Community Heat Map:

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

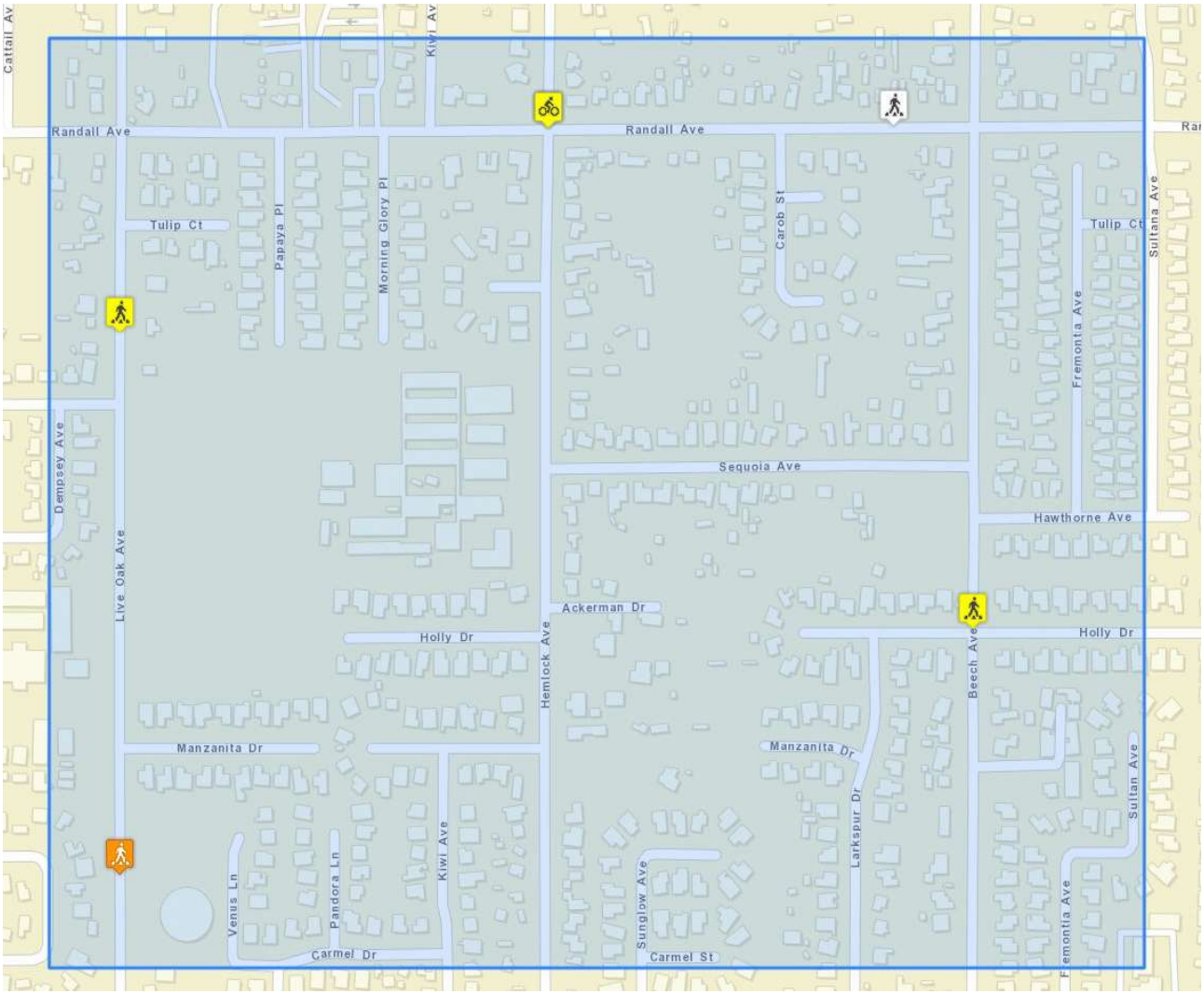
# of Crashes

0

>= 4

Project Area Crash Map: 6 total crashes.

