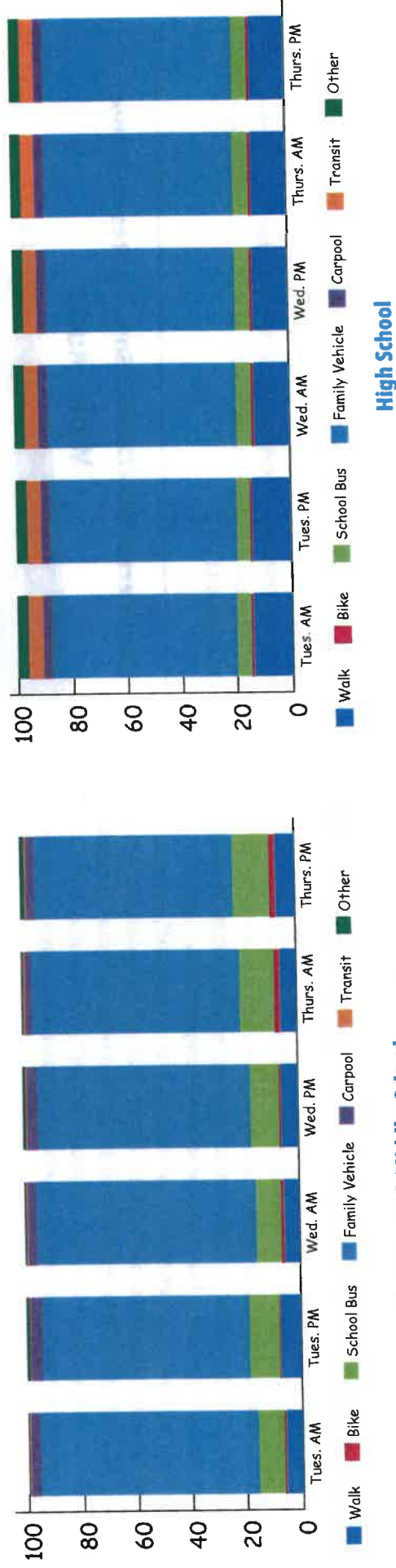
Overall, over 400 student travel tallies were submitted from across all 21 schools and were used to determine how students are traveling to and from school on a daily basis. Figure 3.2 shows the different travel modes students took to and from school in the morning and in the afternoon. Please note that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

PARENT SURVEY

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

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

Figure 3.2 Student Travel Mode to and from School



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

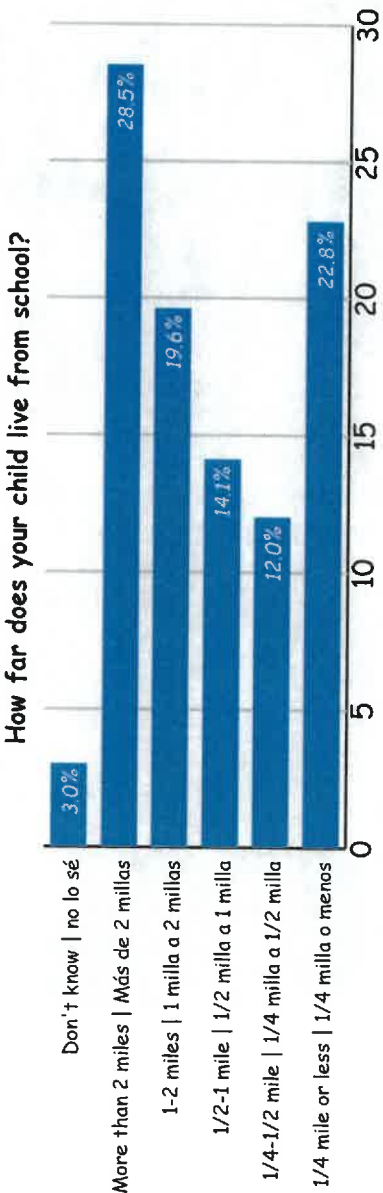


Figure 3.3 Parent Survey Question - Distance

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

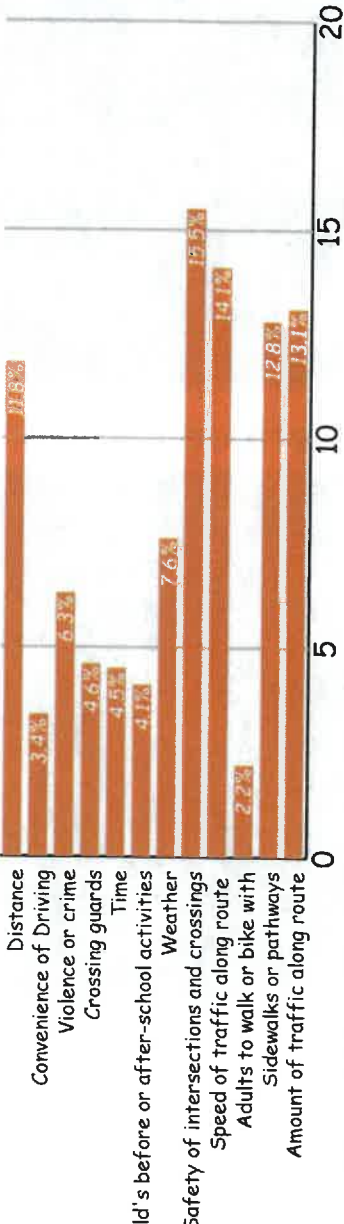


Figure 3.4 Parent Survey Question - Reason





San Bernardino County Safe Routes to School

Parent/Caregiver Survey

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

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

Redlands East Valley High School

Encuesta de Padres/Cuidadores

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

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



SCAN ME



Access the Parent/Caregiver Survey here:
La encuesta de Padres/Cuidadores está aquí:
surveymonkey.com/r/SBCSchools



Redlands East Valley High School

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

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



SCAN ME

Please tell us
how you travel to
and from school

or access the tally here:
<https://www.surveymonkey.com/r/SRTS-Student-Tally>





Redlands East Valley High School

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

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

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

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

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



San Bernardino County Safe Routes to School Walk Audit

Redlands East Valley High School

Tuesday
February 11,
2025

3:45 PM
Join
Us!

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



WHAT

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

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



WHO

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



Questions?

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

SBCountySRTS@mbakerintl.com



WHY

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

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

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



SCAN ME



San Bernardino County Safe Routes to School

Auditoría de caminata

Redlands East Valley High School

Martes
11 de Febrero,
2025

3:45 PM

Únase a
nosotros!

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



QUÉ

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

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



OMS

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



¿Preguntas?

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



POR QUÉ

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

Escanee aquí para proporcionar sus comentarios o visite:

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



SCAN ME



EMAIL TO TEACHERS ABOUT THE STUDENT TALLY

Hello Teachers,

Our school is participating in the San Bernardino County Public Works Safe Routes to School Action Plan, which will help identify roadway improvements to and from our school. The Plan aims to create safer routes to school in an effort to encourage more students to walk and bike to school. To help the County better understand our students' travel behaviors, we will be asking our students to take a survey of their modes of travel. Please conduct the surveys in the classroom Tuesday through Thursday, during the week of February 10th. Directions are on the attached flyer.



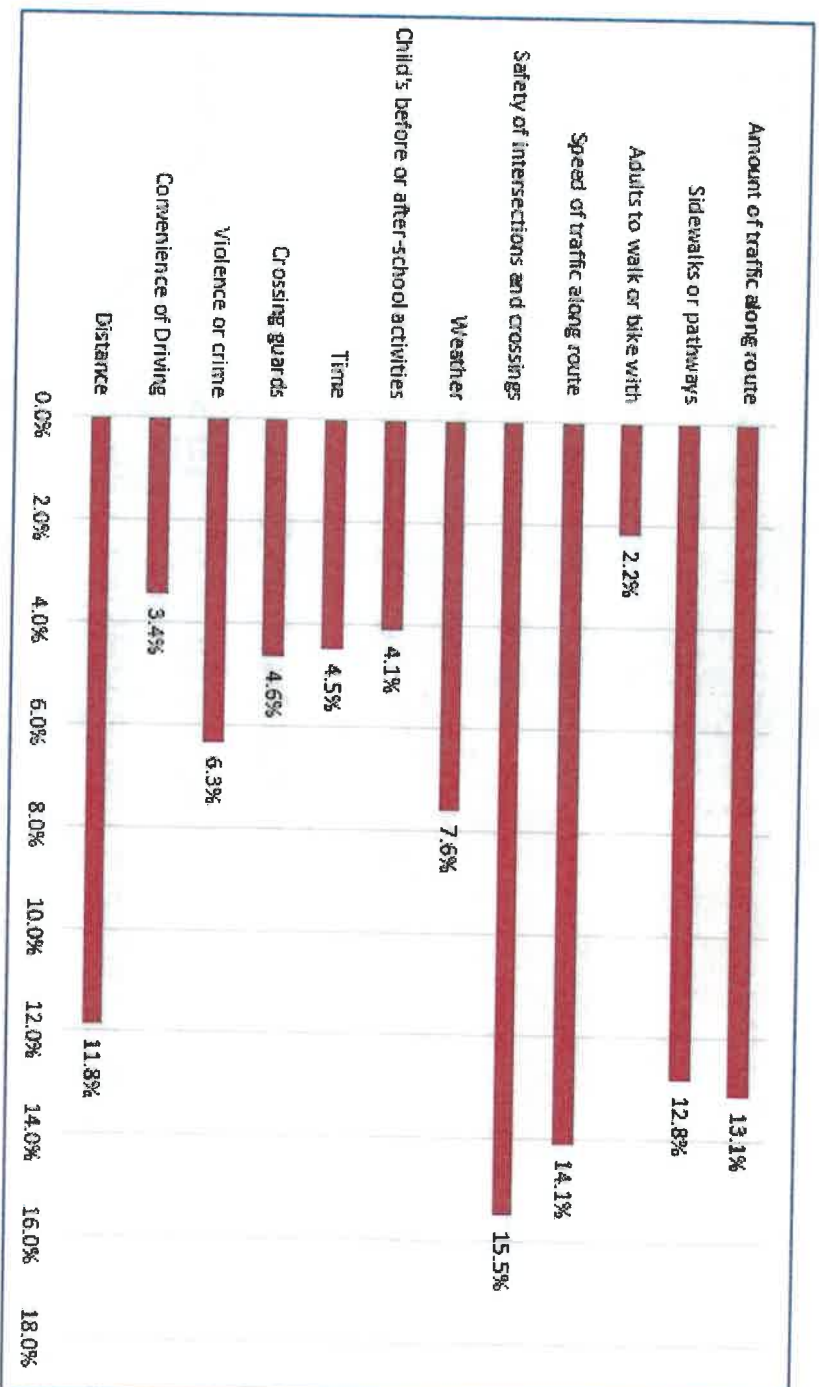
EMAIL TO PARENTS ABOUT THE PARENT SURVEY

Dear Parents,

The San Bernardino County Public Works is preparing a Safe Routes to School Action Plan for proposed roadway improvements to and from our school. The Plan aims to create safer routes to school in an effort to encourage more students to walk and bike to school. Your feedback is important to this project and we would love for you to join us for a walk audit! Please see the attached flyer and take a 5-minute survey about your family's travel choices and perception of safety near our school and potential transportation concerns you may have. Please use the link on the attached flyer to access the survey.



Parent Caregiver Survey



Parent/caregiver survey results identified traffic safety and crossing conditions as the primary barriers to students walking or biking to school. The most frequently identified concerns 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 reinforce the need for targeted pedestrian safety improvements near REVHS, including high-visibility crosswalks, enhanced crossing visibility, ADA accessibility upgrades, and driver awareness enhancements at key student travel locations.

California Conservation Corps (CCC)
California Association of Local Conservation Corps (CALCC)
Documentation



Corps Consultation Form: CCC & LCC Corps Consultations

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

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

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

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

No

Project Funding Type*

ATP

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

California Transportation Commission

Name of Grant Program*

2027 Active Transportation Program

Due date of Grant Application

06/22/2026

Anticipated Grant Award Date

11/02/2026

Name of Grant Applicant Organization*

San Bernardino County Public Works Department

Contact for Project details*

First Name: Mark

Last Name: Burda

Contact's Organization: San Bernardino County Public Works Department

Contact's Title: Transportation Analyst

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

Contact's Phone Number: 909-387-8171

Project Title*

Redlands East Valley High School Safe Routes to School Project

Estimated Project Start Date*

07/01/2028

Estimated Project End Date*

06/30/2031

Project Location (Address or General Coordinates) *

Along Colton Avenue and Opal Avenue near Redlands East Valley High School, San Bernardino County (34.062857, -117.134490)

Anticipated Corpsmember Labor Start Date

07/01/2028

Anticipated Corpsmember Labor End Date

06/30/2031

Proposed Budget for Corpsmember Labor (optional)

\$0

CCC Center you are interested in consulting with (optional)

Inland Empire

Local Corps you are interested in consulting with (optional)

Urban Conservation Corps of the Inland Empire

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

Spring
Summer
Fall
Winter

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

The Project will construct Safe Routes to School (SRTS) improvements serving Redlands East Valley High School (REVHS) in unincorporated San Bernardino County. Improvements will focus on Colton Avenue between Crafton Avenue and Wabash Avenue, the primary east-west corridor serving the school, as well as at the intersection of Opal Avenue and Independence Avenue, a key access point connecting adjacent residential neighborhoods to the campus.

Project improvements along Colton Avenue will address unsafe crossing conditions, high vehicle speeds, and the lack of protected bicycle infrastructure that create safety concerns for students traveling to and from the school. Improvements at Opal Avenue and Independence Avenue will enhance visibility, accessibility, and crossing safety at a critical neighborhood connection point used by students accessing the school from the west.

Key activities include construction of ADA-compliant curb ramps at intersections and crossings; installation of high-visibility crosswalks at key locations; installation of a raised midblock crossing with a Rectangular Rapid Flashing Beacon (RRFB) along Colton Avenue near a primary pedestrian approach to the school; implementation of a Class IV separated bikeway along portions of the corridor; and installation of traffic calming elements, including centerline delineators, to reduce vehicle speeds and improve overall corridor safety.

Fieldwork will occur within the existing public right-of-way along Colton Avenue between Crafton Avenue and Wabash Avenue and at the intersection of Opal Avenue and Independence Avenue. Activities will include site preparation, minor grading and excavation, concrete work associated with ADA curb ramp improvements, pavement marking and striping installation, installation of bikeway separation elements and delineators, installation of RRFB equipment and associated electrical components, minor utility adjustments if necessary, debris removal, and restoration of disturbed areas.

Deliverables include completed pedestrian crossing, accessibility, traffic calming, and bicycle infrastructure improvements along Colton Avenue and at the intersection of Opal Avenue and Independence Avenue, resulting in improved safety, enhanced connectivity between surrounding neighborhoods and REVHS, and increased accessibility for students and the broader community..

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

Corpsmembers can support several components of the Project, particularly field-based and construction support activities performed under supervision. These activities may include site preparation, vegetation clearing, minor grading, debris removal, and assistance with ADA curb ramp improvements and the installation of traffic-calming elements, such as centerline delineators. Corpsmembers may also assist with project mobilization activities, including staging, material handling, and temporary traffic control support where appropriate and under supervision.

Additional support activities may include assistance with pavement marking preparation, installation support for bikeway separation elements, site restoration, minor landscaping, and post-construction cleanup. Corpsmembers may also support community outreach and Safe Routes to School education and awareness activities associated with the Project.

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

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



Department of Public Works

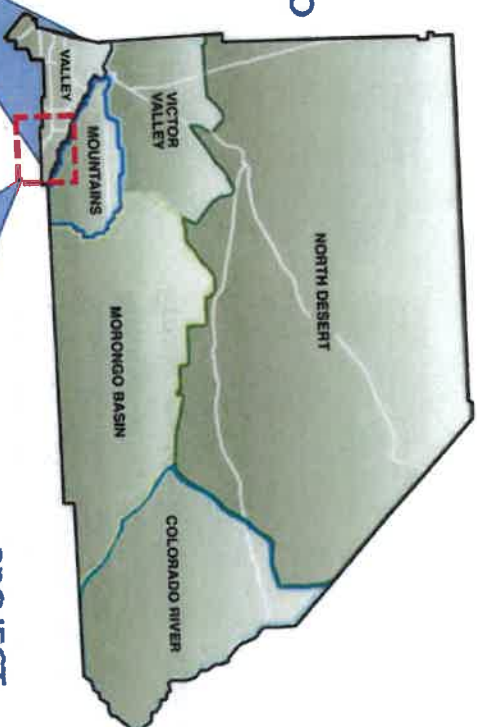
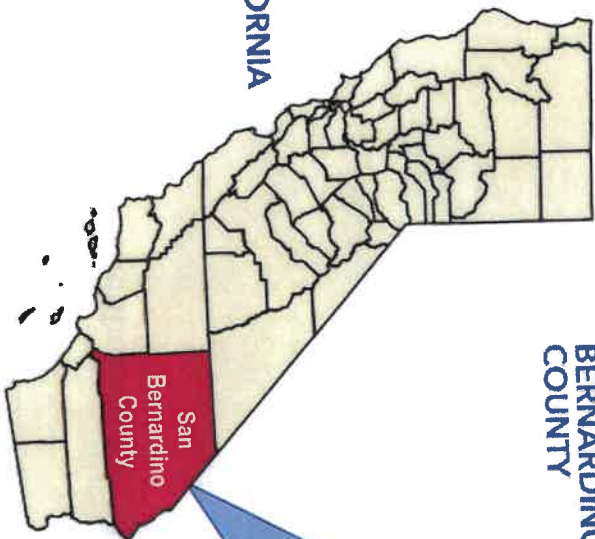
California Conservation Corps Consultation Project Location Map

**San Bernardino County Department of Public Works
Project Contact: Mark Burda
Transportation Analyst
Phone: (909) 387-8171
Email: mark.burda@dppw.subcounty.gov**

Vicinity Map

CALIFORNIA

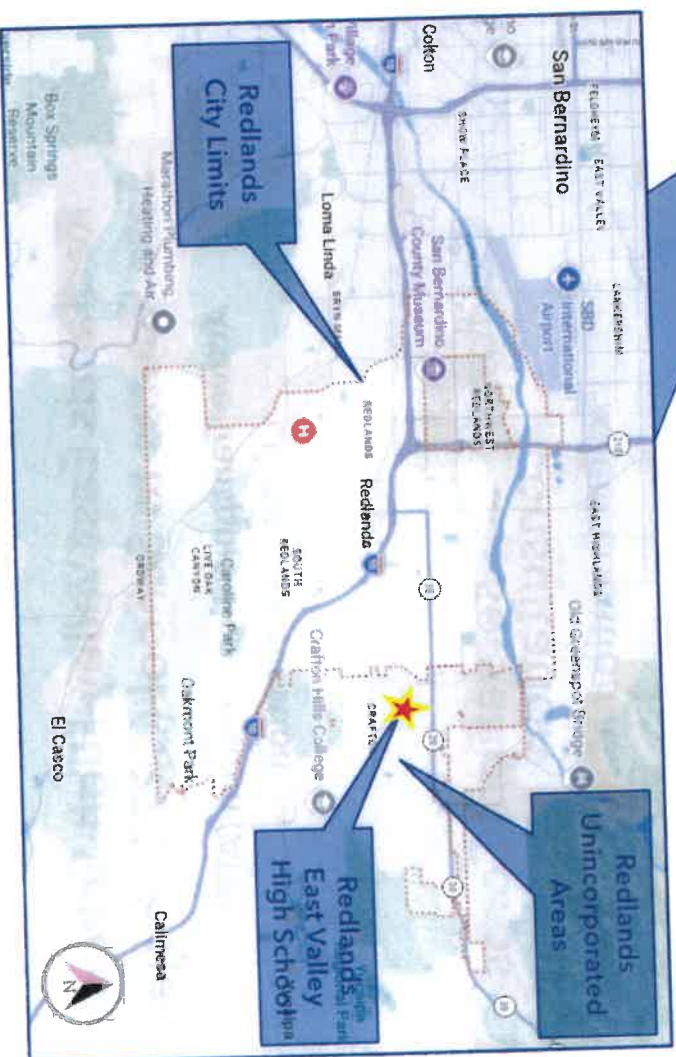
**SAN
BERNARDINO
COUNTY**



**PROJECT
LOCATION
AREA**

The County of San Bernardino is the largest county in the United States by area, encompassing over 20,000 square miles and featuring a diverse landscape that includes urbanized areas, agricultural lands, the San Bernardino Mountains, and expansive desert regions extending to the Nevada state line.

