



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM**IMPLEMENTING AGENCY:**

San Bernardino County

PROJECT TYPE:

Infrastructure - Small

**PROJECT APPLICATION NO.:**

8-San Bernardino County-3

PROJECT NAME:

Bloomington Area Schools Pedestrian Safety Improvements

PROJECT DESCRIPTION:

Installation of high visibility ladder-style crosswalks, ADA-compliant driveway, sidewalk, Rapid Rectangular Flashing Beacons (RRFB) and speed feedback signage in Bloomington area.

PROJECT LOCATION:

In the unincorporated San Bernardino County community of Bloomington, in the areas surrounding both campuses of the Mary B. Lewis Elementary and Gerald A. Smith Elementary Schools.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 302	\$ 201	\$ 380	\$ 2,500	\$ -	\$ -
FY 23/24	FY 24/25	FY 24/25	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
3,383	3,383	-	-	-	-	-



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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:		IMPLEMENTING AGENCY'S NAME:	
5954		San Bernardino County	
IMPLEMENTING AGENCY'S ADDRESS	CITY	STATE	ZIP CODE
825 East Third Street	San Bernardino	CA	92415
IMPLEMENTING AGENCY'S CONTACT PERSON:		CONTACT PERSON'S TITLE:	
Arlene Chun		Engineering Manager, Transportation Planning Division	
CONTACT PERSON'S PHONE NUMBER:		CONTACT PERSON'S EMAIL ADDRESS :	
909-387-8167		Arlene.Chun@dpw.sbcounty.gov	

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.



MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? ☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA Number 08-5954F15

Implementing Agency's State Caltrans MA Number 08-5954S21

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No



Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: 4

Bloomington Area Schools Pedestrian Safety Improvements

PROJECT / APPLICATION NUMBER: 2

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

Words Remaining: 0

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

In the area surrounding Mary B. Lewis Elementary School, the proposed project will install high visibility ladder-style crosswalks at all legs at San Bernardino Avenue and Locust Avenue. At the southern entrance to the school, on San Bernardino Avenue, two Rapid Rectangular Flashing Beacons, a ladder-style crosswalk and an Americans with Disability Act (ADA) compliant concrete driveway entrance will be constructed along with yield lines extending 20-50 feet from the crosswalks on both the east and west approaches. Red curbs will be painted extending 25 feet east and west of the crossing. A speed feedback sign will also be installed where the existing school crossing sign exists on Locust Avenue. At Locust Avenue and Hawthorne Avenue, ladder-style crosswalks will be installed on the north and south legs. In the areas surrounding Gerald A. Smith Elementary School, the proposed project will install on Linden Avenue and Hawthorne Avenue, pavement markings on approach to the south leg crossing of the intersection and the curb will be painted red leading into the intersection, 50 feet on both sides of the roadway. High visibility ladder-style crosswalks will be installed at the east, south and west legs of the intersection. On Linden Avenue, the "Slow School Xing" pavement marking will be removed, and the lanes will be re-striped 100 feet from school crossing signage for both north and southbound traffic. Red curbs will be painted on Linden Avenue, at the front entrance of the school along the drop-off island for approximately 380 feet. At the intersection of Linden Avenue and San Bernardino Avenue, high visibility ladder-style crosswalks will be installed at all four legs. On Linden Avenue, two solar-powered flashing beacons will be installed on the existing school crossing signs, for north and southbound traffic. A ladder-style crosswalk will be installed on Linden and Montrose.

OUTCOME/OUTPUT: (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Words Remaining: 0

Installation of high visibility ladder-style crosswalks, ADA-compliant driveway, sidewalk, Rapid Rectangular Flashing Beacons (RRFB), speed feedback signage and the addition of painted curbs which will provide added comfort and safety for pedestrians in Bloomington area.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 0

Installation of high visibility ladder-style crosswalks, ADA-compliant driveway, sidewalk, Rapid Rectangular Flashing Beacons (RRFB) and speed feedback signage in Bloomington area.

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 0

In the unincorporated San Bernardino County community of Bloomington, in the areas surrounding both campuses of the Mary B. Lewis Elementary and Gerald A. Smith Elementary Schools.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). ☐ Yes ☒ No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

CITIES:

List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other

City Name: Bloomington, California

PROJECT COORDINATES:

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.

For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format)

Lat. 34.07828 N / long. -117.41074 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format)

Lat. N / long. W

Congressional District(s):

31



State Senate District(s): State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has 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 project scope of this application?

☒ Yes ☐ No If yes, how many previous awards?