Step 4: Review the project-specific crash map



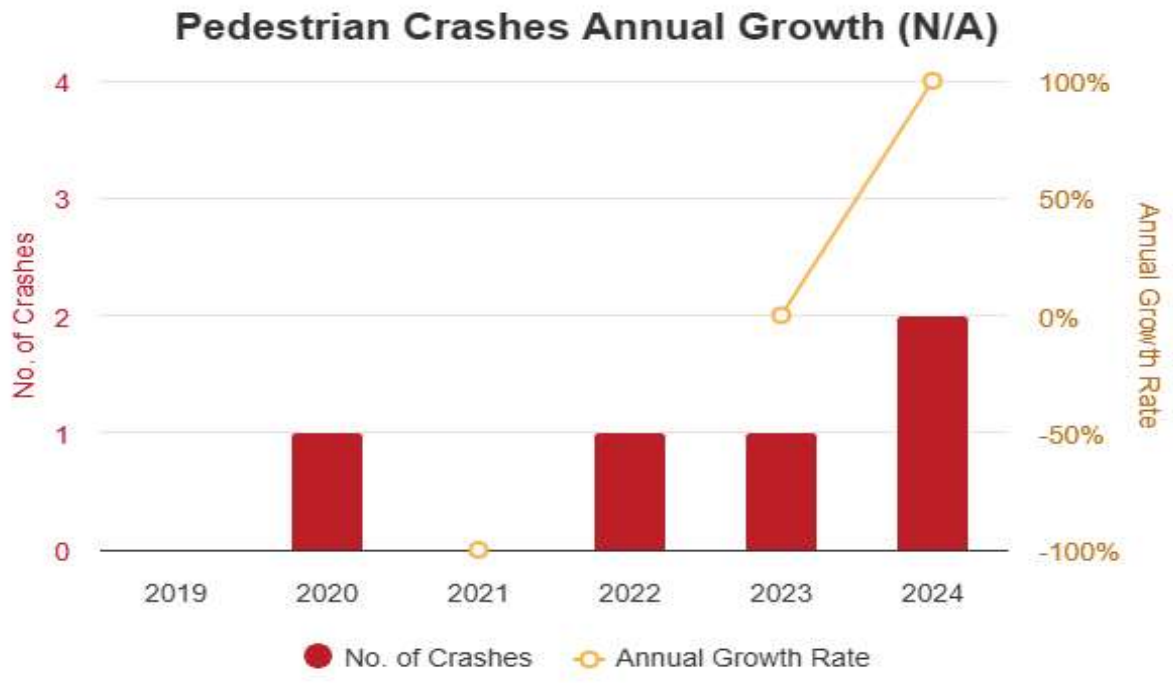
Crash Severity

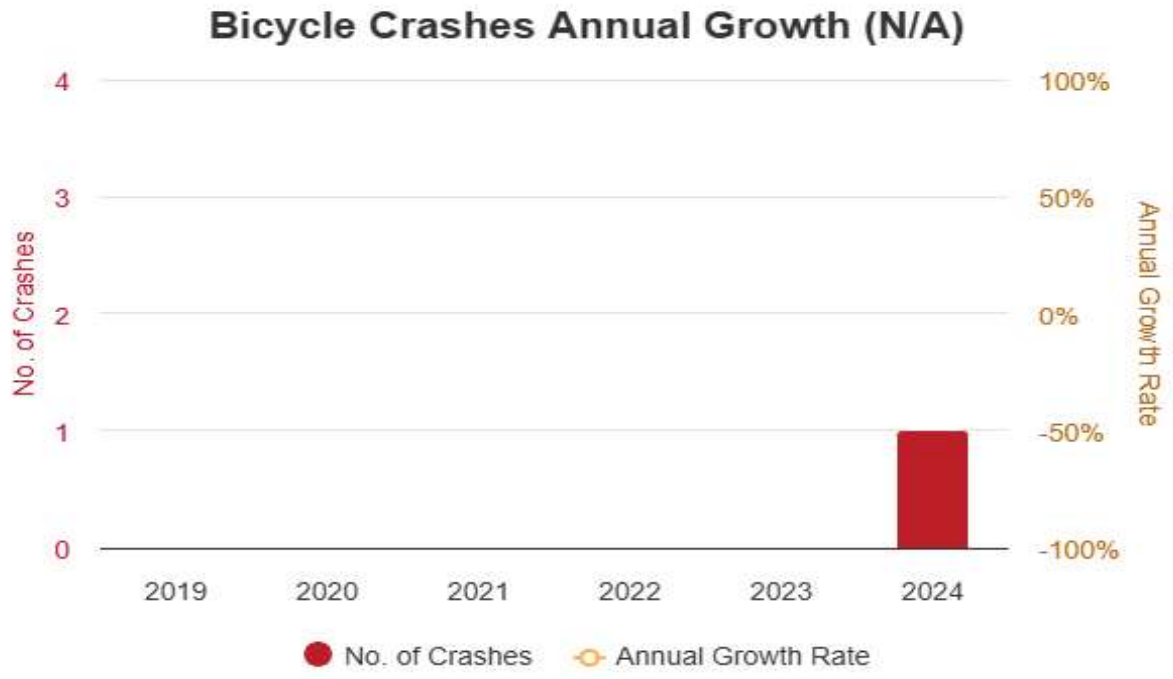
- Fatal
- Serious Injury
- Other Visible Injury
- Complaint of Pain

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	0	0	1	0	1
Pedestrian	0	1	2	2	5





Crash List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured	
91188772	02/10/2020	16:58	Randall Ave.	Beech Ave.	250 ft West	No	Yes		0	1
91842874	05/31/2022	13:05	Beech Avenue (9400 Block)	Holly Dr.	5 ft North	No	Yes		0	1
92119109	07/04/2023	20:40	Live Oak Ave.	Randall Ave	600 ft South	No	Yes		0	1
92299279	01/14/2024	18:55	Live Oak Avenue (9600 Block)	San Bernardino Avenue	450 ft North	No	Yes		0	1
9755898	08/19/2024	07:53	Randall Av	Hemlock	At Int	Yes	No		0	1
94487682	11/22/2024	14:50	Randall Ave.	Hemlock Ave.	At Int	No	Yes		0	1