A significant portion of the County is unincorporated, where the County is responsible for providing transportation infrastructure and services. The Project is located within an unincorporated community near Redlands East Valley High School and will improve safety and multimodal connectivity along key corridors, including Colton Avenue and Opal Avenue, as well as adjacent neighborhood streets that are critical routes for students walking and biking to school.



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

Active Transportation Program (ATP)
Cycle 8 Application



California Conservation Corps Consultation

Site Plan

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

SRTS Project Location Map



Amy Trost

From: Burda, Mark <Mark.Burda@dpw.sbcounty.gov>
Sent: Tuesday, May 19, 2026 3:23 PM
To: Amy Trost
Subject: FW: CCC Consultation Request Response: Redlands East Valley High School Safe Routes to School Project

FYI

From: Coughlin, Christopher@CCC <Christopher.Coughlin@ccc.ca.gov>
Sent: Tuesday, May 19, 2026 9:23 AM
To: Burda, Mark <Mark.Burda@dpw.sbcounty.gov>
Cc: ATP@CCC <ATP@CCC.CA.GOV>
Subject: CCC Consultation Request Response: Redlands East Valley High School Safe Routes to School Project

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

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

Hi Mark,

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

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

Thank you again for consulting with us on your project!

CHRIS COUGHLIN

Statewide Programs Analyst

1719 24th Street

Sacramento, CA 95816

Christopher.coughlin@ccc.ca.gov



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

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

APPLICATION ATTACHMENTS

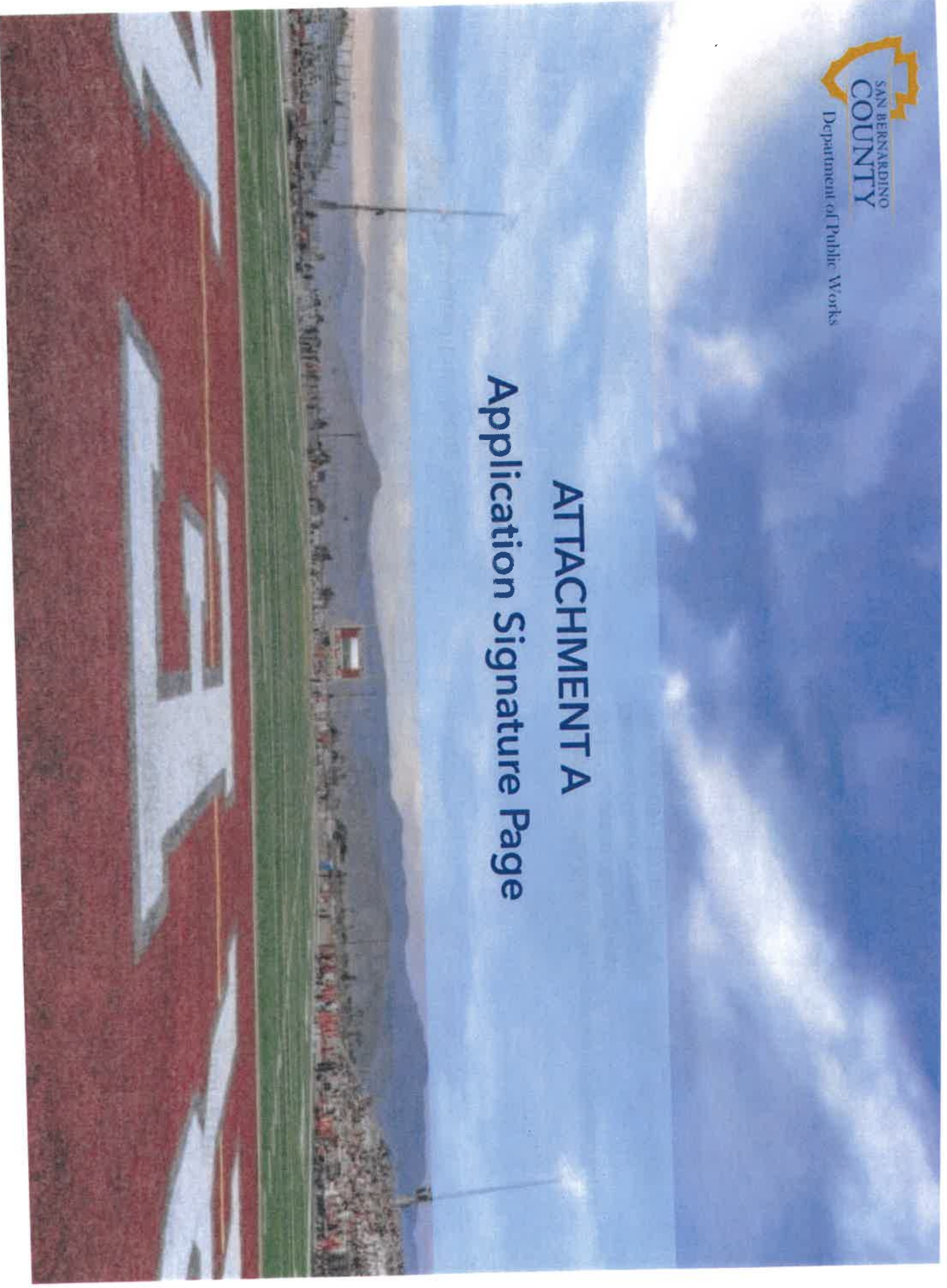


Department of Public Works

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

ATTACHMENT A

Application Signature Page



Part C: Attachments

Attachment A: Signature Page

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

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

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

Signature:  Date: JUN 09 2026
Name: Dawn Rowe Phone: (909) 387-4855
Title: San Bernardino County Board of Supervisors Chair E-mail: Dawn.Rowe@bos.sbcounty.gov

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

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

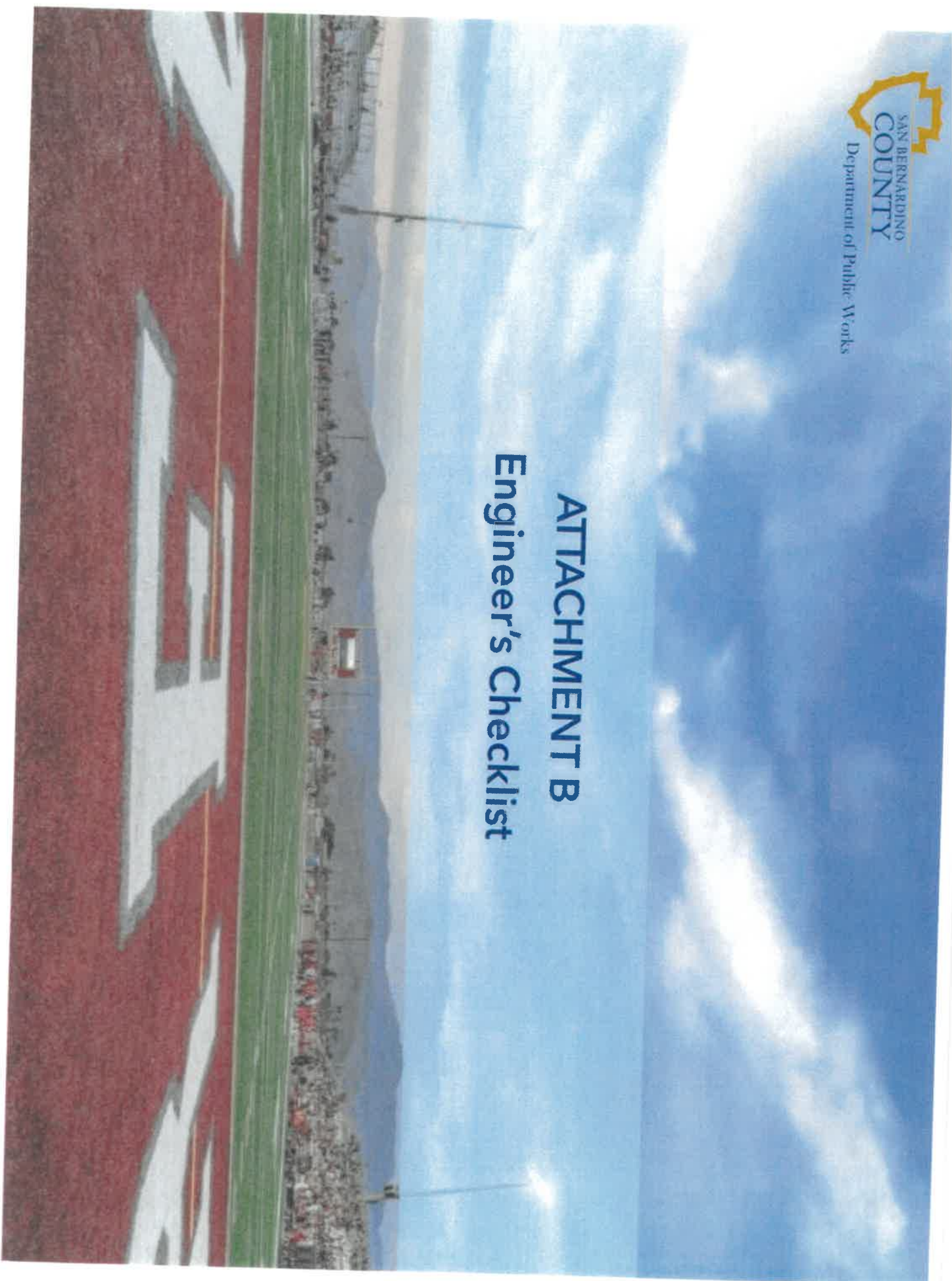
Signature: N/A Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____





ATTACHMENT B

Engineer's Checklist



ATP Engineer's Checklist Required for all Infrastructure Projects

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

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

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

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

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

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

Engineer's Initials: 

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

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

Engineer's Initials: 

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

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

Anticipated Number of Easements	Cost	Time needed to Obtain
N/A	\$	Months

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

Engineer's Initials: 

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

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

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

4. Project Estimate (Attachment F)

Engineer's Initials: 

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

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

Engineer's Initials: 

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

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

Engineer's Initials: 

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

Anticipated Environmental Studies	Cost	Time needed for the study
1. <u>CEQA</u>	\$ 15,000.00	12 Months
2. _____	\$ _____	Months
3. _____	\$ _____	Months

7. Warrant Studies/Guidance (Attachment K)

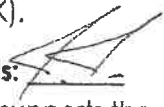
Engineer's Initials: 

☒ (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

ATP Cycle 8**Engineer's Checklist****Attachment B**

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

8. Additional Narration and Documentation (Attachment K)**Engineer's Initials:**

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

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

Licensed Engineer Information:

Name (Last, First):

Johnson, Jeremy

Title:

Managing Engineer

Engineer License Number:

C91246

Signature and Date:

 6/14/2026

Email Address:

Jeremy.johnson@dpw.sbcounty.gov

Phone:

909-387-8165

Place the Engineer's Stamp below:

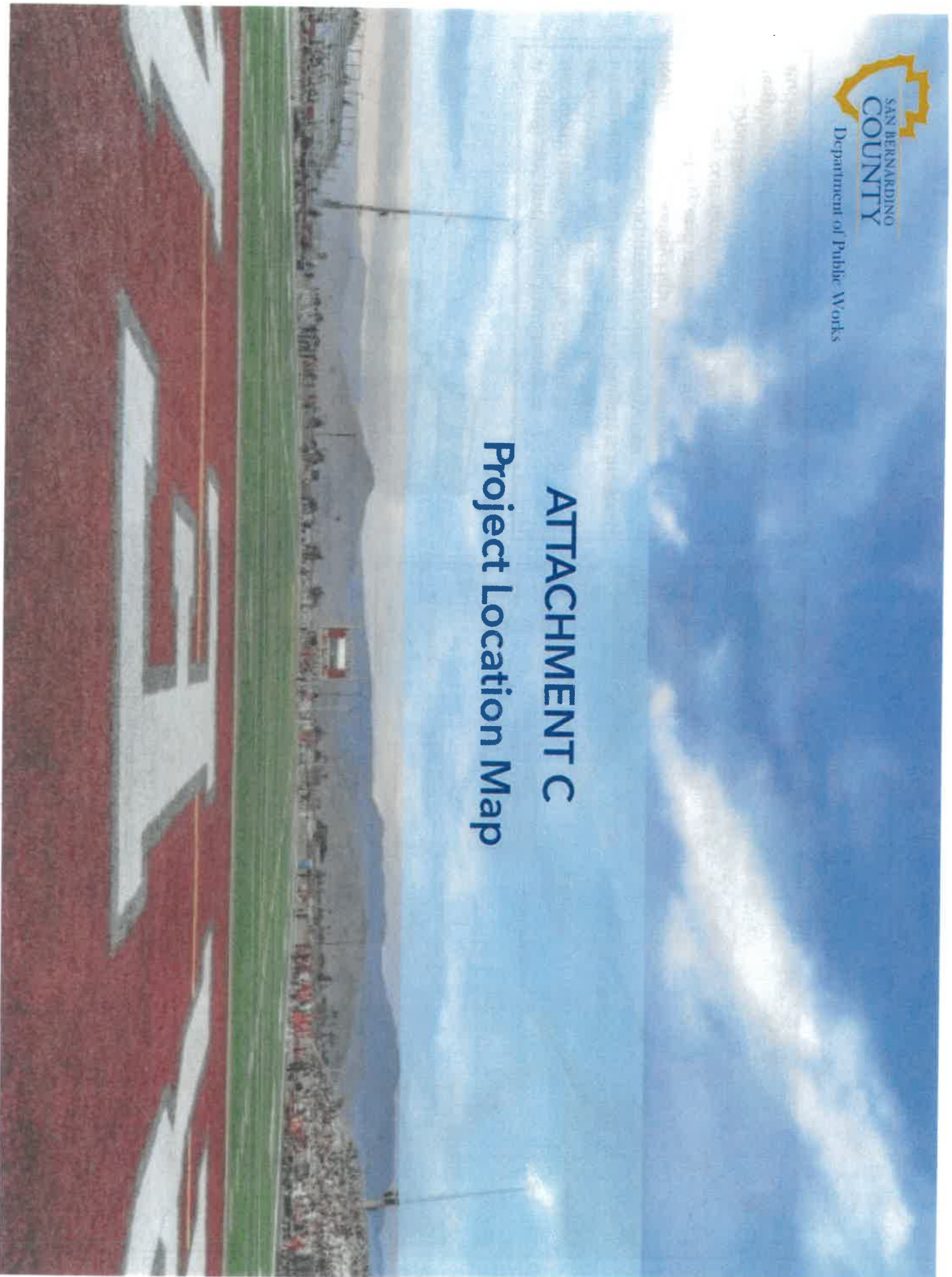


SAN BERNARDINO
COUNTY

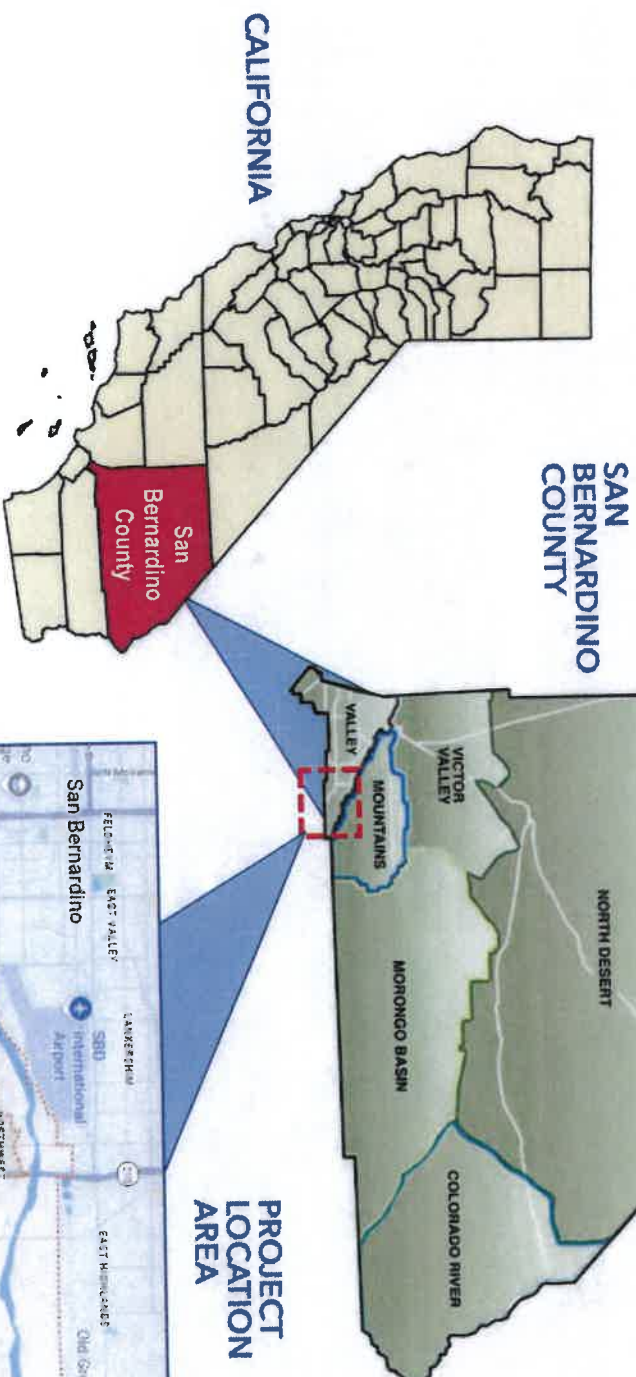
Department of Public Works

ATTACHMENT C

Project Location Map



Vicinity Map



The County of San Bernardino is the largest county in the United States by area, encompassing over 20,000 square miles and featuring a diverse landscape that includes urbanized areas, agricultural lands, the San Bernardino Mountains, and expansive desert regions extending to the Nevada state line.