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
L22-0702-0754-0	OTHER – State Funding	\$85,500	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work

**Part A3: Project Type**

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Small

Indicate any of the following plans that your agency currently has: (Check all that apply)

- ☒ Bicycle Plan ☒ Pedestrian Plan ☒ Safe Routes to School Plan ☐ Active Transportation Plan ☐ None
- ☐ Other plans that include Bicycle and/or Pedestrian Improvements _____

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- | | | |
|---|--------------|-------|
| <input type="checkbox"/> Bicycle Transportation | % of Project | 0 % |
| <input checked="" type="checkbox"/> Pedestrian Transportation | % of Project | 100 % |
| <input type="checkbox"/> Safe Routes to School <i>(Also fill out Bicycle and Pedestrian Sub-Type information above)</i> | | |

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

- ☐ Safe Routes for Seniors

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

- ☐ Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 2

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



School Name: Gerald A. Smith Elementary School
School Address: 9551 Linden Ave. Bloomington, CA 92316
District Name: Colton Joint Unified School District
District Address: 1212 Valencia DR. Colton, CA 92324-1798
Co.-Dist.-School Code: 36 67686 6035612

School Type: to

Project improvements maximum distance from school 1.00 mile

Total student enrollment: 687
Approximate # of students living along route proposed for improvement: 687
Percentage of students eligible for free or reduced meal programs** 92 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

School Name: Mary B. Lewis Elementary School
School Address: 18040 San Bernardino Ave, Bloomington, CA 92316
District Name: Colton Joint Unified School District
District Address: 1212 Valencia Drive, Colton, CA 92324-1798
Co.-Dist.-School Code: 36 67686 6035653

School Type: to

Project improvements maximum distance from school 1.00 mile

Total student enrollment: 588
Approximate # of students living along route proposed for improvement: 588
Percentage of students eligible for free or reduced meal programs** 94 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

**Part A4: Project Details**

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

☐ **Bicycle Improvements**☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:

New (4' to 8' wide): 15,010 Linear Feet

Widen Existing: 0 Linear Feet

New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet

ADA Ramp Improvements: New Ramp (none exist): 0 Number

Signalized Intersections: New Crosswalk: 15 Number

Ped-Heads: 0 Number

Timing Improvements: 0 Number

Un-Signalized Intersections: New Traffic Signal: 0 Number

New RRFB/Signal: 0 Number

Shorten Crossing: 0 Number

Mid-Block Crossing: New RRFB/Signal: 0 Number

Lighting: Intersection: 0 Number

Pedestrian Amenities: Benches: 0 Number

Shade Trees: 0 Number

Other Ped Improvements: #1: :Landscape Modificaton/Fencing #: 46

New (over 8' wide): 0 Linear Feet

Reconstruct/Enhance Existing: 0 Linear Feet

Reconstruct Ramp to Standard: 19 Number

Enhance Existing Crosswalk: 0 Number

Shorten Crossing: 0 Number

Crossing-Surface Improvements: 0 Number

Crossing-Surface Improvements: 0 Number

Roadway Segments: 0 Linear Feet

Trash Cans: 0 Number

Shade Tree Type: _____

#2: Adjust Driveway #: 112

☐ **Multi-use Trail Improvements**☒ **Vehicular-Roadway Traffic-Calming Improvements**

Road Diets: Remove Travel Lane: 0 Linear Feet

Speed Feedback Signs: Speed Feedback Signs: 3 Number

Signalized Intersections: Timing Improvements: 0 Number

Un-Signalized Intersections: New Traffic Signal: 0 Number

Other Traffic-Calming Improvements: #1: Relocate Mailboxes/ Signs/Tree Rmvl #: 135

Remove Right-Turn Pocket: 0 Number

New Roundabout: 0 Number

New Roundabout: 0 Number

#2: Pavement Marking #: 6

☐ **Non-Infrastructure Components**☐ **Plan Type (only intended for Plans)**

**Right of Way (R/W) Impacts** (Check all that apply)

- ☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.
(This includes temporary construction easements)
- ☒ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

What is the total number of private R/W parcels expected to be impacted? 37

What is the total number of utility companies expected to be impacted? 2

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 12

Has the project schedule been developed to account for this time? Yes

- ☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.