OTHER ATTACHMENTS CONTENT

PPR - Part A5

Disadvantaged Community Map
Access and Connections

Community Outreach Information

CCC Participation Q#6

PPR- Part A5

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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

Amendment (Existing Project)	No				**Date:**	
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Nominating Agency**	
SBD	N/A			San Bernardino County	
				MPO	**Element**
				SCAG	

Project Manager/Contact	**Phone**	**E-mail Address**
Lana Elyo	909-387-8168	Lana.Elyo@dpw.sbcounty.gov

Project Title

Sequoia Middle School Safe Routes to School Project

Location (Project Limits), Description (Scope of Work) - Infrastructure

Sequoia Middle School is located in unincorporated San Bernardino County within the City of Fontana's Sphere of Influence, just west of the city boundary. Hemlock, Avenue (east), Manzanita Drive (south), Live Oak Avenue (west), and Randall Avenue (north) border the school. The Project incudes construction of 4,705 feet of new sidewalks 590 feet of widened sidewalks; installation of 17 high-visibility crosswalks and (cont. on page 2)

Location (Project Limits), Description (Scope of Work) - Plan or Non-Infrastructure

Not applicacble.

Component	**Implementing Agency**
PA&ED	San Bernardino County
PS&E	San Bernardino County
Right of Way	San Bernardino County
Non-Infrastructure	N/A
Construction	San Bernardino County

Legislative Districts					
Assembly:	47	**Senate:**	31	**Congressional:**	35

Project Benefits

The Project advances Active Transportation Program (ATP) goals by improving safety and accessibility for students and families. Enhancements within one-half mile of the school campus will reduce collisions, calm traffic, and eliminate the need for pedestrians and bicyclists to walk or bike in the roadway along motorized vehicles. The Project supports walking and biking to school. Improves equity in disadvantaged communities, promotes public health, and creates a safer, more connected active transportation network.

Purpose and Need

The community is economically disadvantaged; 86.3% of school students qualify for Free- or Reduced- Priced Meals. Key corridors near Sequoia Middle School lack sidewalks, forcing students into the raodways. Intersections near the school lack high-visibiliy crosswalks and ADA-compliant curb ramps. Over 75% of students travel to school via motorized vehicles due to an incomplete infrastrure network. Parents don't feel their children are safe walking or biking to school.

Category	**Outputs**	**Unit**	**Total**
Active Transportation	Sidewalk	LF	5,295
Active Transportation	Crosswalks	EA	17
Active Transportation	ADA Ramps	EA	19
Active Transportation	Speed Feedback Signs	EA	1
Active Transportation			
Active Transportation			
Active Transportation			

NHS Improvements	No	Roadway Class	N/A	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	Yes	Reduces Greenhouse Gas Emissions			Yes

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved			06/01/26	
Begin Environmental (PA&ED) Phase				01/01/28
Circulate Draft Environmental Document	**Document Type**	CE		06/01/28
Draft Project Report				09/01/28
End Environmental Phase (PA&ED Milestone)				12/30/28
Baseline agreement required? Yes or No in the Yellow box. Enter Completion		No		N/A
Begin Design (PS&E) Phase				01/01/29
End Design Phase (Ready to List for Advertisement Milestone)				08/01/29
Begin Right of Way Phase				01/01/29
End Right of Way Phase (Right of Way Certification Milestone)				01/01/31
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)				01/02/31
End Construction Phase (Construction Contract Acceptance Milestone)				06/30/31
Begin Closeout Phase				07/01/31
End Closeout Phase (Closeout Report)				12/31/31

PROJECT PROGRAMMING REQUEST

Additional Information

(cont. from page 1) and 19 ADA-compliant curb ramps; and the addition of a no-left turn sign and speed feedback sign. All improvements are within 1/2 mile of the Project site.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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

Date:

District	County	Route	EA	Project ID	PPNO	
	SBD	N/A				
Project Title:						

DO NOT FILL IN ANY SHADED AREAS

	Proposed Total Project Cost ($1,000s)								
Component	**Prior**	**26-27**	**27-28**	**28-29**	**29-30**	**30-31**	**31-32+**	**Total**	**Notes**
E&P (PA&ED)				33				**33**	
PS&E				126				**126**	
R/W SUP (CT)									
CON SUP (CT)									
R/W				910				**910**	
CON-NI									
CON						1,092		**1,092**	
TOTAL				**1,069**		**1,092**		**2,161**	

Summary of ATP Funding

ATP Funds	**Cycle 8 Infrastructure Project**								**Program Code**
	Proposed Allocation FY, Funding in ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)				33				**33**	CTC
PS&E				126				**126**	**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W				910				**910**	
CON-NI									
CON						1,092		**1,092**	
TOTAL				**1,069**		**1,092**		**2,161**	

	Proposed Funding ($1,000s)								
ATP Funds	**Cycle 8 Non-Infrastructure Project**								**Program Code**
	Proposed Allocation FY, Funding in ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									CTC
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	**Cycle 8 Plan Project**								**Program Code**
	Proposed Allocation FY, Funding in ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									CTC
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