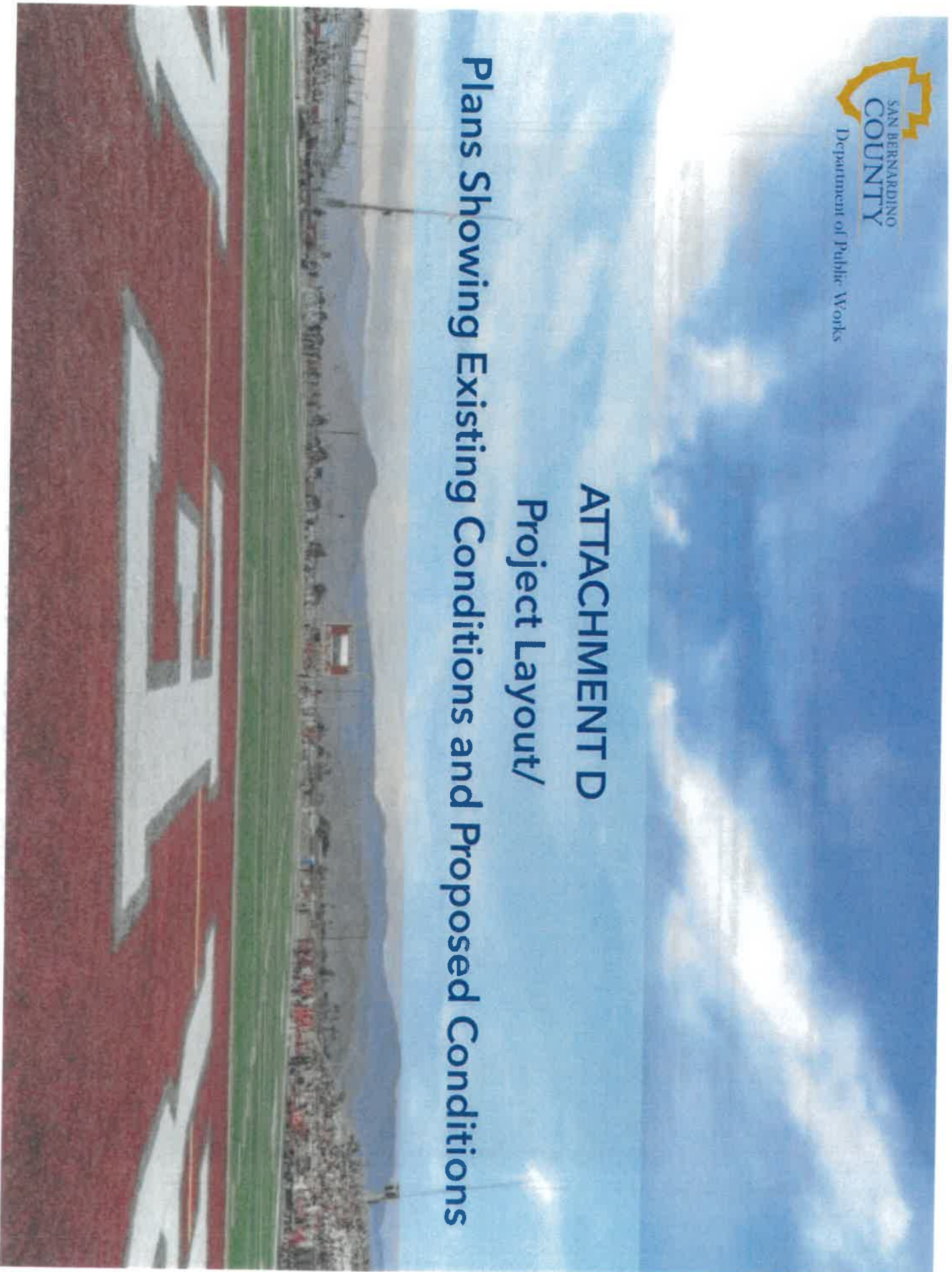
A significant portion of the County is unincorporated, where the County is responsible for providing transportation infrastructure and services. The Project is located within an unincorporated community near Redlands East Valley High School and will improve safety and multimodal connectivity along key corridors, including Colton Avenue and Opal Avenue, as well as adjacent neighborhood streets that are critical routes for students walking and biking to school.



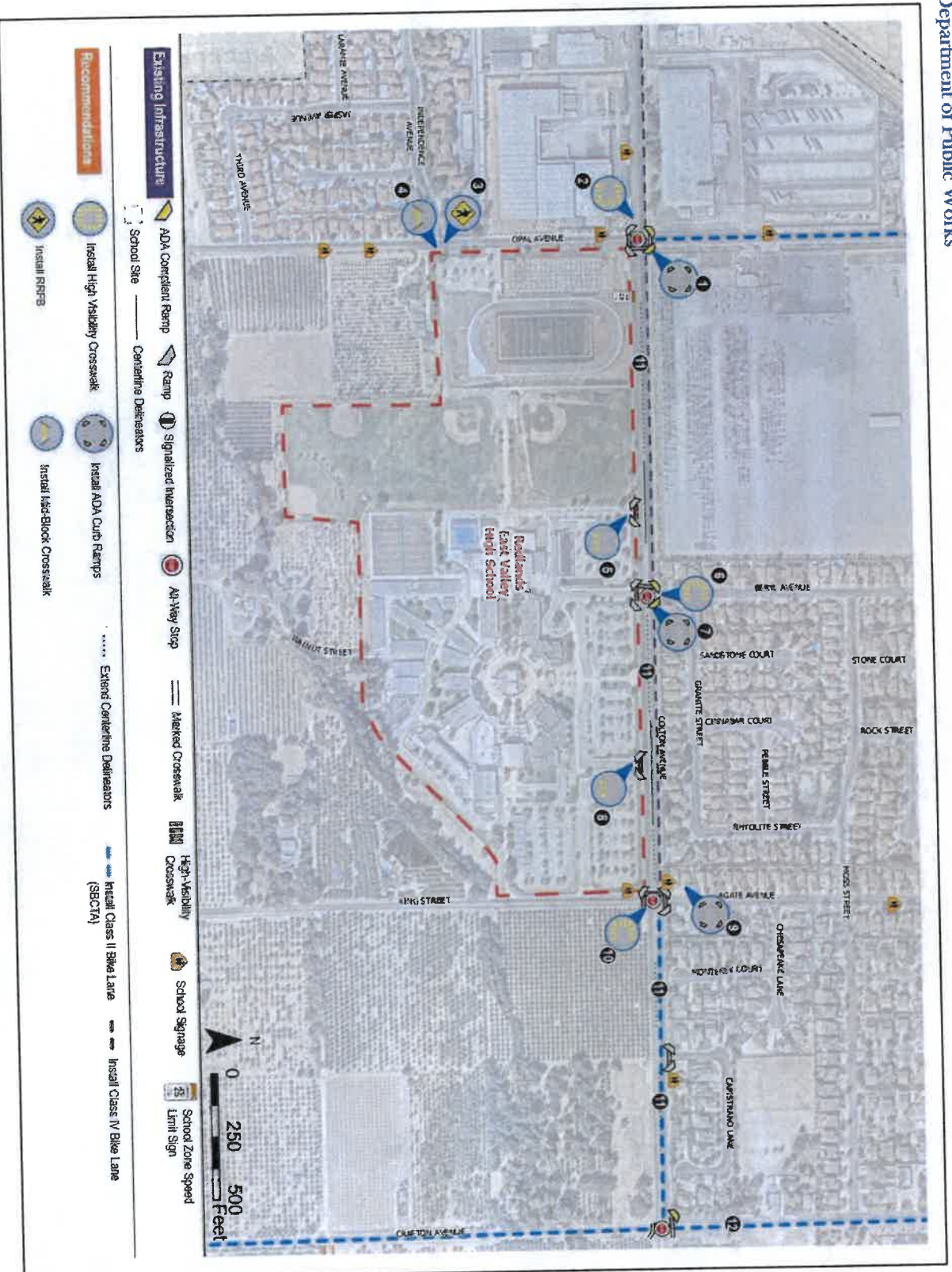


ATTACHMENT D

Project Layout/ Plans Showing Existing Conditions and Proposed Conditions



SRTS Project Location Layout



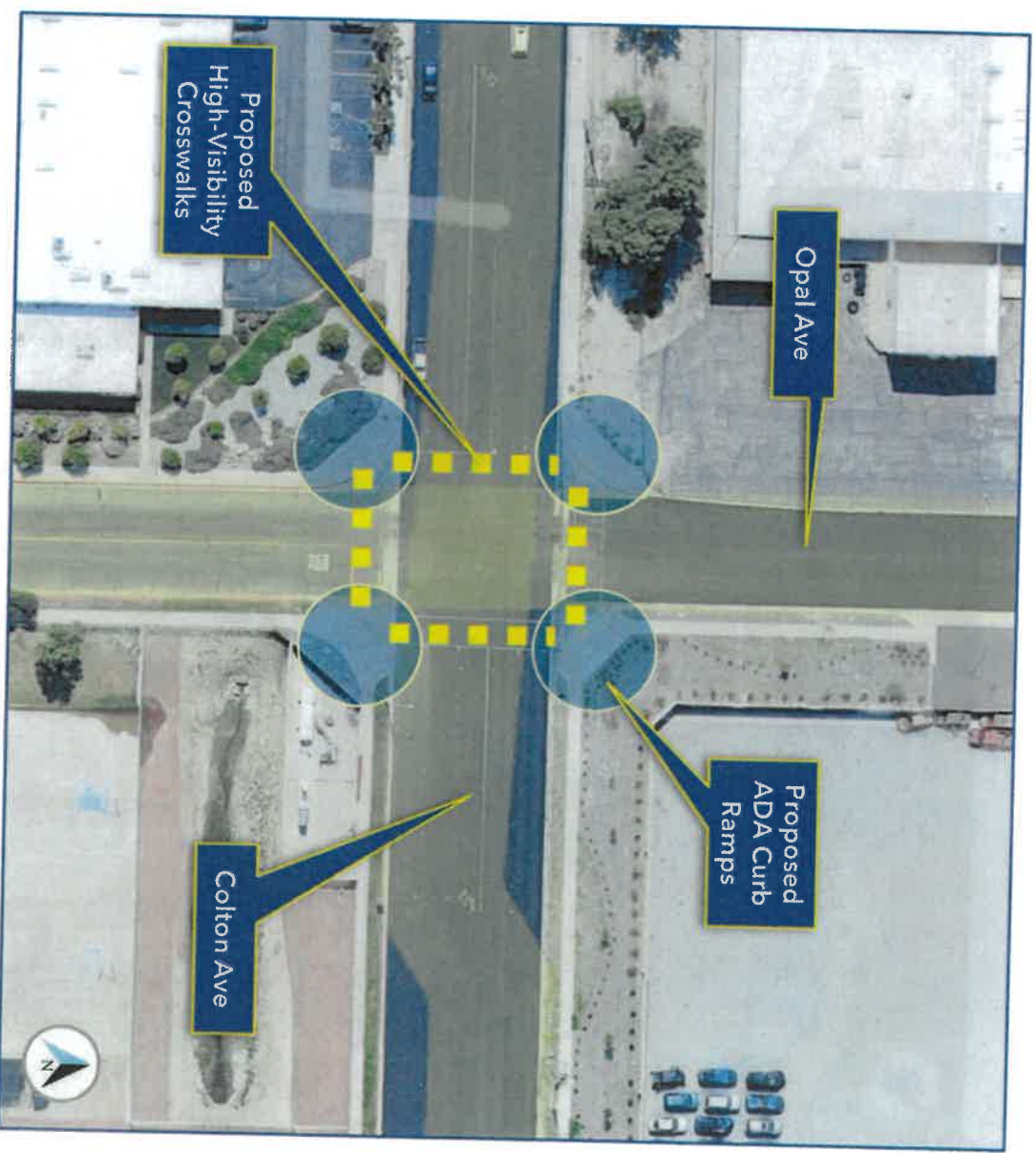
Existing Conditions:

Colton Avenue and Opal Avenue is a high-traffic intersection serving REVHS, with heavy peak-period congestion and consistent student activity. This intersection is a key access point for students walking and rolling along both corridors. Existing conditions include the absence of high-visibility crosswalks and ADA-compliant curb ramps, limited pedestrian visibility, and wide crossing distances that increase exposure to vehicle traffic and create conflicts between vehicles and pedestrians during school arrival and dismissal periods.

Planned Improvements:

Install ADA-compliant curb ramps and high-visibility crosswalks at the intersection to improve visibility, accessibility, and crossing safety. These improvements will reduce conflicts between vehicles and pedestrians and create safer, more predictable crossing conditions for students traveling to and from REVHS. The Project will also strengthen pedestrian connectivity along Colton Avenue and Opal Avenue by improving access across this key student travel route.

Colton Ave and Opal Ave Intersection



Opal Ave and Independence Ave Intersection

Existing Conditions:

Opal Avenue and Independence Avenue serve as a key access point for students traveling from surrounding residential neighborhoods to REVHS. Students frequently cross midblock at this location; however, there is currently no formal enhanced pedestrian crossing infrastructure, including no RRFB or high-visibility crosswalk treatment, to support safe crossings for students traveling to and from school. Existing conditions provide limited crossing visibility and no enhanced warning features for approaching drivers. Higher-speed traffic conditions, wide crossing distances, and limited controlled crossing features create safety concerns for students walking and rolling during peak school travel periods.

Planned Improvements:

Install a rectangular rapid flashing beacon (RRFB) and a high-visibility crosswalk to improve crossing visibility and create a safer, more controlled crossing opportunity. These improvements will enhance driver awareness, reduce conflicts between vehicles and pedestrians, and support safer student access to and from surrounding neighborhoods and REVHS. The crossing improvements will create a more visible and predictable crossing location along a key student travel route.



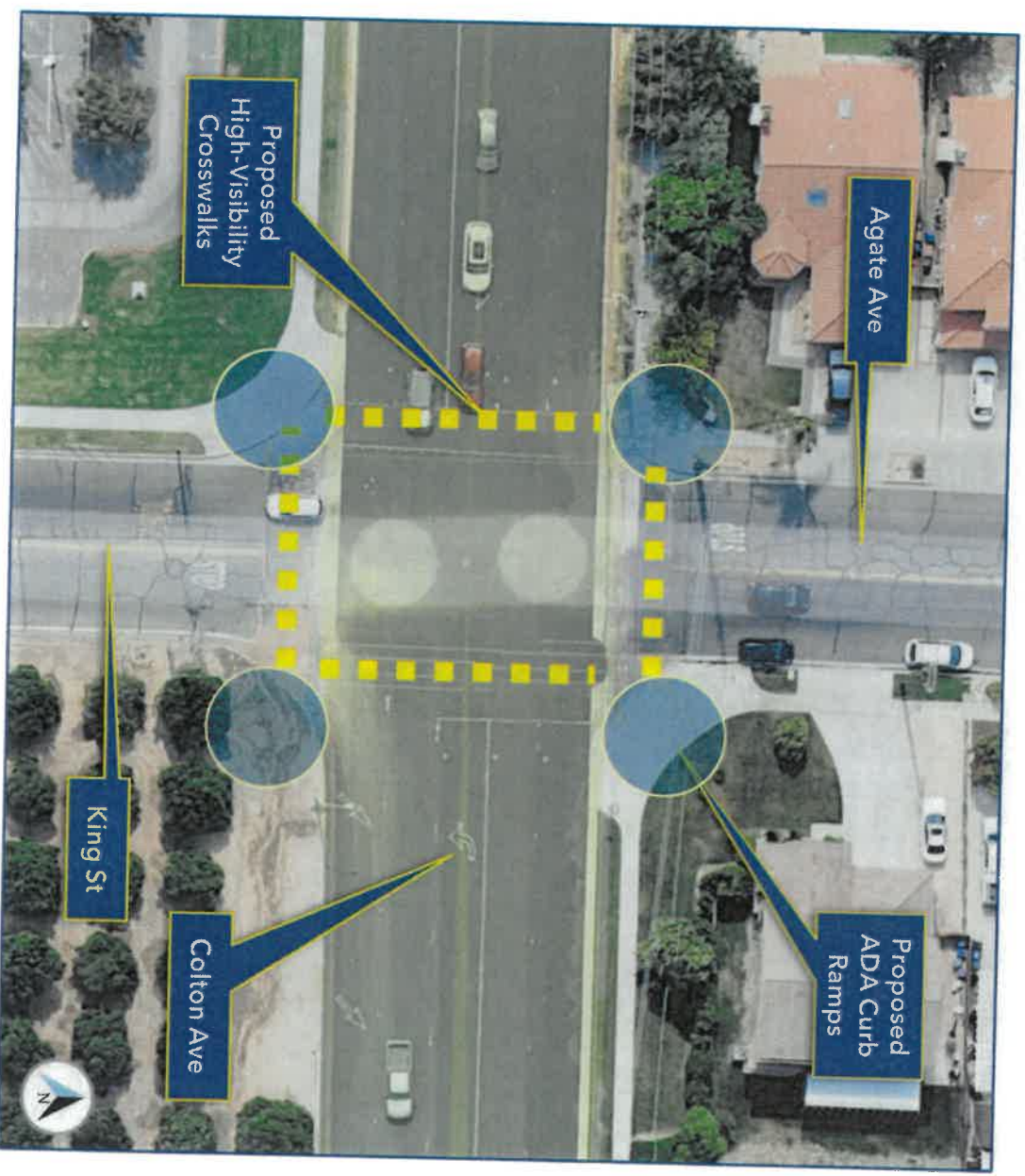
Colton Ave and King Street/Agate Ave Intersection

Existing Conditions:

Colton Avenue and King Street/Agate Avenue is a key intersection serving REVHS, with high traffic volumes and frequent turning movements during peak school travel periods. Existing conditions include the absence of high-visibility crosswalks, incomplete ADA-compliant curb ramps, and limited enhanced pedestrian-crossing treatments along this multilane corridor. Students crossing at this location must navigate wide crossing distances, limited driver yielding behavior, and heavy traffic during school arrival and dismissal periods. These conditions create safety concerns for students walking and rolling to school and increase conflicts between vehicles and pedestrians along a key school access route.