**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:**PA&ED Project Delivery Phase:**

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date:

7/1/2023

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2023

Expected or Past Start Date for PA&ED activities:

9/1/2023

Time to complete the separate CEQA & NEPA studies/approvals:

18

months

(See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

2/21/2025

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:

4/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

5/31/2025

Expected or Past Start Date for PS&E activities:

6/1/2025

Time to complete the final Plans, Specification & Estimate:

12

months

Expected or Past Completion Date for the PS&E Phase:

5/27/2026

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date:

4/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

5/31/2025

Expected or Past Start Date for R/W activities:

6/1/2025

Time to complete the R/W Engineering, Acquisition, and Utilities:

12

months

Expected or Past Completion Date for the R/W Phase:

5/27/2026

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:

7/1/2026

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2026

Expected Start Date for Construction activities:

12/1/2026

Time to complete the Construction activities:

6

months

Expected or Past Completion Date for the CON Phase:

5/30/2027

**Part A6: Project Funding**
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	302	302	23/24	-	-	-	-	-
PS&E	201	201	24/25	-	-	-	-	-
R/W	380	380	24/25	-	-	-	-	-
CON	2,500	2,500	26/27	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	3,383	3,383		-	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

v1.3

8-San Bernardino County-3

Bloomington Area Schools Pedestrian Safety Improvements

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>					Date: 6/15/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
8						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD				San Bernardino County		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Arlene Chun		(909) 387-8167		Arlene.Chun@dpw.sbcounty.gov		
Project Title						
Bloomington Area Schools Pedestrian Safety Improvements						
Location (Project Limits), Description (Scope of Work)						
In the unincorporated San Bernardino County community of Bloomington, in the areas surrounding both campuses of the Mary B. Lewis Elementary and Gerald A. Smith Elementary Schools.						
Component		Implementing Agency				
PA&ED		San Bernardino County				
PS&E		San Bernardino County				
Right of Way		San Bernardino County				
Construction		San Bernardino County				
Legislative Districts						
Assembly:	47	Senate:	20	Congressional:	31	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The project will improve safety for students walking to school by increasing visibility of crosswalks, installing signage to alert motorists to the presence of pedestrians, install speed feedback signs to calm traffic and install sidewalk to improve the safety of students by creating a path of travel vertically separated from traffic.						
Purpose and Need						
The Community of Bloomington is a quasi-rural community with large parcels and limited pedestrian infrastructure. Bloomington is an economically disadvantaged community whose residents expressed the need and desire for improved pedestrian facilities. Installation of						
Category		Outputs/Outcomes		Unit	Total	
Active Transportation		Sidewalk miles		Feet	15,010	
Active Transportation		Crosswalk		Each	15	
Active Transportation		# Signs, lights, greenway, safety/beautification		Each	188	
ADA Improvements		Modify driveway		Each	112	
NHS Improvements: No		Roadway Class: Yes		Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals: Yes		Reduces Greenhouse Gas Emissions: No				
Project Milestone				Existing	Proposed	
Project Study Report Approved				6/1/2026		
Begin Environmental (PA&ED) Phase					9/1/2023	
Circulate Draft Environmental Document (Document Type)		CE			N/A	
Draft Project Report					N/A	
End Environmental Phase (PA&ED Milestone)					2/21/2025	
Begin Design (PS&E) Phase					6/1/2025	
End Design Phase (Ready to List for Advertisement Milestone)					5/27/2026	
Begin Right of Way Phase					6/1/2025	
End Right of Way Phase (Right of Way Certification Milestone)					5/27/2026	
Begin Construction Phase					12/1/2026	
End Construction Phase					5/30/2027	
Begin Closeout Phase					6/1/2027	
End Closeout Phase (Closeout Report)					4/1/2028	

**Additional Information****Date:** 6/15/2022

The proposed project aligns with the following Southern California Association of Government (SCAG) 2016 Regional Transportation Plan and Sustainable Community Strategy Goals to:

1. Maximize mobility and accessibility for all people/goods in the region.
2. Ensure travel safety and reliability for all people/goods in the region.
3. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling, walking).

Community outreach activities included walk audits conducted with parent participants at both school site locations and an in-person community meeting held at the San Bernardino County Department of Public Works:

1. Mary B. Lewis Elementary School is situated at the intersection of San Bernardino Avenue and Locust Avenue. The walk audit performed at Mary B. Lewis Elementary School was held on October 20th, 2016 from 8:00AM to 10:00AM, following the morning start bell. There were a total of ten participants engaged in the walk audit. Observations extended into the surrounding neighborhood along San Bernardino Avenue, Grace Street, Locust Avenue, Manzanita Drive, and Marygold Avenue.

2. Gerald A. Smith is located on Linden Avenue between Hawthorne Avenue and San Bernardino Avenue. Held on April 13th, 2017, the Gerald A. Smith Elementary School walk audit took place from 1:45PM to 2:45PM, leading into the afternoon release bell. Twelve participants were secured in the time leading up to the afternoon release bell as they waited for their students. Observations extended into the surrounding neighborhood along Linden Avenue, Hawthorne Avenue, San Bernardino Avenue, Cedar Avenue, and Sequoia Avenue.