ATP Funds	**Previous ATP Cycle Funding**	**Program Code**

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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

Date:

Proposed Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									CTC
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Summary of Non-ATP Funding

Fund No. 2:									**Program Code**
Committed Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 3:									**Program Code**
Committed Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 4:									**Program Code**
Committed Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Committed Funding ($1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									

PROJECT PROGRAMMING REQUEST

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

Date:

CON SUP (CT)								
R/W								
CON-NI								
CON								
TOTAL								

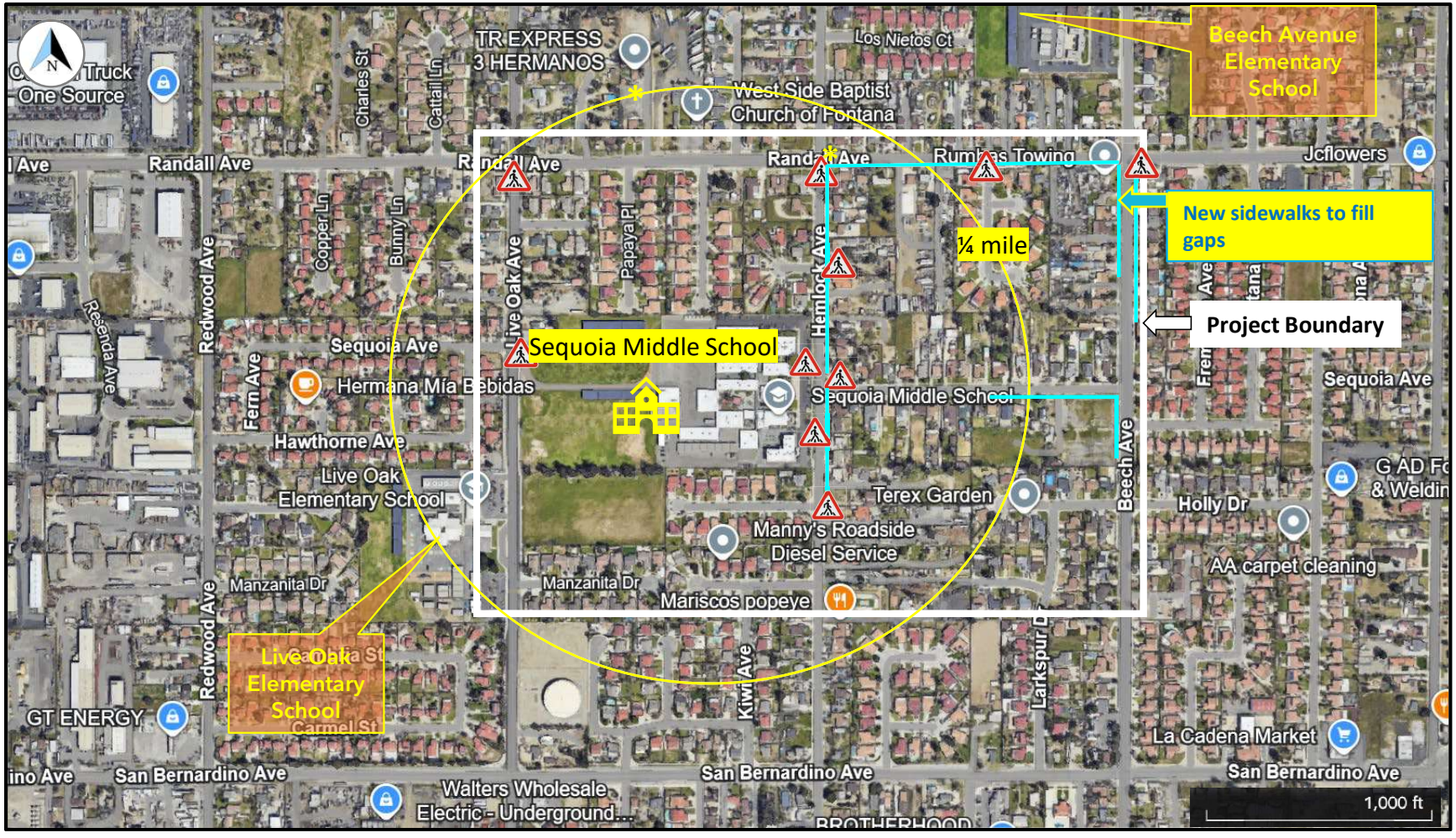
Fund No. 6:								**Program Code**
Committed Funding ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Fund No. 7:								**Program Code**
Committed Funding ($1,000s)								
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									**Notes**
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON-NI									
CON									
TOTAL									

Disadvantaged Community Map

Access and Connections

Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Disadvantaged Community Map, Gap Closures and Access Points