Planned Improvements:

Install ADA-compliant curb ramps and high-visibility crosswalks on all approaches to improve accessibility, visibility, and crossing safety. These improvements will reduce conflicts between vehicles and pedestrians by creating safer and more predictable crossing conditions for students traveling to and from REVHS. The Project will also improve pedestrian connectivity along Colton Avenue and strengthen safe access across this key student travel corridor.



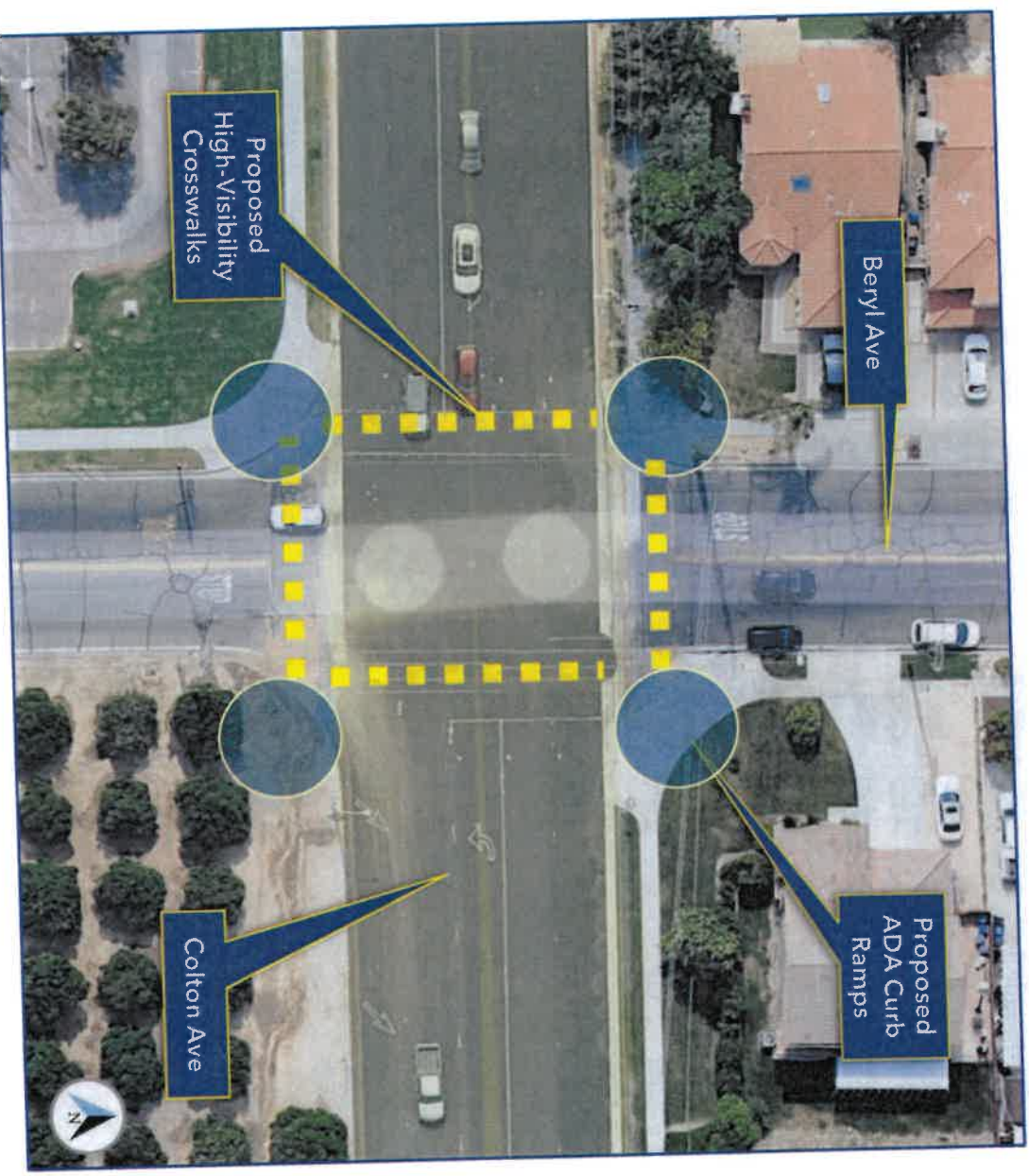
Colton Ave and Beryl Ave Intersection

Existing Conditions:

The Colton Avenue and Beryl Avenue intersection is a key crossing location for students and community members traveling to and from REVHS and nearby residential neighborhoods. Existing conditions include the absence of high-visibility crosswalks, incomplete ADA-compliant accessibility features, and limited enhanced pedestrian crossing infrastructure along this multilane corridor. Students and pedestrians crossing at this location must navigate wide crossing distances, heavy traffic activity, and turning movements during school arrival and dismissal periods. These conditions reduce pedestrian visibility, limit accessibility for individuals with disabilities, and create safety concerns for students and other vulnerable users traveling along a key school access route.

Planned Improvements:

The Project will install high-visibility crosswalks and ADA-compliant curb ramps to improve pedestrian visibility, accessibility, and crossing safety at the intersection. These improvements will create more visible and predictable crossing locations for students and other vulnerable users, enhance accessibility for individuals with disabilities, and improve driver awareness near key school travel routes.



Colton Ave between Opal Ave and King Street/Agate Ave

Existing Conditions:

Colton Avenue between Opal Avenue and King Street/Agate Avenue runs along the REVHS frontage and experiences heavy traffic volumes and concentrated student activity during school arrival and dismissal periods. Existing conditions include limited enhanced pedestrian crossing infrastructure, gaps in high-visibility crossing treatments, incomplete ADA-compliant curb ramps, and constrained pedestrian visibility along this multilane corridor. Students walking and rolling along this corridor must navigate wide roadway crossings, heavy turning activity, limited driver yielding behavior, and long crossing distances near key student access points. These conditions create frequent conflicts and high-stress travel conditions for students and other vulnerable users traveling along this critical school access segment, which also serves as an important connection between surrounding neighborhoods, REVHS, and nearby access toward the Orange Blossom Trail corridor.



Planned Improvements:

Install ADA-compliant curb ramps, high-visibility crosswalks, and centerline delineators along the corridor to improve pedestrian visibility, accessibility, crossing predictability, and driver awareness near key student crossing locations. The delineators will provide lane guidance and visually narrow the roadway to support safer driver behavior along the corridor. Together, these improvements will create safer and more predictable travel conditions for students walking and rolling to and from REVHS while strengthening pedestrian connectivity between surrounding neighborhoods and nearby access toward the Orange Blossom Trail corridor.

Colton Ave between King Street/Agate Ave and Crafton Ave

Existing Conditions:

Colton Avenue between King Street/Agate Avenue and Crafton Avenue serves as an important connection among surrounding neighborhoods, REVHS, and nearby community destinations. Existing conditions along this segment include limited driver awareness enhancements, constrained pedestrian visibility near crossing locations, wide travel lanes, and minimal separation between pedestrians and vehicle traffic along this multilane corridor. The corridor carries steady traffic volumes during school arrival and dismissal periods, creating uncomfortable and potentially unsafe travel conditions for students walking and rolling along this key school access route.



Planned Improvements:

Install centerline delineators along Colton Avenue to improve driver awareness, provide lane guidance, and reduce conflicts between vehicles and pedestrians. The delineators will visually narrow the roadway and support more predictable driver behavior near key student travel routes. These improvements will support safer and more predictable travel conditions while strengthening pedestrian connectivity among neighborhoods, REVHS, and nearby community destinations.

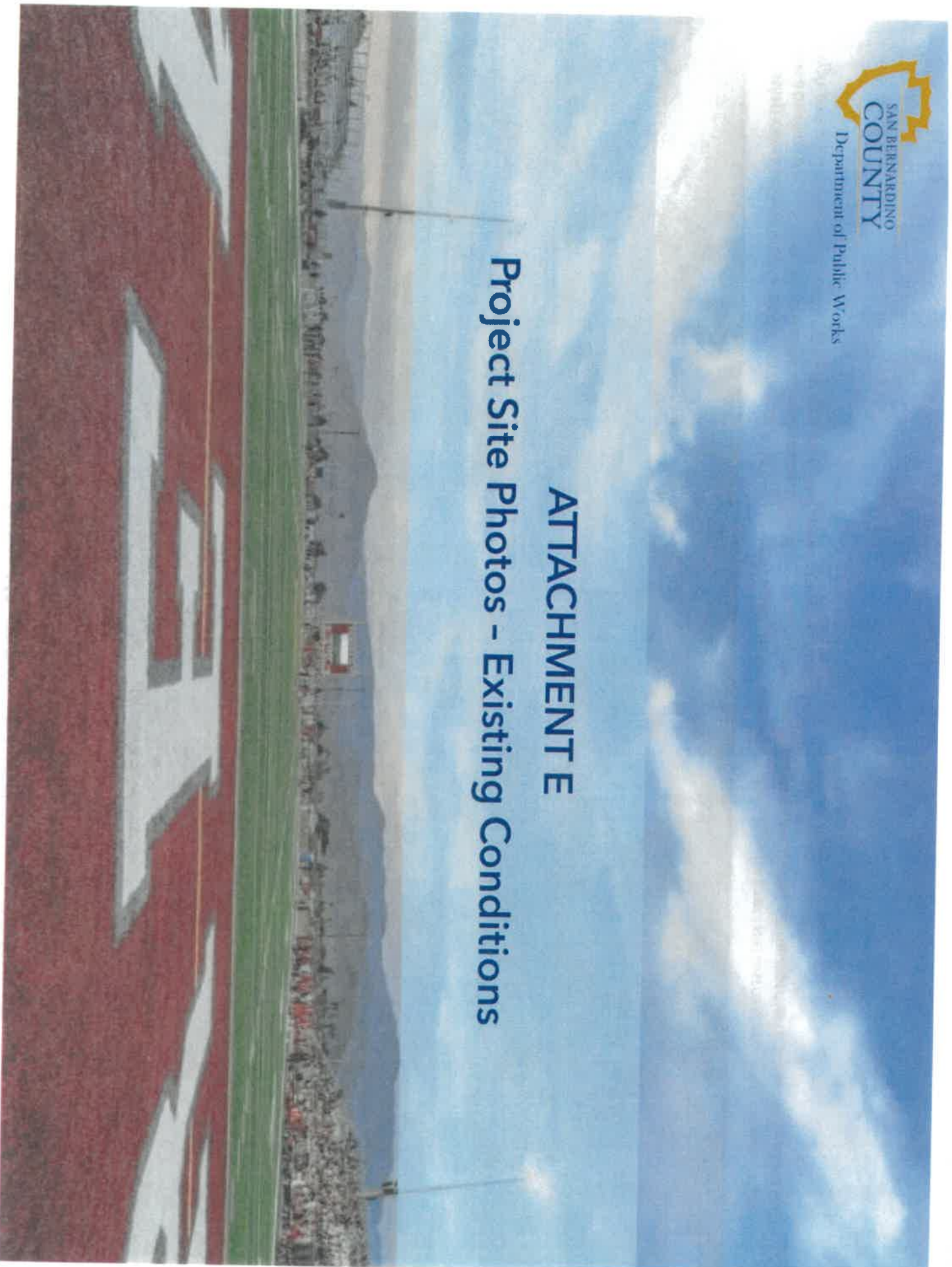


SAN BERNARDINO
COUNTY

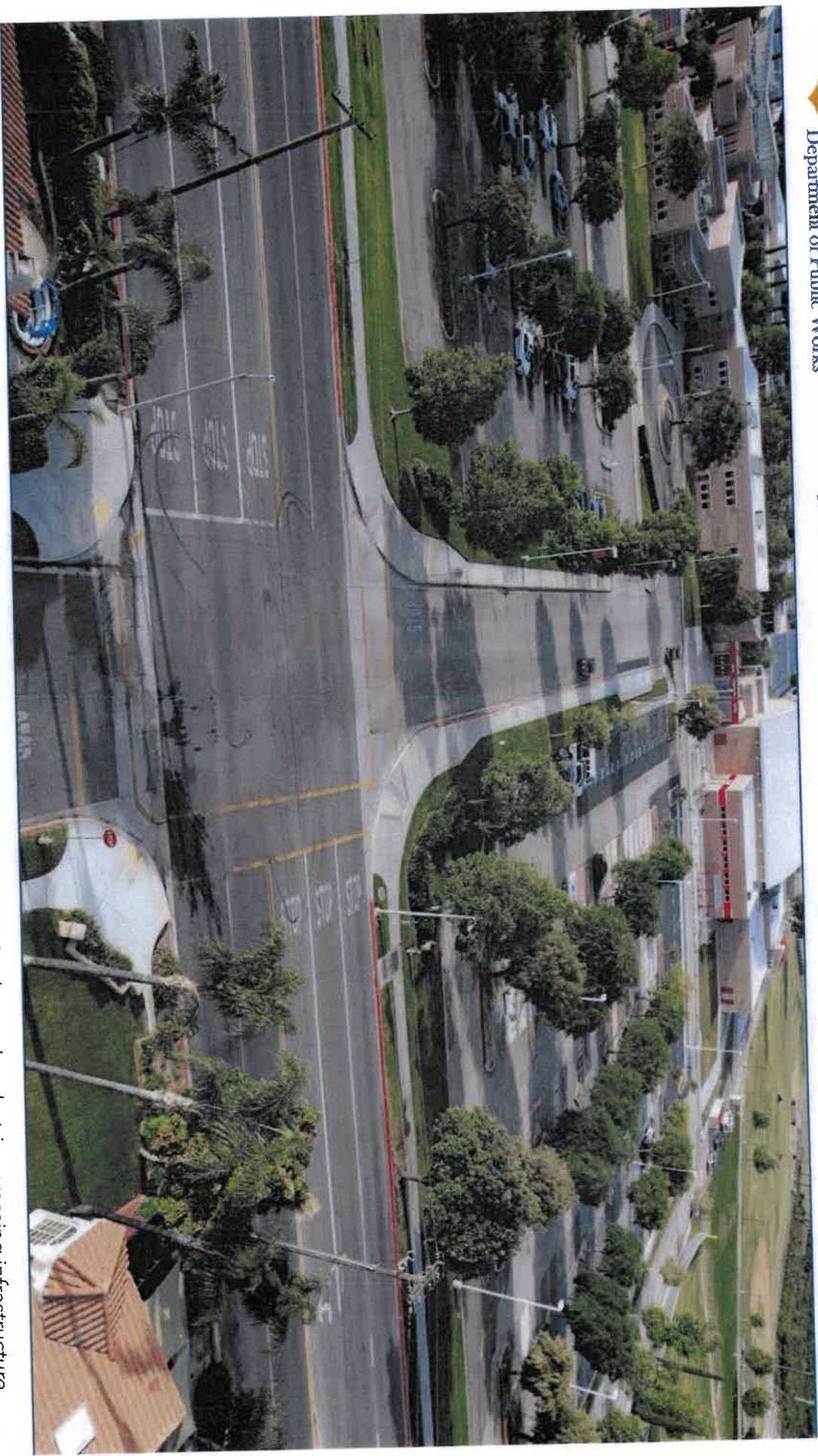
Department of Public Works

ATTACHMENT E

Project Site Photos - Existing Conditions



Project Site Photos - Existing Conditions



Existing conditions along Colton Avenue near REVHS include heavy traffic volumes, limited enhanced pedestrian crossing infrastructure, the absence of high-visibility crosswalks, constrained crossing visibility, and limited driver awareness enhancements, creating unsafe and high-stress conditions for students walking and rolling to and from school.