3. The County has been in contact with community representatives and elementary school staff to develop the proposed project. During a recent community outreach event held on 9/23/21, Bloomington parents and school staff raised concerns over the current student walking routes and also the impact of truck routes in the vicinity of both Mary B. Lewis and Gerald A. Smith elementary schools. Should the project be awarded grant funding, ongoing community outreach meetings will be scheduled on a quarterly basis through project completion.

Project Programming Request (PPR)

Date:	6/15/2022
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Project Information:

Project Title:	Bloomington Area Schools Pedestrian Safety Improvements				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	0			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	
E&P (PA&ED)	0	0	302	0	0	0	0	302	
PS&E	0	0	0	201	0	0	0	201	
R/W	0	0	0	380	0	0	0	380	
CON	0	0	0	0	0	2,500	0	2,500	
TOTAL	0	0	302	581	0	2,500	0	3,383	

ATP Funds Infrastructure Cycle 6									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	302	0	0	0	0	302	Caltrans
PS&E	0	0	0	201	0	0	0	201	Notes:
R/W	0	0	0	380	0	0	0	380	
CON	0	0	0	0	0	2,500	0	2,500	
TOTAL	0	0	302	581	0	2,500	0	3,383	

ATP Funds Non-Infrastructure Cycle 6									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible][illegible]

**Part A7: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ 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? ☐ Yes ☒ 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? ☐ Yes ☒ No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?☐ Yes ☒ No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Gerald A. Smith Elementary School	687	92 %
Mary B. Lewis Elementary School	588	94 %

Highest percentage of students eligible from above (autofill): 94% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 93%
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. 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.
(Max of 500 Words)

Words Remaining: **0**

The proposed project will provide disadvantaged community (DAC) residents living in the unincorporated city of Bloomington with improved transportation options and access to several local elementary, middle and high schools, health clinics, places of worship, recreation areas, retail centers, grocery stores and connecting Omnitrans bus stops. The project addresses existing active transportation gaps and barriers by installing Americans with Disability Act (ADA) compliant curb ramps, re-striping crosswalks, completing gaps in surrounding sidewalks and installing speed feedback signage. In the area surrounding Mary B. Lewis Elementary School, the project will install high visibility ladder-style crosswalks at all legs at San Bernardino Avenue and Locust Avenue. At the southern entrance to the school, on San Bernardino avenue, an ADA-compliant concrete driveway entrance will be constructed along with yield lines extending 20-50 feet from the crosswalks on both the east and west approaches. Sidewalk will be constructed on Locust Avenue to close gaps in the network and provide access to the intersection of Locust Avenue and San Bernardino Avenue, connecting a gap to the Omnitrans bus stop facility. Red curbs will be painted extending 25 feet east and west of the crossing. A speed feedback sign will also be installed where the existing school crossing signs exists on Locust Avenue. In the areas surrounding Gerald A. Smith Elementary School, the project will install pavement markings on approach to the south leg crossing of the Linden Avenue and Hawthorne Avenue intersection and the curb will be painted red leading into this intersection, 50 feet on both sides of the roadway. Sidewalk will be constructed on Hawthorne Street between Sequoia Avenue and Linden Avenue. High visibility ladder-style crosswalks will be installed at the east, south and west legs of the intersection. On Linden Avenue, the "SLOW SCHOOL XING" pavement marking will be removed, and the lanes will be restriped from 100 feet from school crossing signage for both north and southbound traffic. Red curbs will be painted on Linden Avenue, at the front entrance of the school along the drop-off island for approximately 380 feet. At the intersection of Linden Avenue and San Bernardino Avenue, high visibility crosswalks will be installed at



each leg. On Linden Avenue, a solar-powered flashing beacon will be installed on the existing school crossing sign, for both north and southbound traffic. The proposed project improvements will connect Bloomington disadvantaged community (DAC) residents to both Mary B. Lewis and Gerald A. Smith Elementary Schools, as well as the following additional important destinations; Kaiser Permanente Fontana Medical Center, Arrowhead Regional Medical Center, St. George's Catholic Church, Walmart, Target, Belair Swapmeet and several Omnitrans transit stops. Displacement is not anticipated to be an issue or to be a concern with the proposed project pedestrian safety improvements as local Bloomington residents will be encouraged to utilize non-motorized transportation, thereby increasing their access to medical services, healthier shopping and lifestyle options and also improving employment opportunities as a result of the increased mobility and access to the services and locations the project outcomes will provide.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