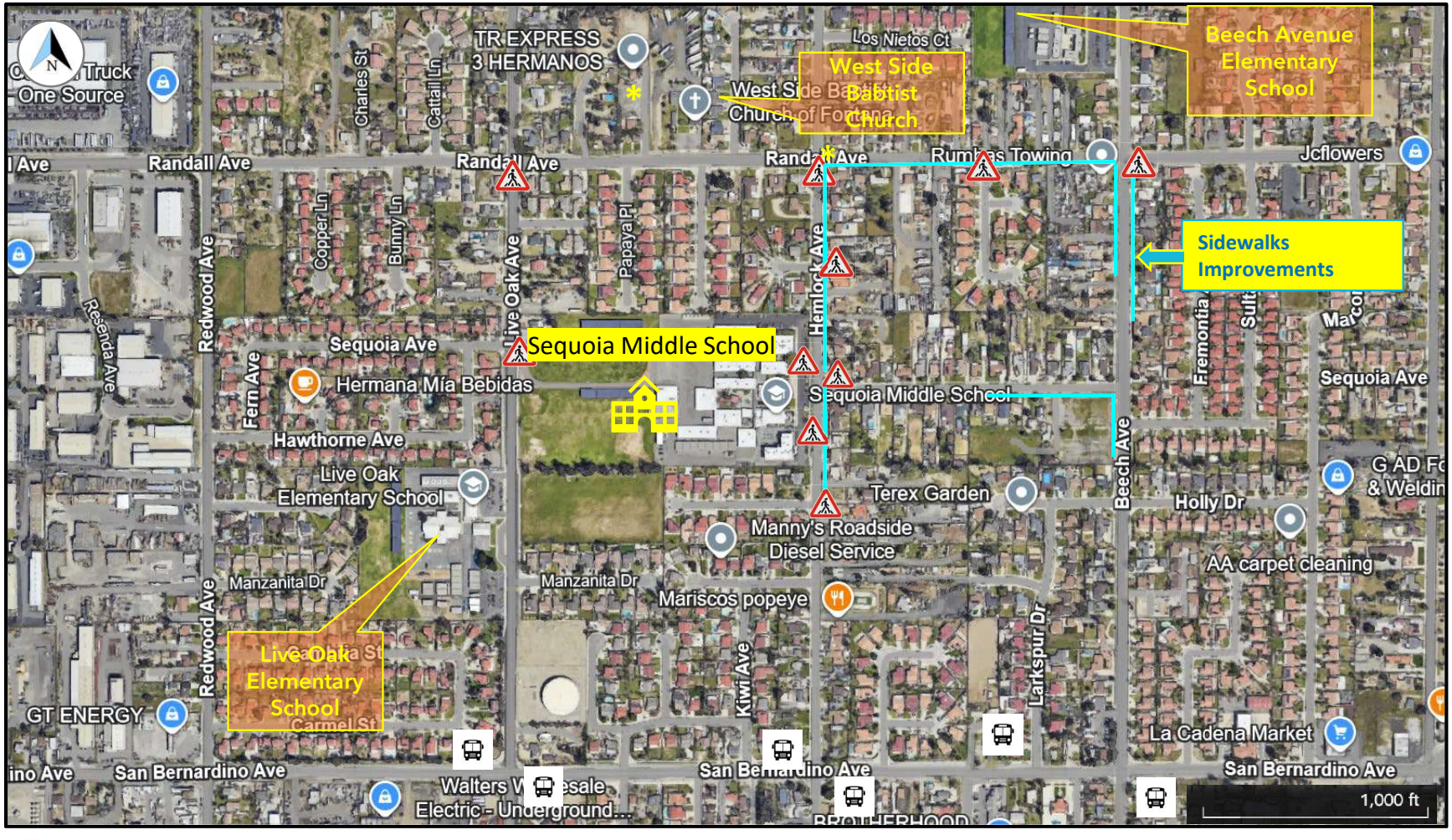


Proposed Crossing Improvements (High-Visibility Crosswalks and ADA curb ramps)

Proposed Sidewalks

The Project community is identified as disadvantaged using Free or Reduced-Price School Meal (FRMP) data; 93.8% of students are eligible for FRPMs. The Sequoia Middle School Enrollment Boundary is shown in Attachment K – Enrollment Boundary Map. This above map illustrates the Project area within a ¼-mile walking distance of Sequoia Middle School and identifies key access points where proposed sidewalks, ADA curb ramps, and high-visibility crosswalks improve safe connections for students living in surrounding disadvantaged neighborhoods. The map demonstrates how the Project directly serves DAC residents by addressing gaps and barriers along primary school travel routes.

Caltrans ATP Cycle 8
San Bernardino County – Sequoia Middle School – Safe Routes to School
Improves Access to Schools, Community Destination, and Transit



Proposed Crossing Improvements (High-Visibility Crosswalks and ADA curb ramps)

Sidewalk Improvements

Omnitrans Stop

The Project directly links residential neighborhoods north, east, south, and west of Sequoia Middle School to key school destinations, including the main school entrance, internal pedestrian access points, and on-campus facilities such as outdoor athletic fields and shared-use areas. In addition to access to Sequoia Middle School, the Project will improve connections to a nearby local park, Jack Bulik Park and Multipurpose Rink, via Randall Avenue, other local schools, including Live Oak Elementary School, Beech Avenue Elementary School, and Fontana High School, West Side Baptist Church of Fontana, and residential neighborhoods. The Project will also improve access to Omnitrans bus transit locations on San Bernadino Avenue via Live Oak or Hemlock Avenues.