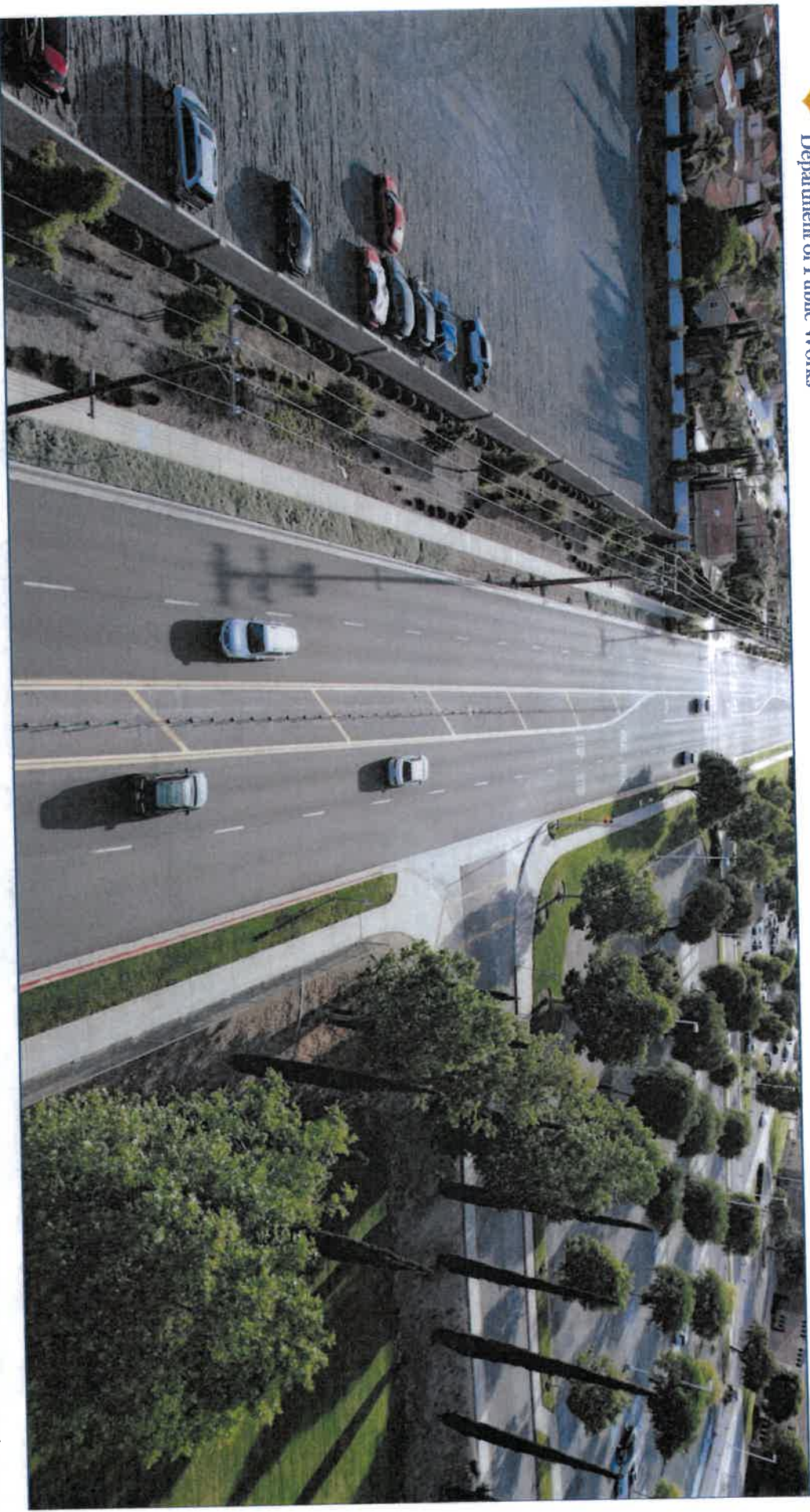
Department of Public Works

Project Site Photos - Existing Conditions



Intersection of E. Colton Avenue and King Street, illustrating wide multilane roadway conditions, limited enhanced pedestrian crossing infrastructure, the absence of high-visibility crosswalks, turning conflicts, wide crossing distances, and constrained pedestrian visibility along a primary REVHS student travel corridor.

Project Site Photos - Existing Conditions

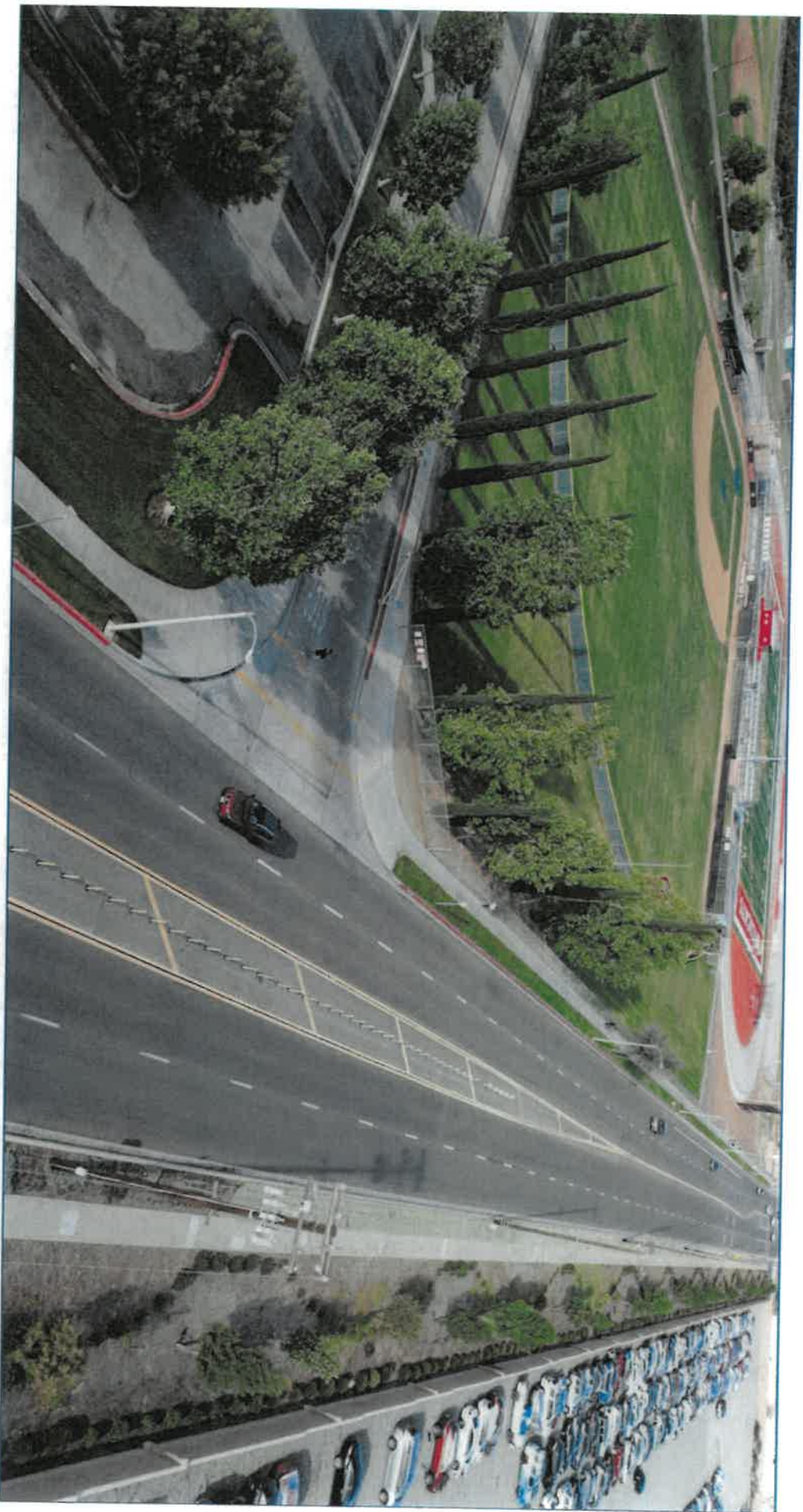


Colton Avenue corridor near REVHS, illustrating multi-lane roadway conditions, wide travel lanes, constrained pedestrian visibility, and limited enhanced crossing infrastructure along a primary student travel corridor with documented pedestrian- and bicycle-involved collision activity. The Project will address these conditions through high-visibility crosswalks, ADA-compliant curb ramps, RRFB enhancements, and centerline delineators designed to improve driver awareness, crossing visibility, and pedestrian safety.



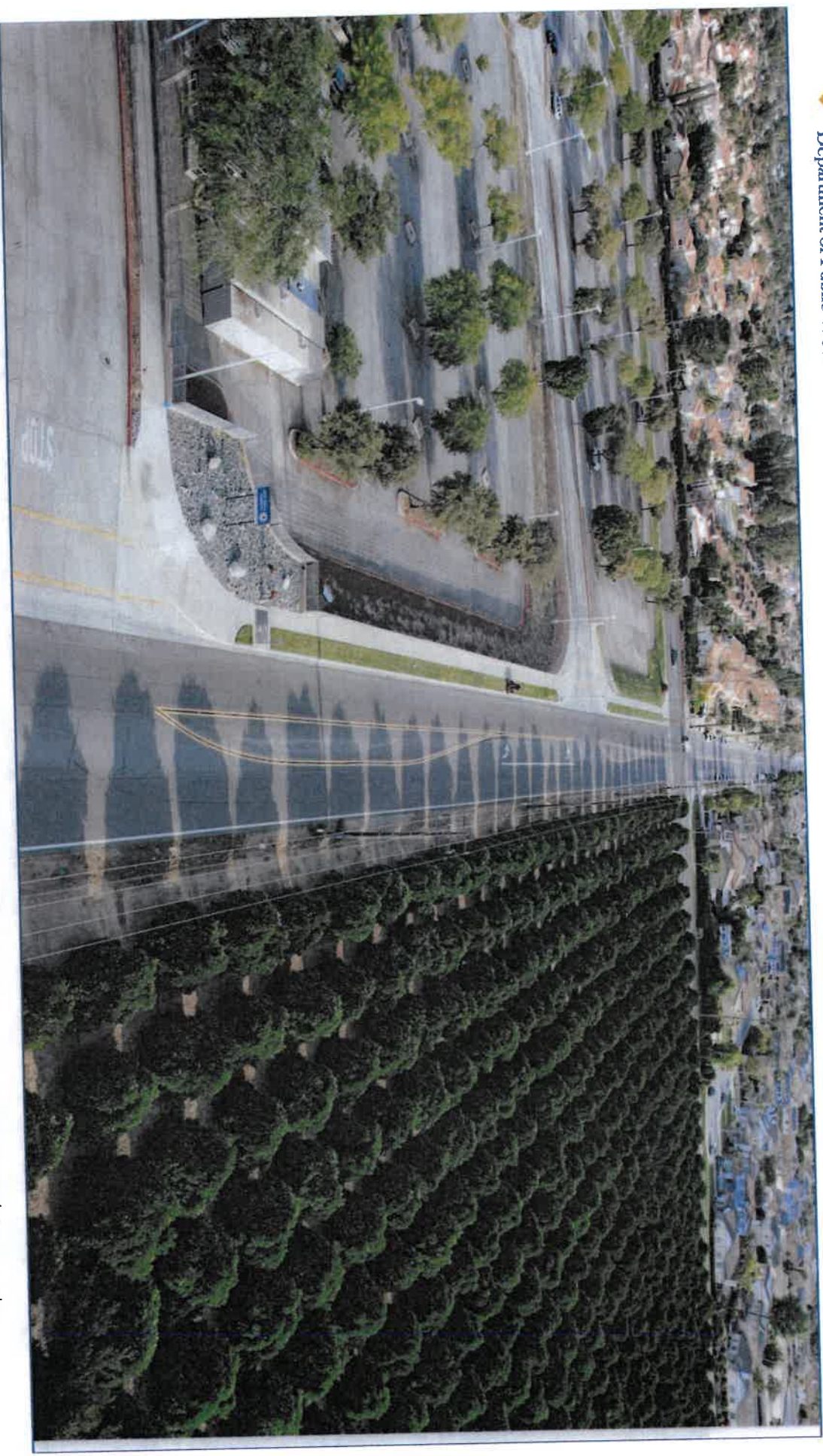
Department of Public Works

Project Site Photos - Existing Conditions



Colton Avenue, adjacent to REVHS athletic facilities and parking areas, features wide, multilane roadway conditions, limited crossing visibility, and direct student access points, where exposure to high-speed traffic creates elevated safety risks for students walking and rolling to and from school.

Project Site Photos - Existing Conditions



Colton Avenue adjacent to REVHS athletic facilities and parking areas, illustrating multi-lane roadway conditions, student crossing activity, and exposure to vehicle traffic along a key school access corridor.

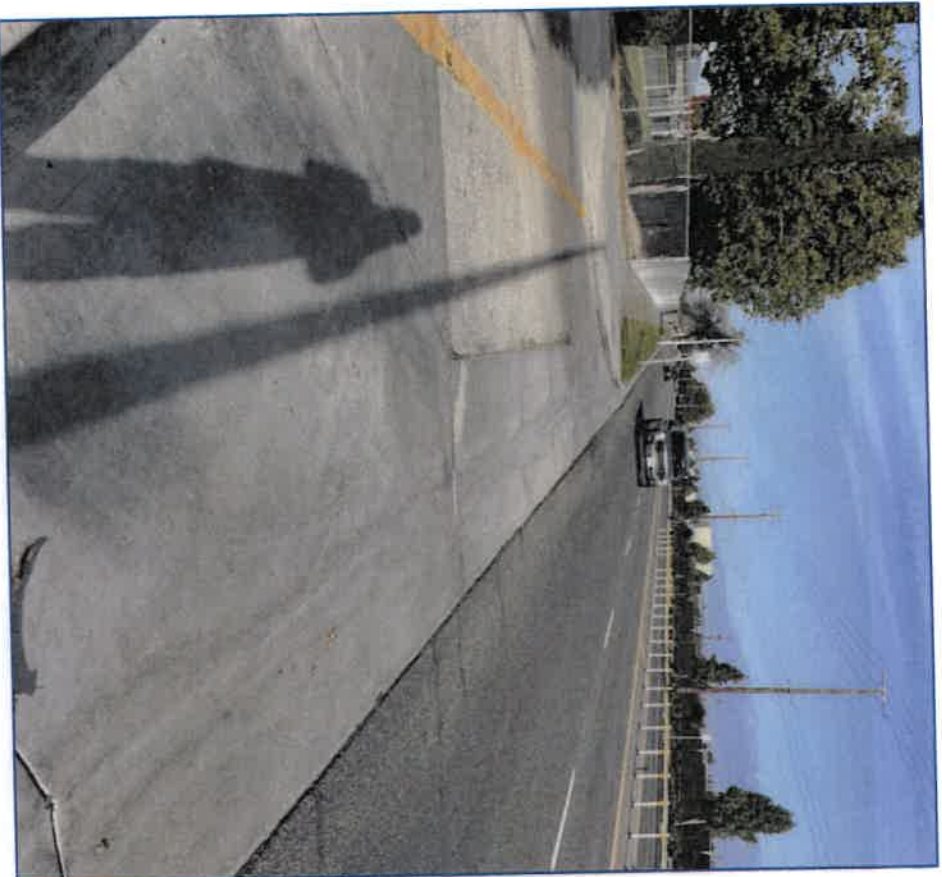


Project Site Photos - Existing Conditions



Uncontrolled intersection near REVHS campus access along the Colton Avenue corridor, illustrating limited crossing visibility, wide roadway conditions, and exposure to turning vehicles at a key student access point.

Project Site Photos - Existing Conditions

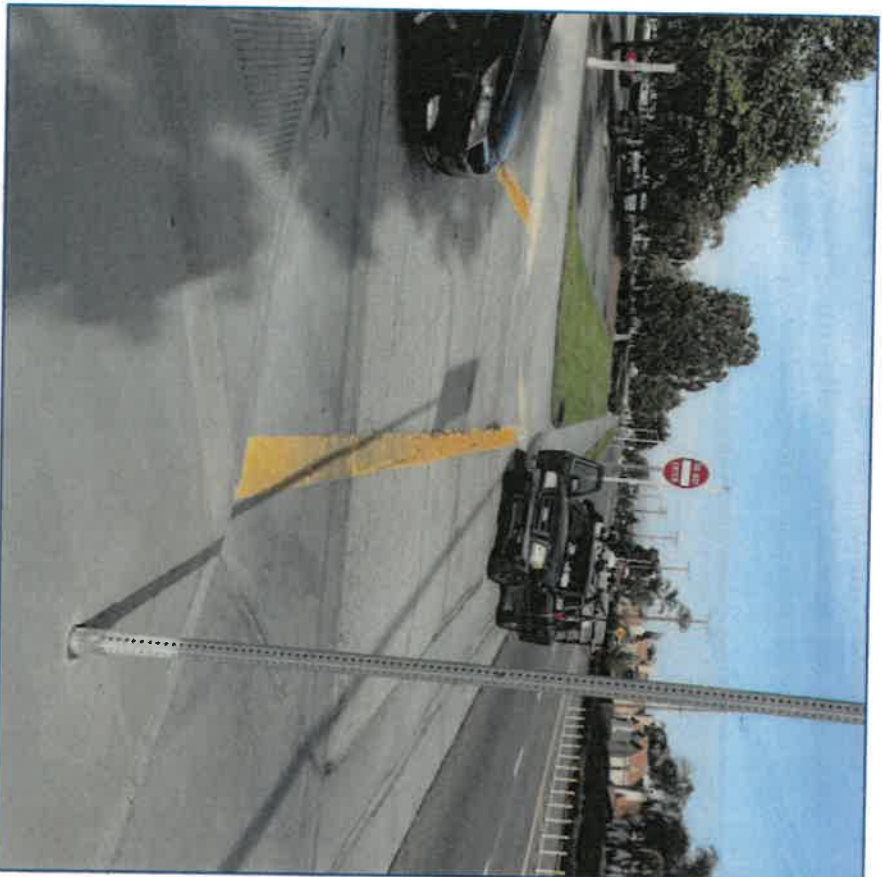


Colton Avenue corridor near REVHS, illustrating narrow pedestrian space adjacent to multi-lane traffic conditions and limited separation between pedestrians and vehicles along a primary student travel route.



Driveway access point to REVHS along the Colton Avenue corridor, illustrating uncontrolled pedestrian crossing conditions and potential conflicts with turning vehicles at a key student access location.

Project Site Photos - Existing Conditions



REVHS campus driveway along Colton Avenue, illustrating vehicle encroachment, turning conflicts, and unclear pedestrian circulation at a high-use student access point.



Intersection near Agate Avenue along the Colton Avenue corridor, illustrating wide crossing distances, limited crossing visibility, and exposure to turning vehicles at a key student crossing location.

Project Site Photos - Existing Conditions



REVHS campus driveway along Colton Avenue, illustrating vehicle turning activity, pedestrian exposure near driveway access points, and limited separation between pedestrians and vehicles along a key student travel route.