Auto calculated

**Part B: Narrative Questions****Question #2****QUESTION #2**

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-52 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Gerald A. Smith Elementary	687	687
Mary B. Lewis Elementary	588	588
Total	1,275	1,275

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-26 points)**

Discuss:

- Destinations and key connectivity the project will achieve
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 0

Bloomington is the largest and most developed unincorporated community in San Bernardino County, containing approximately 22,000 residents and several schools in an area approximately six square miles. The city is small enough that local residents are able to travel anywhere by walking or biking within the community, with many utilizing the existing available non-motorized transportation options. The proposed project improvements will benefit residents in the unincorporated city of Bloomington where 19.45% of the population lives at or below the poverty rate and are unable to afford to own or operate motor vehicles, instead relying entirely on existing walking and biking infrastructure for their daily commuting needs. This community has a median household income of only 79% of the statewide average and also has less than optimal active means of transportation options, resulting in disproportionate negative health outcomes for those experiencing poverty. The proposed project improvements will benefit students, residents and also disabled community members who require Americans with Disabilities Act (ADA) accommodations with addition of the curb ramp realignments. The installation of the new, ladder-style crosswalks and speed feedback signs will alert drivers that the crossing is in a school zone (per the California MUTCD, Section 7C.02.07) and that students are present. The addition of the "No Parking" red painted curbs will eliminate congestion caused by vehicles stopping during pickup and drop-off peak times, resulting in a clear line-of-sight between drivers and students in the vicinity of both school locations. According the Healthy Place Index (HPI), this disadvantaged community has a score of 3.0, which reflects healthier community conditions than only 11.6% of other California Tracts. Approximately 80.6% of adult residents in this Bloomington community currently have health insurance, which ranks in the 13th percentile statewide. This statistic is important because research indicates that health insurance dramatically improves health outcomes by allowing people to access necessary care, and the proposed project improvements will provide residents with increased accessibility to several local health clinics, hospitals and required connecting transit stops for health appointments. The proposed project will provide improved access to the following important health centers and destinations:

- Kaiser Permanente Fontana Medical Center
- Arrowhead Regional Medical Center
- California University of Science and Medicine



- Blooming Healing Center
- Bloomington Community Health Center
- Bloomington Family Wellness Center
- Inland Empire Patients Group
- NSP Bedells Health Center
- Luna Family Dental

We have an opportunity to encourage healthy behavior choices (including walking to and from school) in the critical stage of elementary school years and possibly reduce the risk of children becoming obese later in life. Building in daily exercise routines including walking to school is a great approach for the prevention of cardiovascular disease, diabetes, and other related chronic diseases. The proposed project improvements will provide increased access to the following parks and fitness centers which encourage physical activity and healthier lifestyles for local residents:

- Joe Sampson Park
- Kessler Park
- Orangetheory Fitness
- Iron Pit Gym
- Anytime Fitness
- Train Bloomington Fitness Center

According to the Caltrans Safe Routes to School grant program website, the past three decades has seen a significant decline in students walking or bicycling to school, a decrease of 60% to 15% of students living within a 2-mile radius of schools. At the same time, childhood obesity rates are skyrocketing along with worsening air quality and related respiratory health issues in this area recently assigned a grade of "F", for both ozone and particulate pollution levels, in the most recent 2022 air quality report card by the American Lung Association. Between 2015 and 2020, a total of 606 residents; 421 pedestrians and 185 bicyclists, were injured or killed in collisions in the areas surrounding both project locations in Bloomington, according to the Transportation Injury Mapping System (TIMS). This number of collisions is alarming for such a small city and indicative of the roadway being underdeveloped, resulting in students and local residents not feeling safe or comfortable walking or biking. A primary goal of this project is to encourage active transportation while improving the safety and comfort of users. This project will address this community need to have safer streets for students while simultaneously creating opportunities for healthier lifestyle decisions by improving and adding to the current non-motorized infrastructure conditions which will result in additional community members walking and biking to local schools, transit stops, employment and retail destinations.

Representing one of the California's most distressed air basins, the air quality in the project area is a severe concern for community members with few non-motorized travel options. The Bloomington community has some of the worst air pollution and greenhouse gas emissions nationwide. On April 22, 2022, the American Lung Association (ALA) released its annual State of the Air Report. San Bernardino County ranked first for the worst ozone pollution in the United States, also ranking in the top ten for the worst annual particle pollution nationally, according to their findings. All related medical research has clearly established that particle pollution and ozone are a threat to human health at every stage of life, increasing the risk of premature birth, causing or worsening lung and heart disease, and shortening lives. Some groups of people are more at risk of illness and death than others, because they are more likely to be exposed, or more vulnerable to health harm, or often both. The proposed project improvements will address these transportation-related health issues.