Community Outreach

CHAPTER 3
OUTREACH & ENGAGEMENT

SAN BERNARDINO COUNTY · SBCTA
SAFE ROUTES to SCHOOLS

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 (eblast, 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.

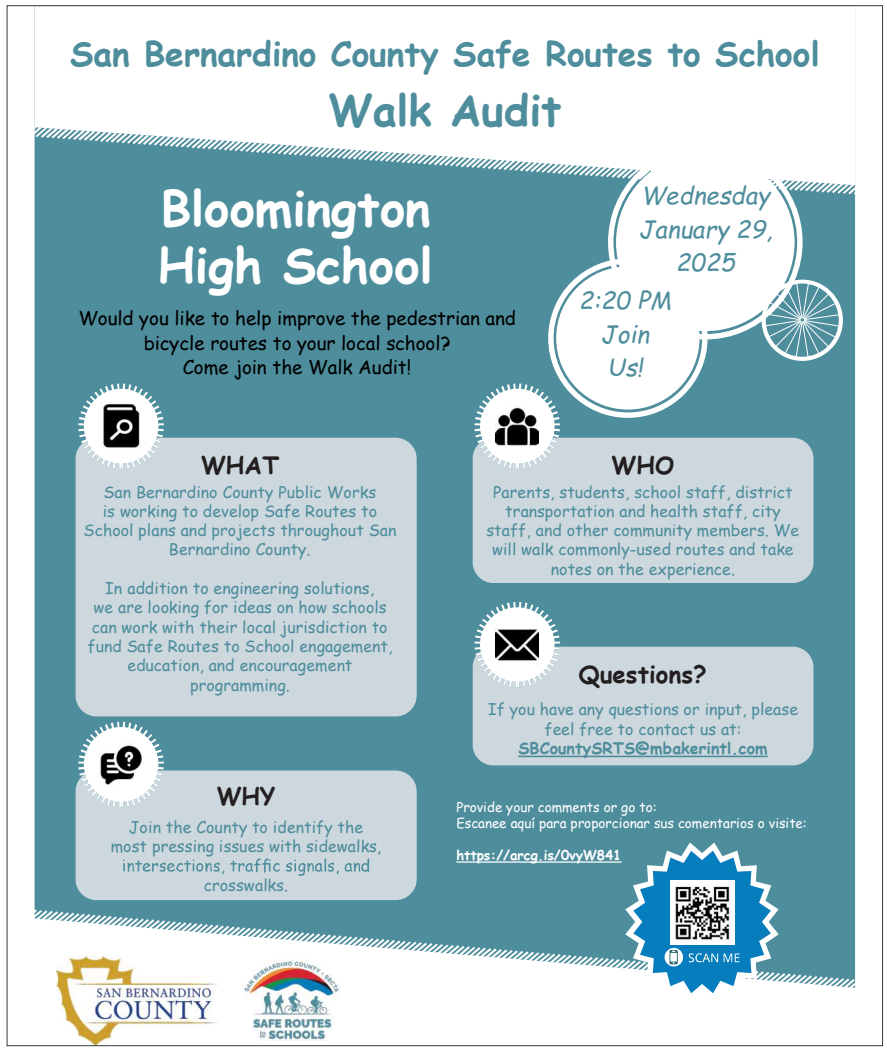


Figure 3.1 Walk Audit Flyer Example

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 there 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.

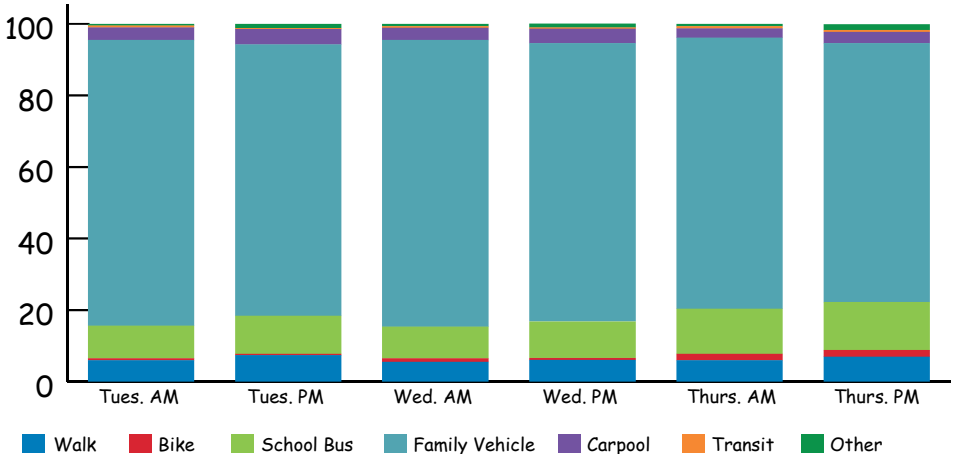
Overall, over 400 student travel tallies were submitted from across all 21 schools and were used to determine how students are traveling to and from school on a daily basis. Figure 3.2 shows the different travel modes students took to and from school in the morning and in the afternoon. Please note that 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