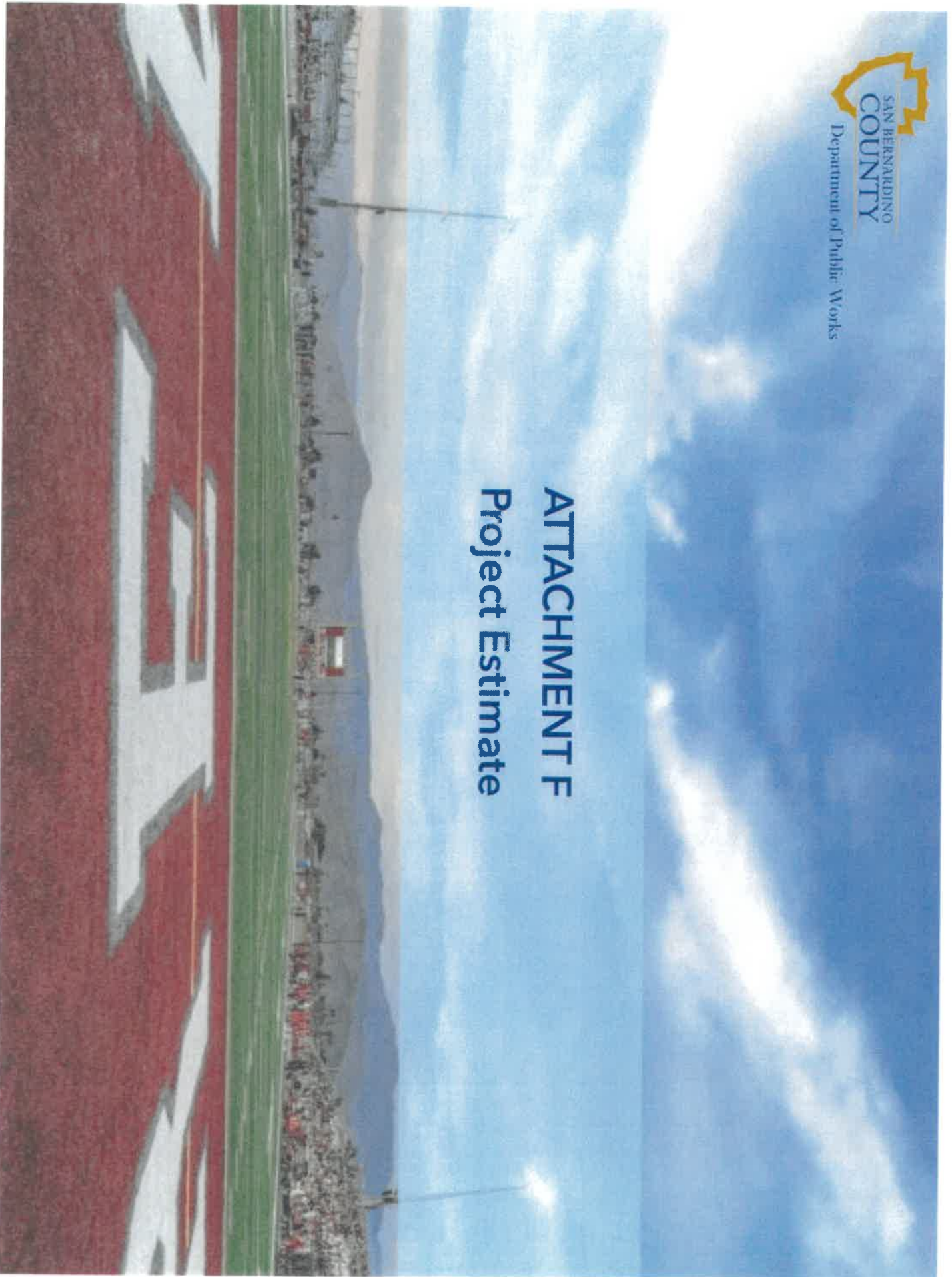
Intersection near Agate Avenue along the Colton Avenue corridor, illustrating wide crossing distances, limited crossing visibility, and exposure to turning vehicles at a key student crossing location.



Department of Public Works

ATTACHMENT F

Project Estimate

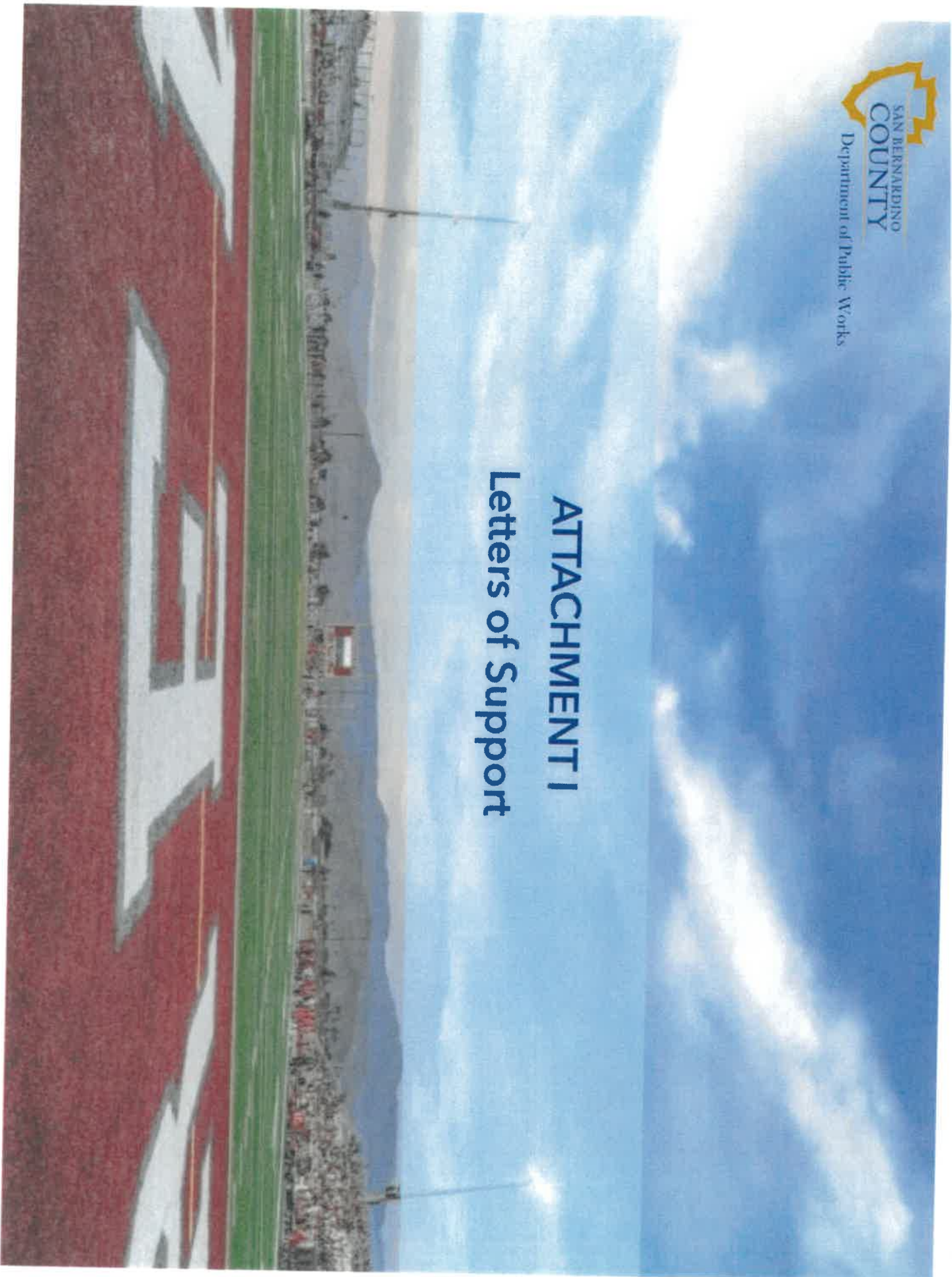


Detailed Project Estimate and Total Project Costs - Cycle 8											
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: San Bernardino County Public Works										Date: 6/22/2026	
Project Description: Redlands East Valley High School SRTS Project											
Project Location: 13000 E Colton Avenue, Redlands, CA 92374											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Jeremy Johnson										License #: C91246	
Project Estimate and Cost Breakdown:											
Project Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible/ ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs		Corps/CCC to Construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$22,000.00	\$22,000	100%	\$22,000				
2	Traffic Control Plan	1	LS	\$22,000.00	\$22,000	100%	\$22,000				
3	Water Pollution Control Plan	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
General Construction Items											
5	ADA Curb Ramps	12	EA	\$9,000.00	\$108,000	100%	\$108,000				
6	Rectangular Rapid Flashing Beacon (RRFB)	1	EA	\$40,000.00	\$40,000	100%	\$40,000				
7	Extended Centerline Delineators	700	LF	\$60.00	\$42,000	100%	\$42,000				
8	High-Visibility Crosswalks	12	EA	\$2,500.00	\$30,000	100%	\$30,000				
9	Develop Water Supply	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
10	Finish Roadway	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
11	Supplemental Work (Site Conditions, Utility Conflicts, Unforeseen)	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
Subtotal of Construction Items:					\$324,000		\$324,000				
Construction Item Contingencies (% of Construction Items):					33.00%		\$106,920				
Total (Construction Items & Contingencies) cost:					\$431,000		\$431,000				
Project Delivery Costs:											
Type of Project Cost		Cost \$									
Preliminary Engineering (PE)						ATP Eligible and ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs			
Project Approval and Environmental Document (PA&ED):					\$	69,500	\$15,000	\$54,500			
Plans, Specifications and Estimates (PS&E):					\$	124,500	\$70,000	\$54,500			
Total PE:					\$	194,000	\$85,000	\$109,000	"PE" costs / "CON" costs 45% 25% Max		
Right of Way (RW)											
Right of Way Engineering:					\$	-					
Acquisitions and Utilities:					\$	-					
Total RW:					\$	-					
Total Pre-Construction Costs (PE+RW):					\$	194,000	\$85,000	\$109,000			
Construction Engineering (CE)										"CE" costs / "CON" costs	
Construction Engineering (CE):					\$	60,000	\$60,000		14% 15% Max		
Total Construction Costs (Construction Items & Contingencies + CE):					\$	491,000	\$491,000				
						ATP Eligible and ATP Funded Costs		ATP Ineligible and/or Non-ATP Funded Costs			
Total Project Cost:					\$	685,000	\$576,000	\$109,000			
Documentation of Eligible and/or Ineligible Costs:											
The Engineer's justification for including typical ATP-Ineligible items in the ATP-Eligible column and logic and/or calculations for splitting costs between ATP-Eligible and Ineligible costs must be documented in this section of the Estimate form. Separate justification is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.											
Item #:	Description of Engineer's Justification: (See example shown in the Instructions)										
1	PA&ED costs include environmental review and documentation, preliminary engineering, survey, utility coordination, design development, preparation of plans/specifications/estimate (PS&E), bid support, and Project management activities directly associated with eligible ATP pedestrian safety improvements, including ADA-compliant curb ramps, high-visibility crosswalks, RRFB installation, and centerline delineators. Construction contingency was calculated to account for unforeseen field conditions, utility conflicts, quantity variations, and anticipated construction cost escalation. All costs shown are directly attributable to eligible ATP improvements and were developed using recent bid history, standard unit costs, and professional engineering judgment.										



ATTACHMENT I

Letters of Support





Public Health Administration

Joshua Dugas, MBA, REHS
Director

Jennifer Osorio, REHS
Assistant Director

Janki Patel, MPH
Assistant Director

Sharon Wang, DO, MSHPE, FIDSA
Health Officer

May 1, 2026

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

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

Dear Ms. Taylor:

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

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

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

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

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Vice Chair, Fifth District

Luther Snoke
Chief Executive Officer

DPW ATP SUPPORT LETTER
MAY 1, 2026
PAGE 2 of 2

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Janki Patel". The signature is written in a cursive, flowing style.

Janki Patel
Assistant Director

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



MARIO SAUCEDO
Mayor

City of
REDLANDS

300 E. State Street, Suite 690, Redlands, CA 92373
909-798-7510
msaucedo@cityofredlands.org

MARC SHAW
Mayor Pro Tempore

PAUL BARICH
Council Member

EDDIE TEJEDA
Council Member

DENISE DAVIS
Council Member

May 5, 2026

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

RE: Support for Redlands East Valley High School Safe Routes to School Improvements

Dear Ms. Taylor:

The City of Redlands (City) fully supports San Bernardino County's Active Transportation Program (ATP) application to implement critical Safe Routes to School (SRTS) improvements serving Redlands East Valley High School.

Although the Project is located in an unincorporated area of San Bernardino County adjacent to the City of Redlands, the City recognizes that these improvements will directly benefit students and families from both the City and surrounding communities who travel to Redlands East Valley High School.

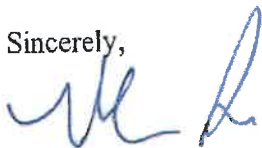
The City recognizes the importance of safe, connected active transportation networks that support students, families, and the broader community. Areas surrounding school campuses often experience high traffic volumes, limited pedestrian infrastructure, and safety challenges that can discourage walking and bicycling.

The proposed improvements, including sidewalks, bicycle facilities, enhanced crossings, and traffic-calming measures, will significantly enhance safety and improve connectivity in the Project area. These enhancements will help reduce conflicts between vehicles and active transportation users, improve mobility, and support safer travel for students and residents.

The Project aligns with the City's goals to improve multimodal transportation, enhance safety, and support healthier, more sustainable communities. Investments in SRTS infrastructure also contribute to reduced congestion, improved air quality, and increased opportunities for active transportation.

The City of Redlands values the partnership with San Bernardino County and supports continued coordination to advance these improvements. We strongly encourage Caltrans to fund this Project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mario Saucedo', with a stylized flourish at the end.

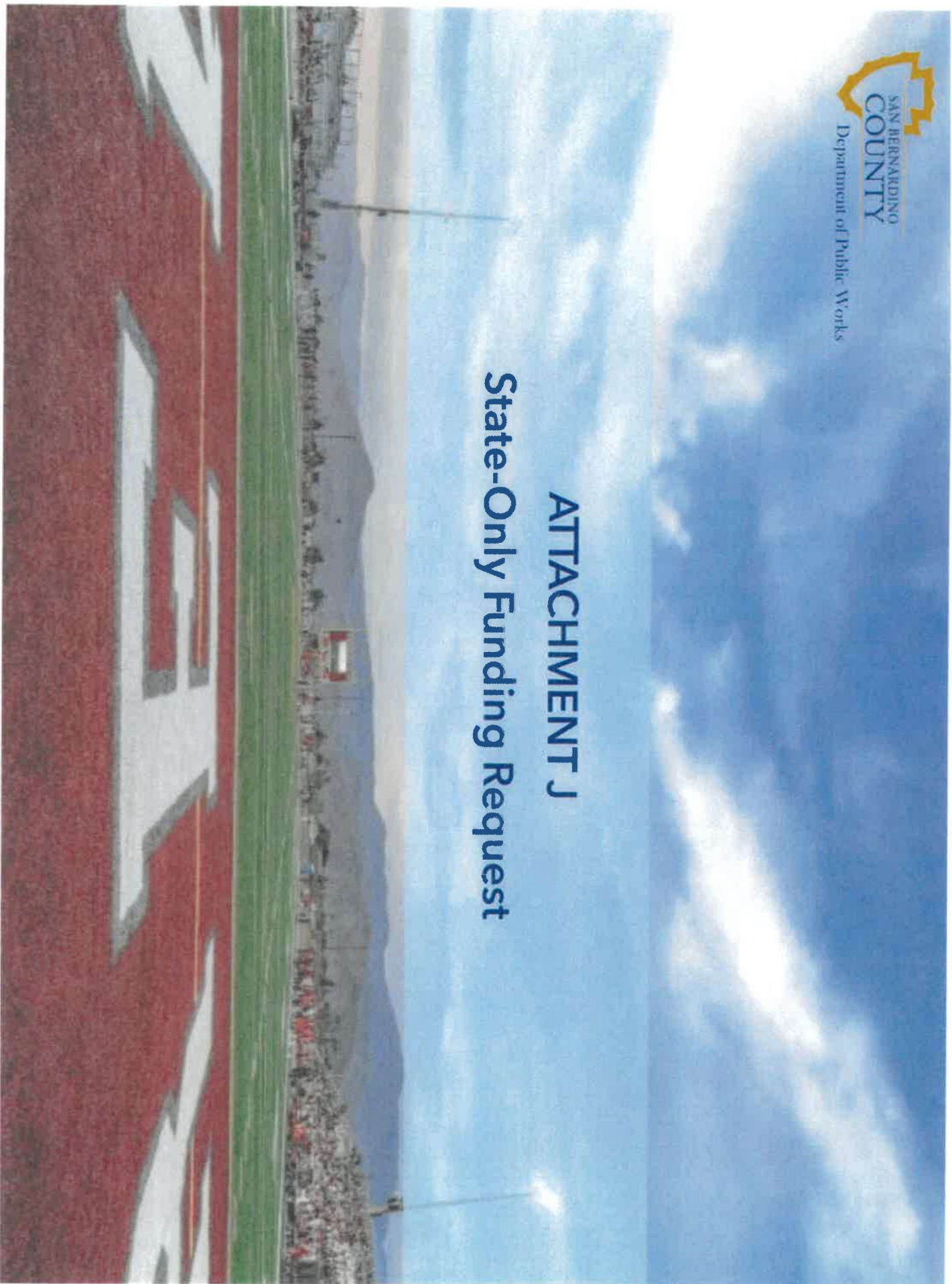
Mario Saucedo
Mayor
City of Redlands



Department of Public Works

ATTACHMENT J

State-Only Funding Request





Department of Public Works

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

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

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

ATP Cycle 8

State Only Funding Request

Attachment J

REQUEST FOR STATE ATP FUNDING

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: 06/22/2026

Subject: Request for ATP State Funding

The San Bernardino County Public Works Department hereby requests ATP State funding for the following project:

PROJECT NAME: Redlands East Valley High School Safe Routes to School Project

PROJECT DESCRIPTION: (Describe specifically what work is being accomplished, including PPNO)

The Project will implement Safe Routes to School (SRTS) pedestrian safety improvements along the Colton Avenue corridor between Crafton Avenue and Opal Avenue, including key crossing locations at Beryl Avenue, King Street, Agate Avenue, and the Opal Avenue and Independence Avenue crossing serving Redlands East Valley High School (REVHS) in an unincorporated area adjacent to the City of Redlands in San Bernardino County. The Project focuses on primary student travel routes and school access locations where students regularly walk and roll during school arrival and dismissal periods. Improvements include 12 ADA-compliant curb ramps, 12 high-visibility crosswalks, including one midblock crossing, installation of one rectangular rapid flashing beacon (RRFB), and 700 LF of extended centerline delineators to improve pedestrian visibility, accessibility, crossing predictability, and driver awareness. These improvements address documented barriers to walking and rolling identified through the County's SRTS planning process and support safer access between REVHS, surrounding neighborhoods, and nearby community destinations.