**B. Describe how the proposed project will address the active transportation need: (0-27 points)**

What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

1. Proposed project address:**• Closes a gap?**

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

• Creates new routes?

New Route = Construction of a new facility that did not previously exist that provides a transportation route.

• Removes barrier to mobility?

Describe the type of barrier.

• Other improvements to existing routes?**• Implements a non-infrastructure program?**

(Max of 400 words)

Words Remaining: 0

The proposed project improvements will address the existing gaps and barriers in the active transportation network surrounding both the Mary B. Lewis and Gerald A. Smith elementary schools by constructing missing sidewalk segments, installing ADA-compliant curb ramps, re-striping crosswalks and also installing speed feedback signage. In the area surrounding Mary B. Lewis Elementary School, the proposed project will install high visibility ladder-style crosswalks at all legs at San Bernardino Avenue and Locust Avenue. At the southern entrance to the school campus, on San Bernardino Avenue, an Americans with Disability Act (ADA) compliant concrete driveway entrance will be constructed along with yield lines extending 20-50 feet from the crosswalks on both the east and west approaches. Red curbs will be painted extending 25 feet east and west of the crossing. A speed feedback sign will also be installed where the existing school crossing sign exists on Locust Avenue. In the areas surrounding Gerald A. Smith Elementary School, the proposed project will install on Linden Avenue and Hawthorne Avenue, pavement markings on approach to the south leg crossing of the intersection and the curb will be painted red leading into the intersection, 50 feet on both sides of the roadway. High visibility ladder-style crosswalks will be installed at the east, south and west legs of the intersection. On Linden Avenue, the "Slow School Xing" pavement marking will be removed, and the lanes will be re-striped 100 feet from school crossing signage for both north and southbound traffic. Red curbs will be painted on Linden Avenue, at the front entrance of the school along the drop-off island for approximately 380 feet. At the intersection of Linden Avenue and San Bernardino Avenue, high visibility ladder-style crosswalks will be installed at each leg. On Linden Avenue, a rapid flashing beacon will be installed on the existing school crossing sign, alerting both north and southbound traffic. Project area streets surrounding the school sites currently have several gaps, preventing students and residents from walking safely, at times requiring them to enter the roadway. It is expected that the proposed improvements will alert motorists to the presence of pedestrians, eliminate visual barriers that would otherwise prevent motorists from seeing pedestrians, and calm traffic near the schools. The installation of the missing sidewalk segments will ensure a consistent vertical barrier between pedestrians and vehicle traffic, allowing space to walk within the public right of way separated from roadway vehicles.

- 2. Applicants must provide a map of each gap closure identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.**

Mary B. Lewis and Gerald A. Smith Project Gaps Map.pdf

- 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. (Max of 200 words)**

Words Remaining: 0

A primary goal of this project is to encourage active transportation while improving the safety and comfort of users. The existing routes around Mary B. Lewis and Gerald A. Smith Elementary Schools connecting residents to identified community and transportation destinations in Bloomington are not currently adequate. Around the Mary B. Lewis Elementary School, there are existing sidewalk gaps on San Bernardino extending west of Locust Avenue, on Locust Avenue extending north from San Bernardino Avenue to Hawthorne Avenue and on Locust Avenue extending approximately 490 feet south of San Bernardino Avenue. Around Gerald A. Smith Elementary School, there are existing sidewalk gaps on Randall Avenue south to Hawthorne Avenue between Linden Avenue and Cedar Avenue and all along Sequoia Avenue. These gaps prevent students and residents from walking safely, and at times require them to enter the roadway. Installing missing sidewalk segments will ensure a consistent vertical barrier between pedestrians and vehicle traffic, allowing adequate space to walk within the public right-of-way separated from roadway vehicles. Closing these existing gaps in the routes will address the community need for safer streets while simultaneously encouraging residents to choose walking and biking alternatives to schools, transit stops, employment, medical and retail destinations.

- 4. Referencing this map, describe how the project links or connects, or encourages use 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 system, recreational and visitor destinations or other community identified destinations. Specific destinations must be identified.**

- For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.