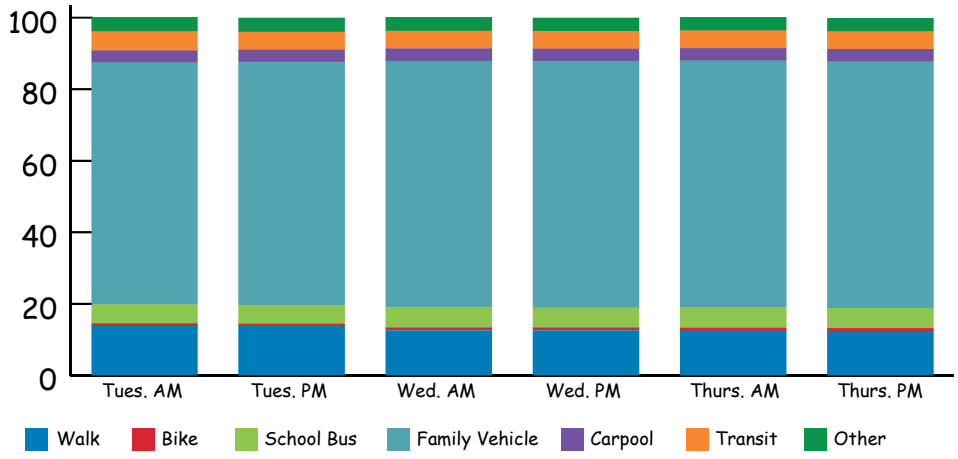
Parents/guardians' knowledge and attitudes about their student's travel habits, including walking and biking to and from school were analyzed from the parent surveys collected at the beginning of this project. The survey was an online questionnaire sent to all project schools which was then publicized to all parents/guardians through each individual school's communication channels (eblast, 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



Elementary & Middle School



High 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).