PPNO:

JUSTIFICATION:

A. Type of Work: (Infrastructure (IF)

B. Project cost

\$685,000

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Chairman, Third District

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Fourth District

JOE BACA, JR.
Vice Chair, Fifth District

Luther Snoke
Chief Executive Officer

C. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year, including all phases)

Fiscal Year	Phase	Funding Source	Amount (\$)
2027-2028	PA&ED	ATP	\$15,000
2028-2029	PS&E	ATP	\$70,000
2030-2031	Construction	ATP	\$491,000
Total ATP Request			\$576,000

- A. State specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.

The Project is a focused Safe Routes to School pedestrian improvement project consisting of targeted crossing and accessibility enhancements near REVHS, including ADA-compliant curb ramps, high-visibility crosswalks, an RRFB, and centerline delineators. The Project does not involve right-of-way acquisition, utility relocation, or substantial environmental complexity. All proposed improvements are located within existing public right-of-way, which is expected to support a streamlined environmental review process. Requesting State-only ATP funding will accelerate Project delivery, reduce administrative and federal compliance burdens, and support timely implementation of critical pedestrian accessibility and crossing improvements serving students and the surrounding disadvantaged community. Use of State-only funds will allow the County to efficiently deliver these targeted improvements while minimizing unnecessary delivery delays and administrative costs associated with federal funding requirements.

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): Southern California Association of Governments

(Signature of Regional Agency Representative) (Only for MPO selected projects):

(Signature of Local Agency Representative):

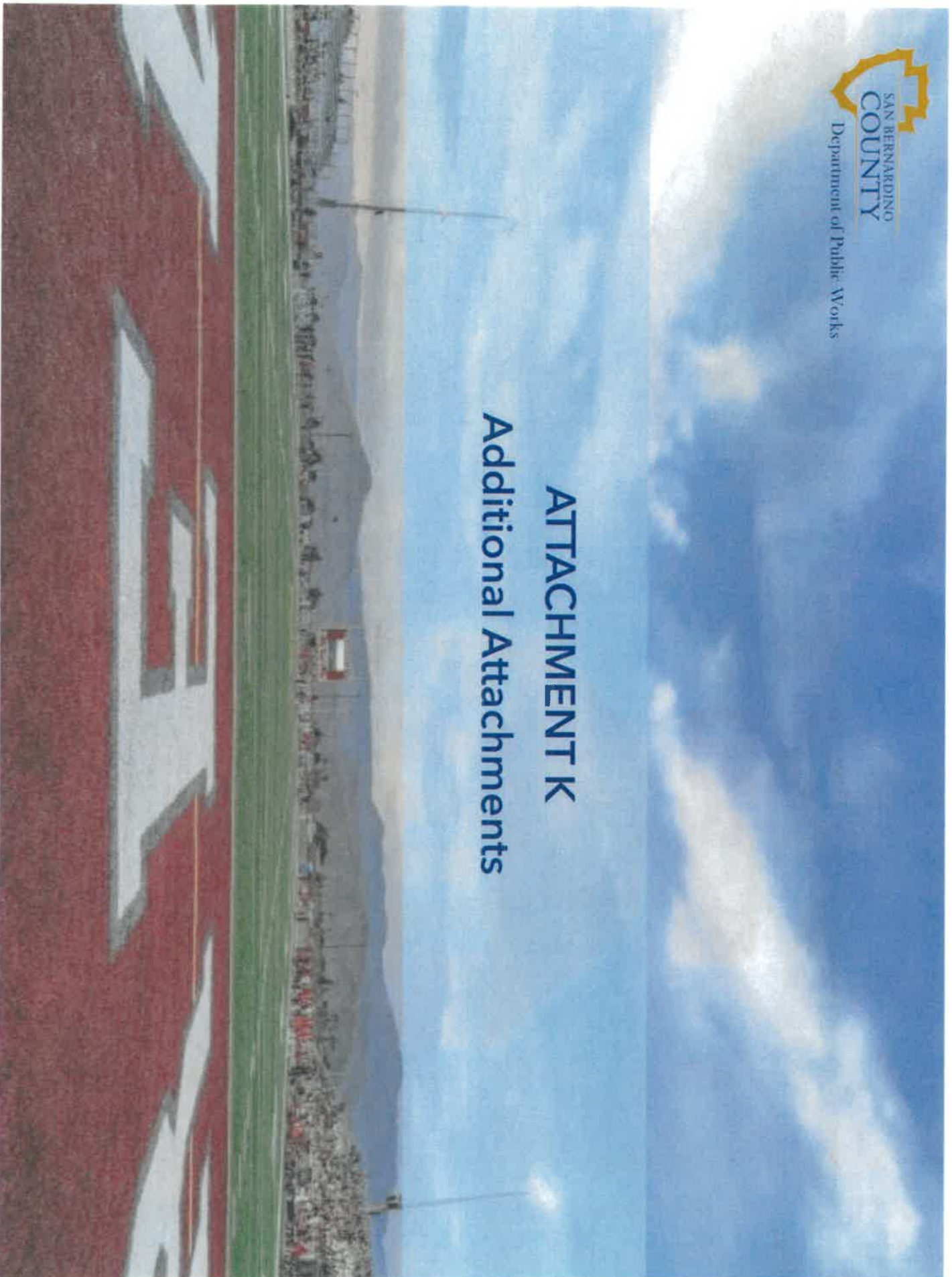


Jeremy Johnson, P.E., Transportation Planning Engineering Manager
San Bernardino County Public Works Department

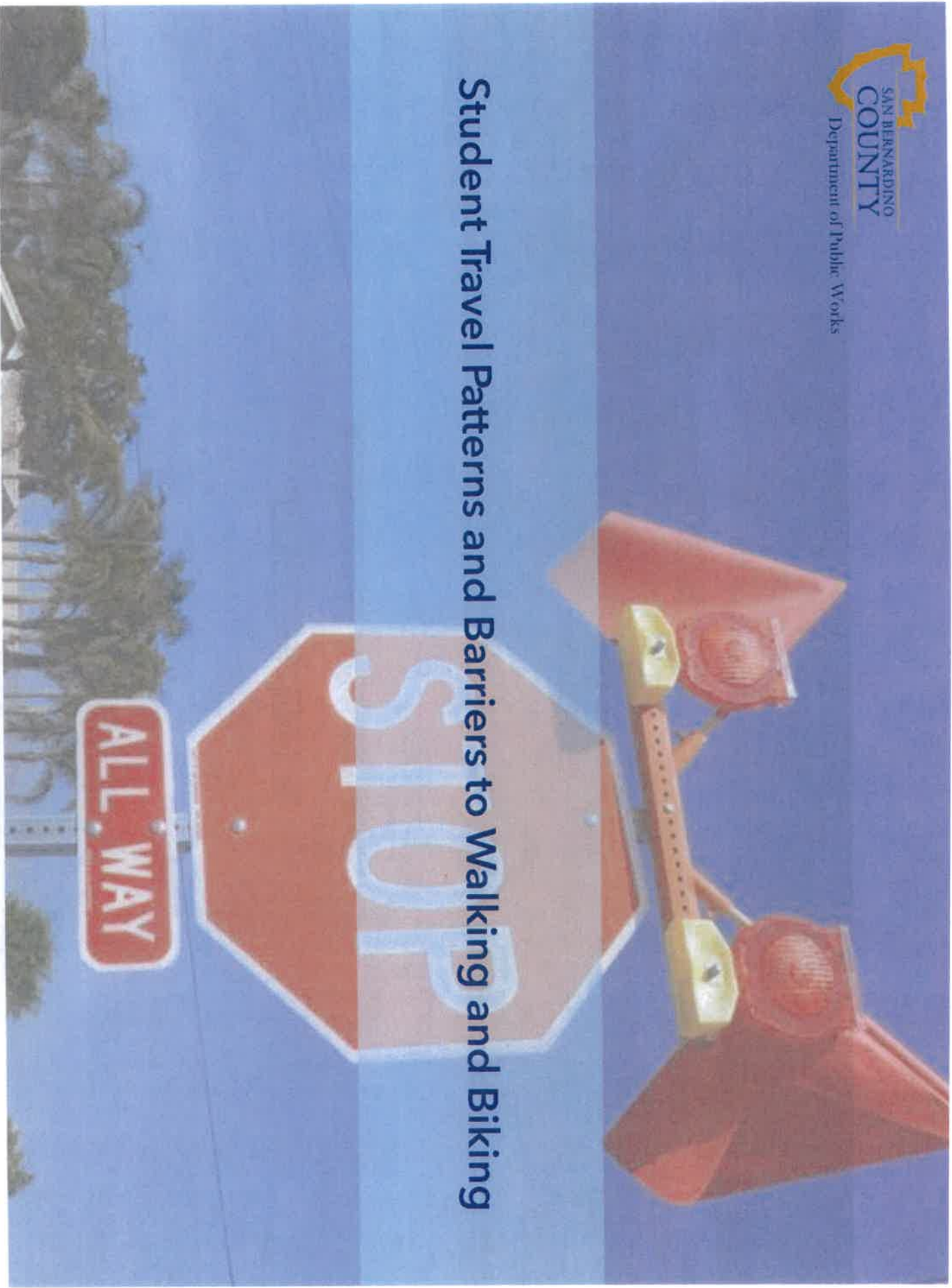


ATTACHMENT K

Additional Attachments



Student Travel Patterns and Barriers to Walking and Biking



Student Travel Patterns

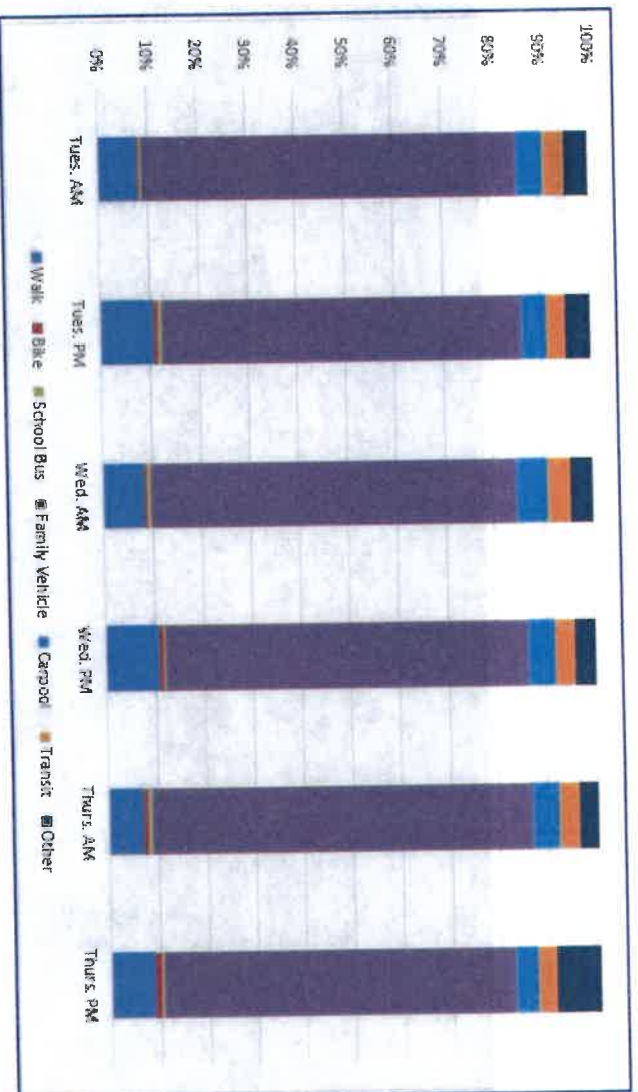


Student Travel Patterns

- Student travel tallies indicate that most students arrive and depart by family vehicle, while walking remains the second most common mode.
- Field observations confirmed that many students cross Colton Avenue near the school frontage, particularly during peak arrival and dismissal periods.
- Colton Avenue and Opal Avenue function as primary access routes and must safely accommodate students walking, biking, and being dropped off.
- The Project improves crossings, enhances traffic separation, and strengthens active transportation connections.

Student Travel Patterns

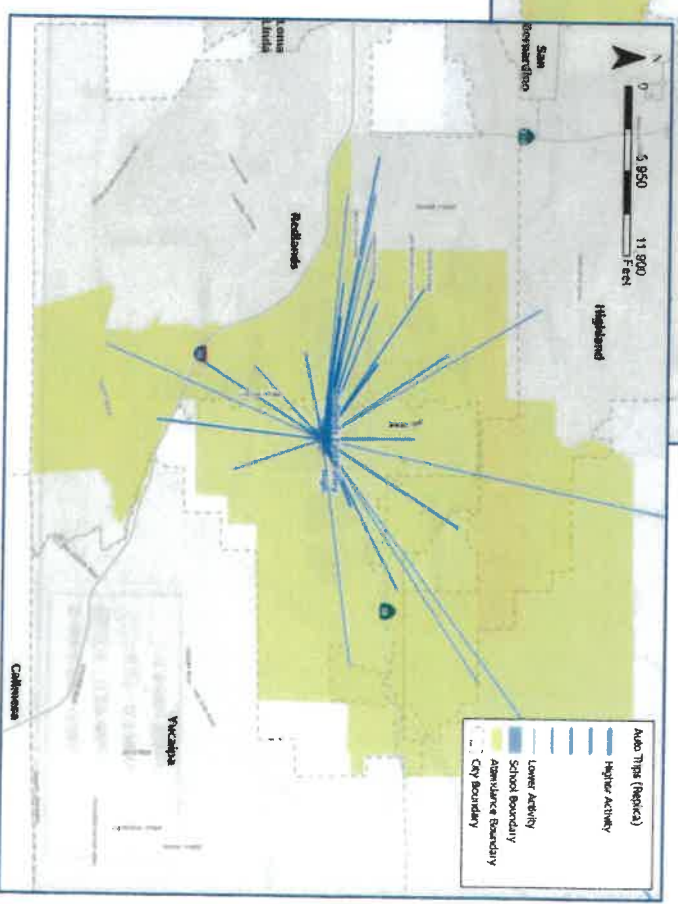
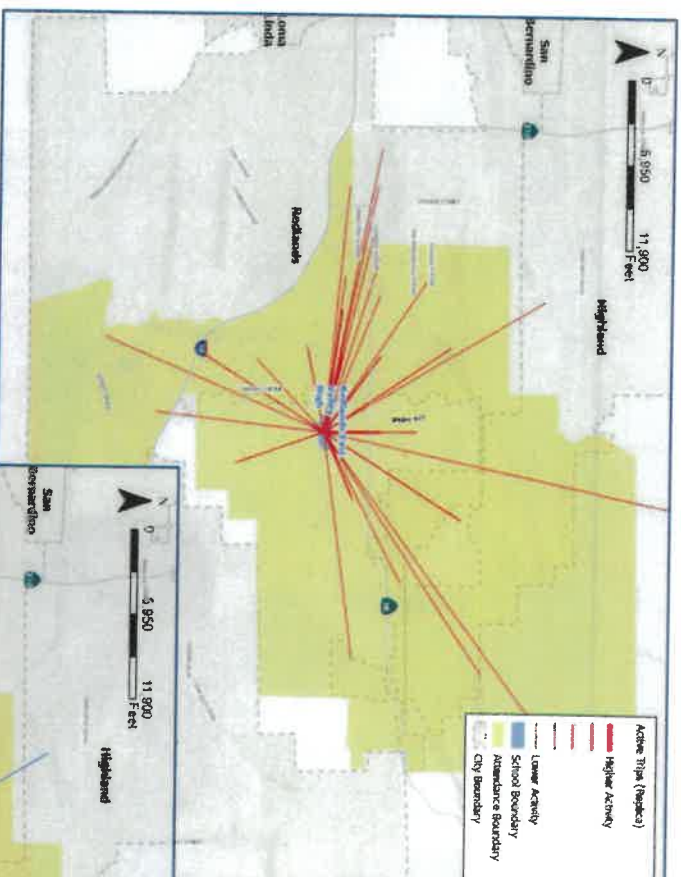
Mode	Tues. AM	Tues. AM	Tues. PM	Tues. PM	Wed. AM	Wed. AM	Wed. PM	Wed. PM	Thu. AM	Thu. AM	Thu. PM	Thu. PM
Walk	30	8.0%	40	10.9%	30	8.4%	38	10.8%	25	7.2%	33	9.1%
Bike	1	0.3%	3	0.8%	2	0.6%	3	0.8%	3	0.9%	4	1.1%
School Bus	2	0.5%	2	0.5%	2	0.6%	1	0.3%	2	0.6%	1	0.3%
Family Vehicle	287	76.7%	272	73.9%	269	75.1%	263	74.5%	271	78.1%	261	72.1%
Carpool	20	5.3%	19	5.2%	23	6.4%	19	5.4%	19	5.5%	17	4.7%
Transit	16	4.3%	13	3.5%	16	4.5%	14	4.0%	13	3.7%	13	3.6%
Other	18	4.8%	19	5.2%	16	4.5%	15	4.2%	14	4.0%	33	9.1%
Total	374	100.0%	368	100.0%	358	100.0%	353	100.0%	347	100.0%	362	100.0%
Total Responses	2162											