**Words Remaining:** **0**

(Max of 400 words)

The proposed project improvements address existing gaps in the transportation network by installing Americans with Disability Act (ADA) compliant curb ramps, re-striping of crosswalks and the completion of gaps in surrounding sidewalks. These proposed safety improvements will immediately improve broad network connectivity and encourage residents to bike and walk to several destinations including neighboring schools, parks, commercial centers, places of worship, retail establishment and medical centers. The sidewalk and ADA-compliant ramp improvements serve all users including children, the elderly, people in wheelchairs and parents with strollers. There are also 13 nearby transit stops located to the south of the project area which will serve to motivate and encourage Bloomington residents to utilize additional multi-modal forms of transportation. The following Omnitrans bus stops are located south of both school sites, on San Bernardino Avenue, within walking and biking distance. They provide east and westbound connectivity to both school locations as well as additional regional destinations surrounding the project area:

- San Bernardino at Boxwood
- San Bernardino at Alder
- San Bernardino at Laurel
- San Bernardino at Locust EB
- San Bernardino at Locust WB
- San Bernardino at Dumond
- San Bernardino at Linden
- San Bernardino at Orchard
- San Bernardino at Cedar
- San Bernardino at Larch EB
- San Bernardino at Larch WB
- San Bernardino at Bloomington EB
- San Bernardino at Bloomington WB

The proposed following schools, medical centers and parks are located within a 2-mile walking and biking radius to the project area:

- Calvary Chapel Rialto Christian School
- Rialto KinderCare
- Ruth Grimes Elementary School
- Bloomington High School
- Nixon Trucking School
- Sycamore Hills Elementary School
- Ruth O. Harris Middles School
- Walter Zimmerman Elementary School
- Crestmore Elementary School
- Joe Baca Middle School
- Kaiser Permanente Fontana Medical Center
- Arrowhead Regional Medical Center
- California University of Science and Medicine
- Blooming Healing Center
- Bloomington Community Health Center
- Bloomington Family Wellness Center
- Inland Empire Patients Group
- NSP Bedells Health Center
- Luna Family Dental
- Joe Sampson Park
- Kessler Park
- Orangetheory Fitness
- Iron Pit Gym
- Anytime Fitness
- Train Bloomington Fitness Center

The following retail establishments and places of employment are located within a 1.5-mile walking and biking proximity to both project school site locations;

- Stater Brothers Market
- Inland Empire Management
- Stater Brothers Market

**Part B: Narrative Questions****Question #3****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. (12 points max)**

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, Surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: **199**

N/A

Data and methodologies Attachment (optional)

3. 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 Heat Maps and collision summaries:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	88	11	99	19.8
Injuries	253	143	396	79.2
Total	341	154	495	99



4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, 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 concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 0

The proposed project improvements in the Bloomington area are high priority for San Bernardino County due to the opportunity for creating safer routes and network connectivity for residents walking to and from the Mary B. Lewis and Gerald A. Smith elementary school locations. The County is taking a proactive approach to safety by implementing proven measures which will reduce the number of collisions and also encourage the residents of Bloomington to further utilize additional available multi-modal forms of transportation. This project directly addresses the community need to have safer streets for students and residents while also creating opportunities for healthier lifestyle decisions, resulting in increased community members walking to local schools, transit stops, places of worship, employment centers and retail destinations. This project is supported by Goal #1 of the safety and health goals outlined in Caltrans's 2020 Strategic Management Plan. Caltrans adopted their "Toward Zero Deaths" practice of a "10% reduction in number of fatalities in a calendar year in each of the following mode types: car, transit, pedestrian, and bicyclist". The safety measures proposed in this project aim to reduce non-motorized user collisions in the project area and also improve accessibility by prioritizing safety, mobility, accessibility, comfort and connectivity for those living near the project sites. Community outreach and collision data analysis for both school sites were key in identifying the need for the proposed network improvements. A walk audit at Gerald A. Smith Elementary School took place on April 13th, 2017 from 1:45PM to 2:45PM, leading into the afternoon release bell. Twelve parent participants were invited to observe conditions at the school site leading up to the afternoon release bell as they waited for their students. Observations extended into the surrounding neighborhood along Linden Avenue, Hawthorne Avenue, San Bernardino Avenue, Cedar Avenue, and Sequoia Avenue. Observations from participants were collected and included the following:

o "My concern about my kids walking to school is the traffic on Cedar Avenue. There is lots of traffic and the cars travel too fast, making it difficult for kids trying to cross the street."

o "It is very dangerous for children to be crossing streets by themselves; cars don't stop. People are always speeding even when there are adults in crosswalk."

o "There are a lot of vehicles driving too fast, making it difficult for people to cross the street."