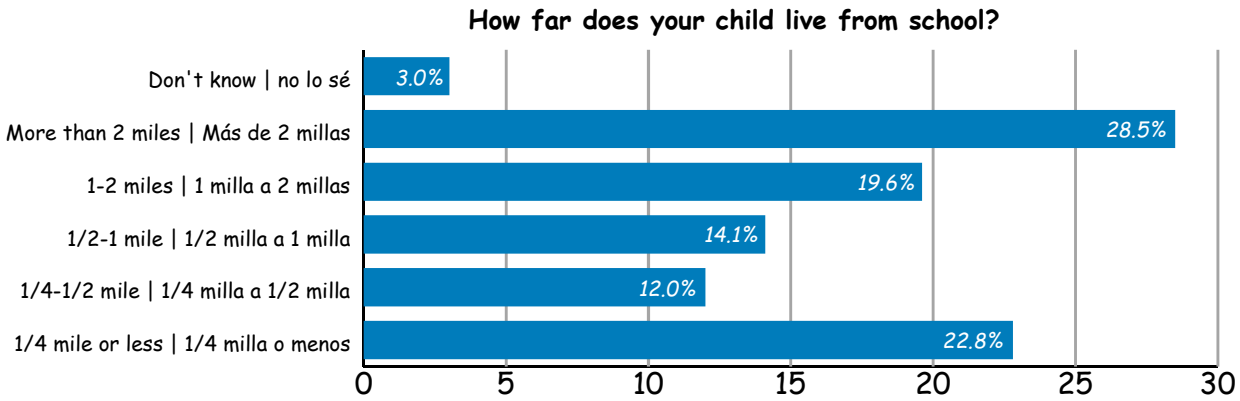


Figure 3.3 Parent Survey Question - Distance

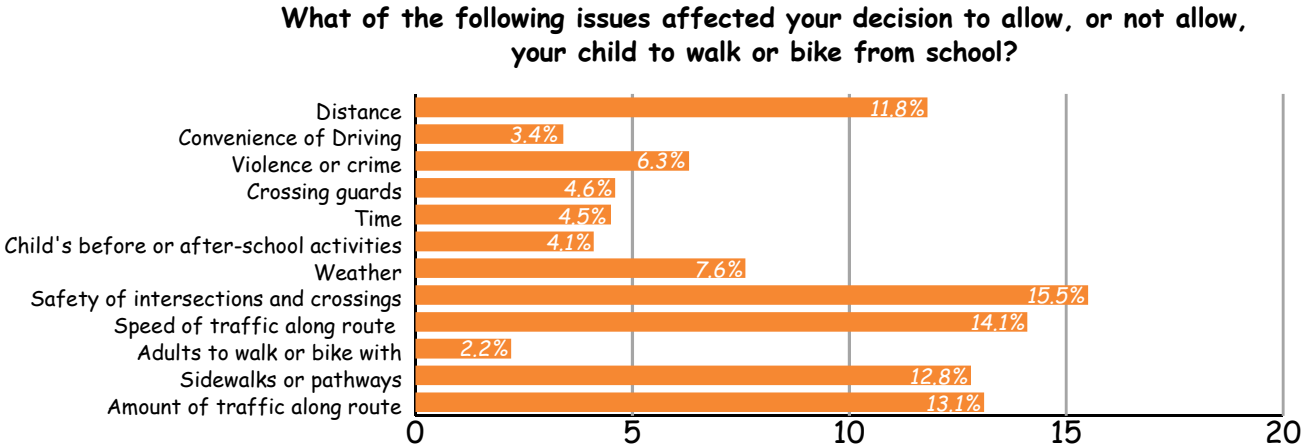
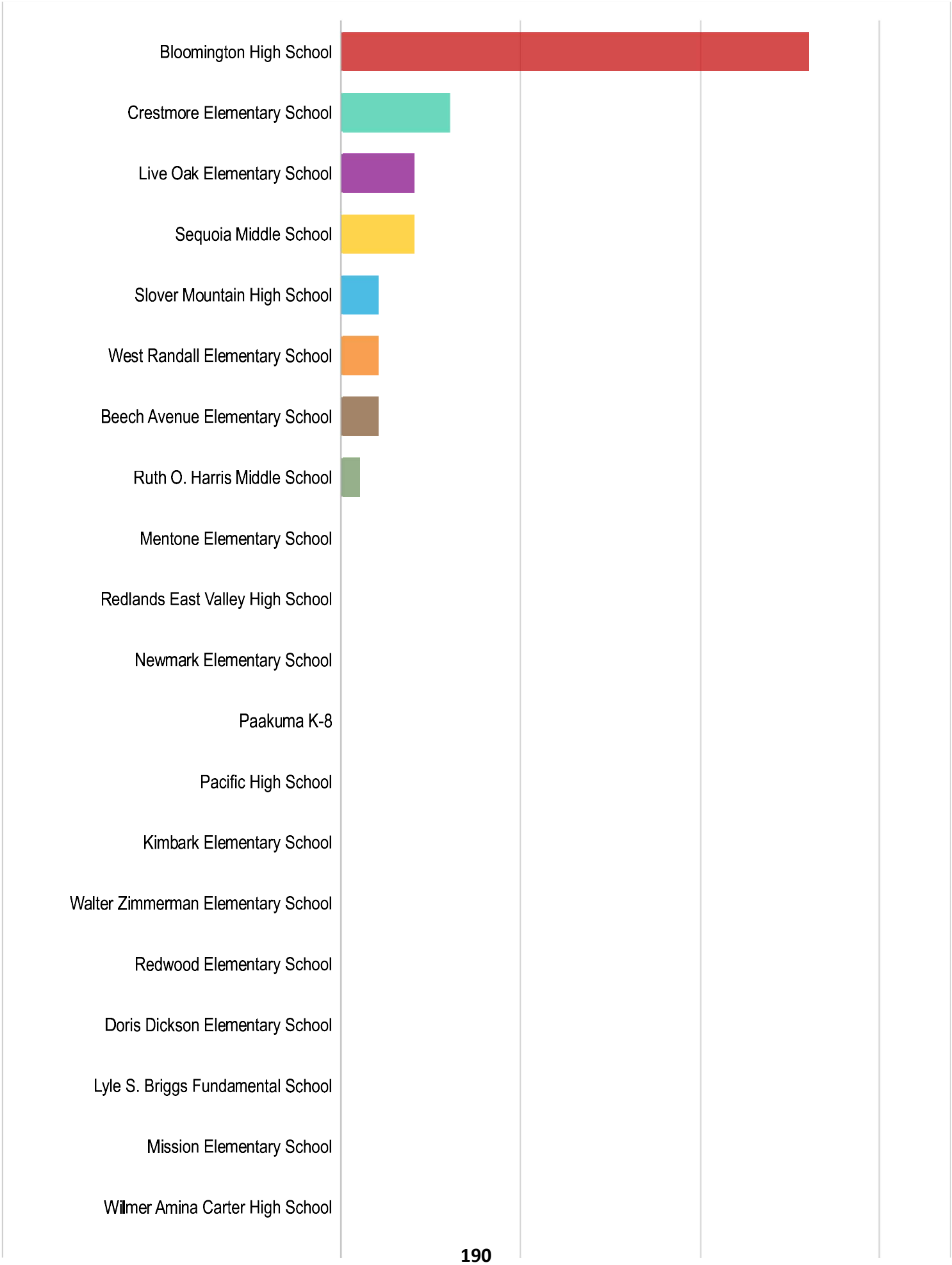


Figure 3.4 Parent Survey Question - Reason

SBC Safe Routes to Schools

School *


Bloomington High School
Crestmore Elementary School
Live Oak Elementary School
Sequoia Middle School
Slover Mountain High School
West Randall Elementary School
Beech Avenue Elementary School
Ruth O. Harris Middle School
Mentone Elementary School
Redlands East Valley High School
Newmark Elementary School
Paakuma K-8
Pacific High School
Kimbark Elementary School
Walter Zimmerman Elementary School
Redwood Elementary School
Doris Dickson Elementary School
Lyle S. Briggs Fundamental School
Mission Elementary School
Wilmer Amina Carter High School