Active and Auto Travel Patterns

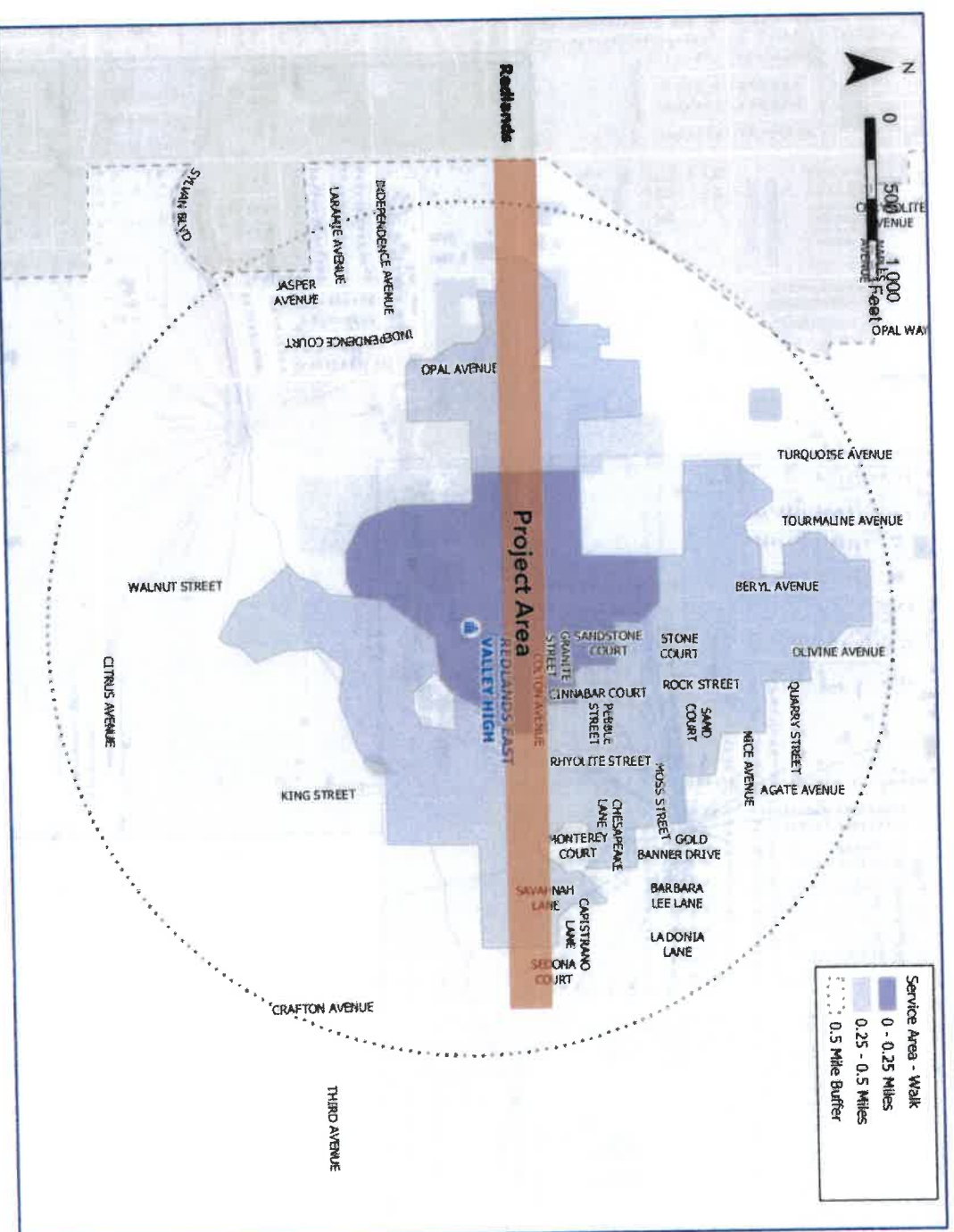
Active Travel Patterns (Red) and Auto Travel Patterns (Blue)

- Travel pattern analysis shows that students access the school from multiple directions across a broad geographic area.
- Auto travel (blue) dominates, with high activity along key corridors serving the school.
- Active travel (red) is present but more limited, reflecting constraints in safe walking and bicycling conditions.
- Key routes, including Colton Avenue and Opal Avenue, serve both vehicle and student travel, creating potential conflicts..
- The Project supports a shift toward active transportation by improving safety, connectivity, and multimodal access.



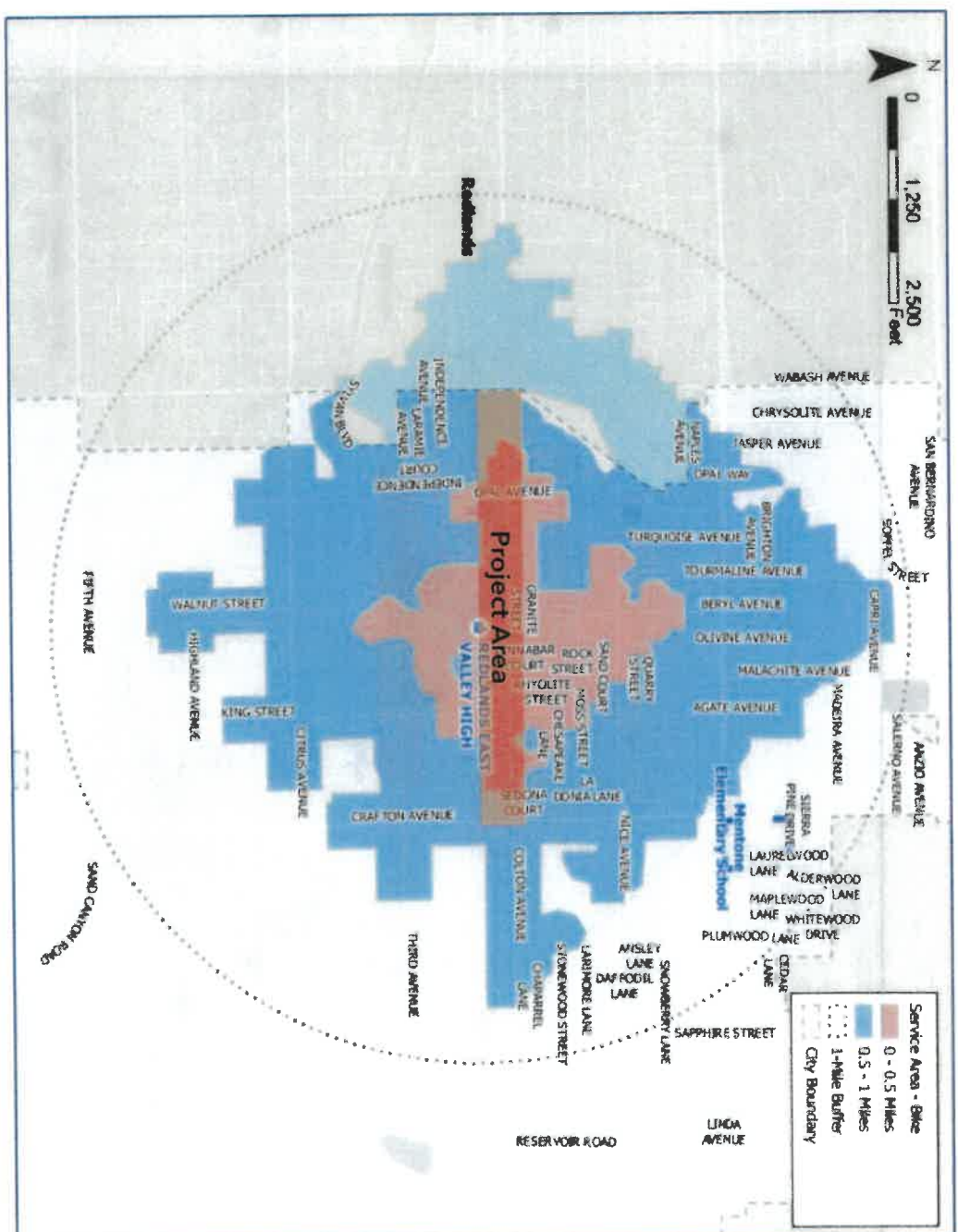
Existing Pedestrian Walkshed

- The existing walkshed illustrates areas within a 0.25- and 0.5-mile walking distance of the school.
- While many students live within walking distance, the accessible walkshed is constrained by gaps in pedestrian infrastructure and limited safe crossings.
- Key corridors, including Colton Avenue, create barriers that reduce safe and direct access to the school.
- As a result, students who could walk are often driven due to safety concerns and connectivity gaps.
- The Project improves network connectivity and expands safe walking access within the school's walkshed.



Existing Bikeshed

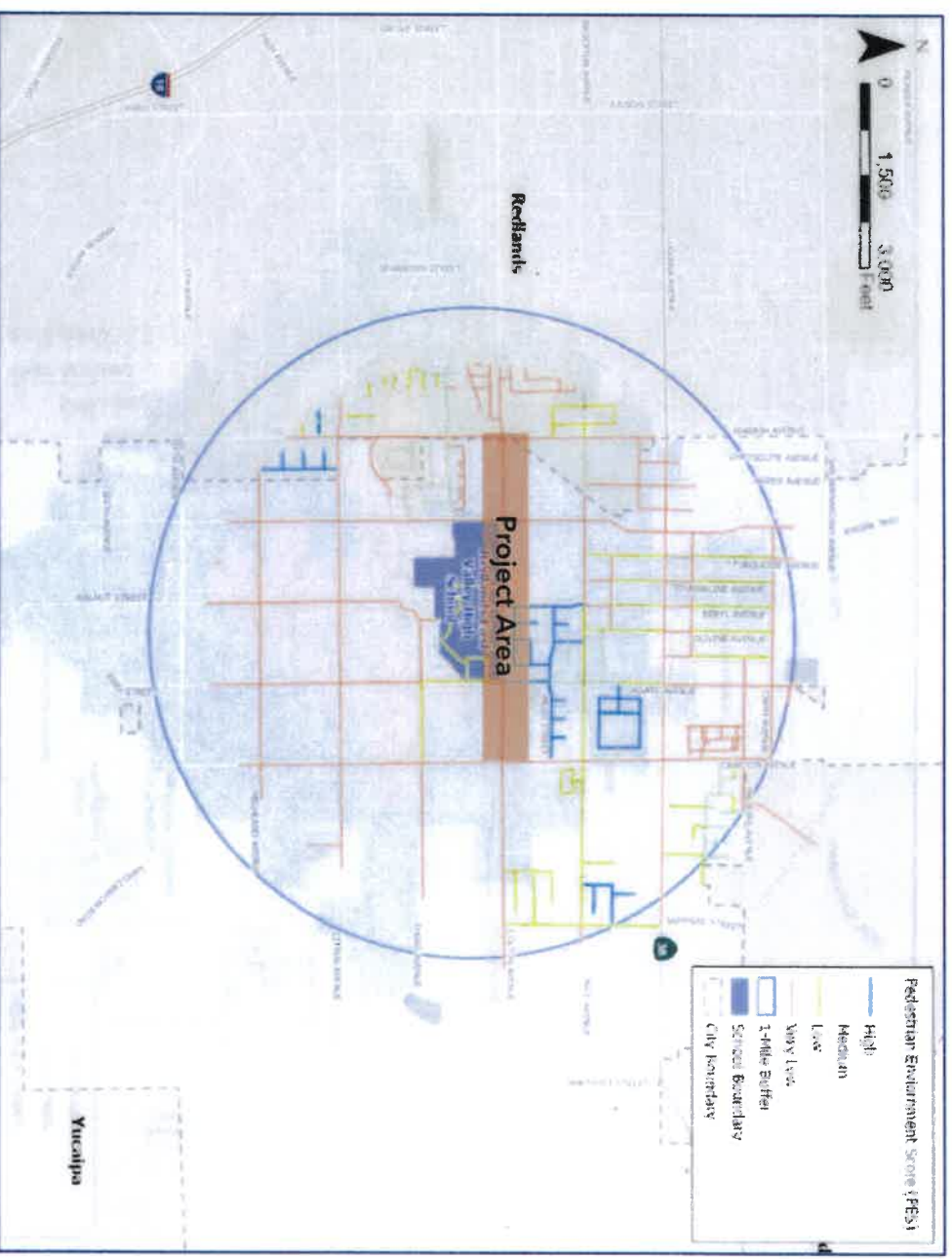
-
- The map displays the Project Area, which is a central red-shaded region. Surrounding this area are various streets and landmarks. Key streets include Independence Avenue, Granite Street, and Valley High. The map also shows the city boundary, which is a dashed line. A legend in the bottom right corner identifies the symbols used: a red square for the Service Area - Bike, a blue square for the 0 - 0.5 Miles service area, a light blue square for the 0.5 - 1 Miles service area, a dashed line for the 1-Mile Buffer, and a dotted line for the City Boundary. A scale bar in the top right corner indicates distances of 0, 1,250, and 2,500 feet. A north arrow is also present in the top right corner.



Pedestrian Evaluation Score (PES)

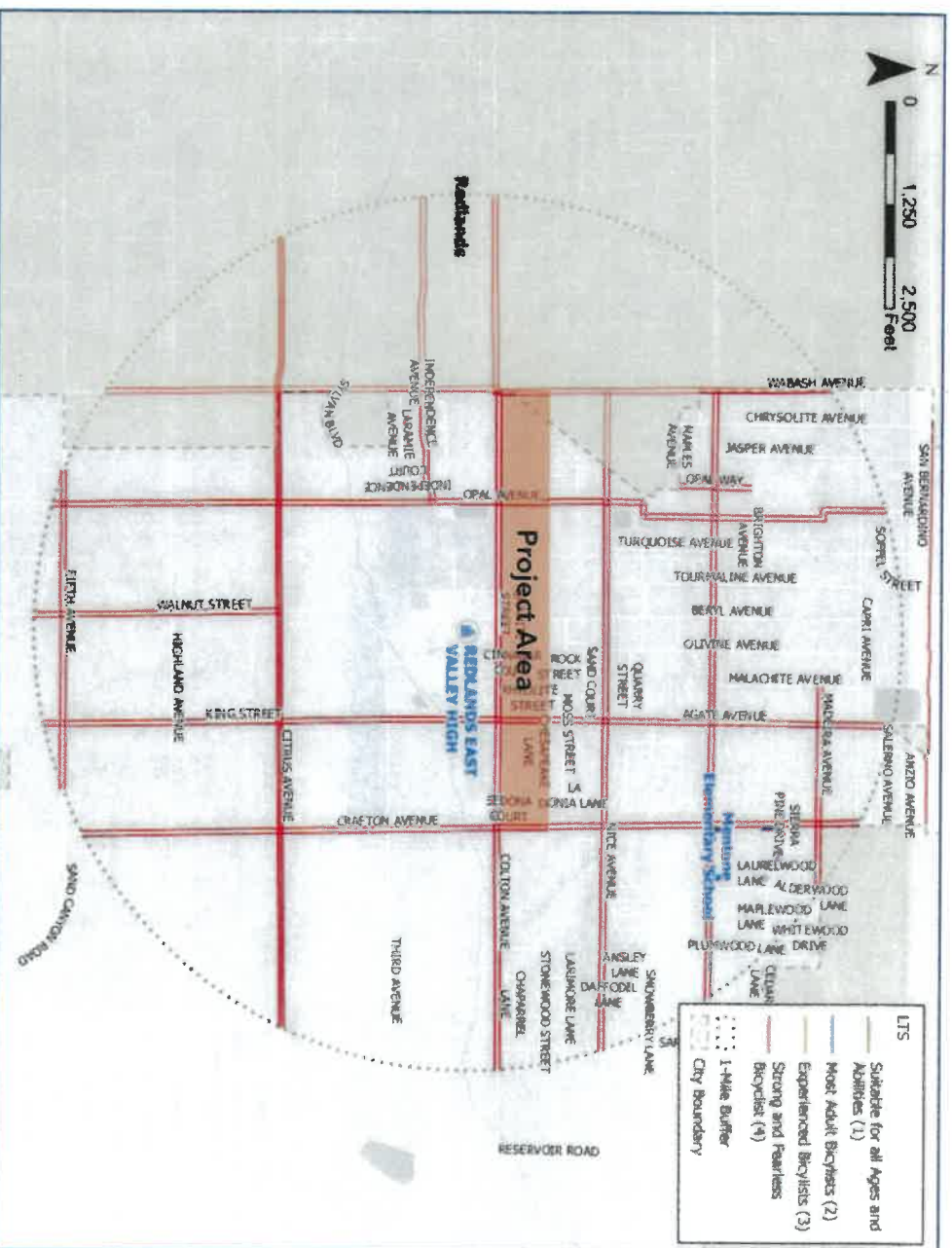
Pedestrian Evaluation Score (PES)

- The Pedestrian Environment Score (PES) evaluates roadway segments based on comfort, safety, and accessibility for pedestrians within a one-mile radius of the school.
- Much of the Project area is rated low to very low, indicating poor walking conditions for students traveling to and from school.
- Lower scores reflect gaps in sidewalks, limited crossing enhancements, and exposure to higher-speed traffic corridors.
- Key routes along Colton Avenue and Opal Avenue fall within these lower-rated segments, reinforcing the need for targeted safety improvements.
- The Project addresses these deficiencies by improving crossings, enhancing accessibility, and creating safer walking conditions.



Bicycle Level of Traffic Stress

- The Bicycle Level of Traffic Stress (LTS) evaluates how comfortable and safe roadways are for bicyclists of varying skill levels.
- Much of the Project area is classified as high-stress (LTS 3 and 4), indicating conditions suitable only for experienced riders or not suitable for bicycling.
- Key corridors, including Colton Avenue and Opal Avenue, lack dedicated bicycle facilities and expose riders to higher traffic volumes and speeds.
- These conditions discourage students from bicycling to school despite proximity.
- The Project reduces traffic stress by introducing dedicated bicycle facilities and improving separation from vehicle traffic.



Existing Pick-up and Drop-off Vehicle Behavior

- Existing pick-up and drop-off activity is concentrated along Colton Avenue near the school frontage.
- Both designated and informal loading areas were observed, contributing to congestion during peak arrival and dismissal periods.
- Vehicle queuing, stopping, and turning movements create conflicts with students walking and crossing near key access points.
- These conditions reduce visibility and increase safety risks for pedestrians and bicyclists.
- The Project improves circulation and safety by enhancing crossings, organizing traffic flow, and reducing vehicle conflicts.

Existing Pick-up and Drop-off Vehicle Behavior