The Mary B. Lewis walk audit took place on October 20th, 2016 from 8:00AM to 10:00AM, following the morning start bell. There was a total of ten parent participants engaged in the walk audit. Observations extended into the surrounding neighborhood along San Bernardino Avenue, Grace Street, Locust Avenue, Manzanita Drive, and Marygold Avenue. The following feedback was collected from walk audit participants:

o "The fact that a lot of parents break important traffic laws makes me feel uneasy about my kids walking. There are no sidewalks on the streets either."

o "My daughter would love to walk to school but I've explained to her dangers of walking. There are too many stray dogs, and registered sexual offenders."

o "My children enjoy walking to school or home from school but our route on Marygold Ave and Grace has no sidewalks. I would walk with them more but it can be dangerous. Cars don't usually stop at crosswalks and they drive really fast on San Bernardino Ave."

Information used to identify the specific safety needs of the community was also collected from the Traffic Injury Mapping System (TIMS) from the time period between January 2015 to December of 2020, providing the most recent collision statistics available for the Bloomington project area. The data showed 606 combined pedestrian and cyclist injury accidents; 185 cyclists and 421 pedestrians. Of these total accidents, 99 resulted in fatalities, 11 cyclist and 88 pedestrians (refer to TIMS ATP Maps and Summary attachment). 25.75% of the pedestrian collisions occurred crossing in crosswalks, 19.69% of pedestrian collisions occurred crossing in crosswalks at intersections, 25.75% percent of the pedestrian collisions were the result of not crossing in the crosswalk and 22.72% were collisions that occurred in the road, including shoulders. The remaining pedestrian collisions, 6.06%, did not occur in the roadway. Of the pedestrian collisions, 30.61% resulted in severe injury, 34.69% resulted in visible injury, and 22.44% resulted in complaint of pain. This data indicates the project area would benefit from channeling pedestrians to easily identifiable and more visible crossings and benefit from the addition of missing sidewalks segments. Bicycle collisions occurred largely from bicyclists driving on the wrong side of the road. The most appropriate countermeasure to address these types of collisions is to install either Class I bike paths or Class II bike lanes. However, due to existing road widths and lack of consistent right-of-way, such countermeasures are unfeasible in this area. Based on the pedestrian collision data, the County identified intersections where there would be a benefit to upgrading the existing standard crosswalks to ladder crosswalks. In addition, not all of the crosswalk intersections are four-way stop intersections. Some intersections are two-way stop intersections. Placement of the proposed crosswalks and construction of the sidewalk reflect a desire to channel pedestrian traffic along specific sides of the street in the safest path towards both elementary schools. The addition of the ADA-compliant ramps will assist elderly and disabled residents and is consistent with Title II of the ADA governing pedestrian access to sidewalks and streets, including crosswalks and curb ramps.

**B. Safety Countermeasures (13 points max)**

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 pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- a. Reduces speed and/or volume of motor vehicles in the proximity of non-motorized users
- b. Improves sight distance and/or visibility between motorized and non-motorized users
- c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users
- d. Improves compliance with local traffic laws for both motorized and non-motorized users
- e. Addresses inadequate vehicular traffic control devices
- f. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks
- g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users

(Max of 1500 Words)

Words Remaining: 468

The County's proposed countermeasures improve the safety of residents in the project area and reduce pedestrian collisions by addressing each of the following underlying factors that are contributes to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.:

A. Reduces speed and/or volume of motor vehicles in the proximity of non-motorized users: During walk audits, community members requested that speed feedback signs be installed to address speeding vehicles around both school sites. Vehicles, pedestrians and bicyclists around both project school sites share the same path of travel in areas where there are missing sidewalk segments, causing pedestrians and bicyclists to encroach vehicle travel miles. Vehicle speeds are anticipated to decrease in areas where speed feedback signage will be installed and the new ladder-style crosswalks are to be painted. The speed feedback signs will be installed at the southwest and southeast corners of Hawthorne Avenue and Linden Avenue and on San Bernardino Avenue and Locust Avenue, alerting motorists to when they have exceeded the posted speed limit, thus slowing down traffic and improving safety by bringing greater driver attention to the posted speed limits and to walking pedestrians.

B. Improves sight distance and/or visibility between motorized and non-motorized users: To improve sight distance and visibility, existing crosswalks and new crosswalks will be upgraded to new ladder-style crosswalks, which are visible to both the drivers and pedestrians from farther away compared to traditional transverse line crosswalks and will serve to alert motorists to the presence of pedestrians in the crosswalks sooner than the traditional style. In the area surrounding Mary B. Lewis Elementary School, the project will install high visibility ladder-style crosswalks at all legs at San Bernardino Avenue and Locust Avenue, on the east and west legs of Hawthorne Avenue and Locust Avenue and at the mid-block entrance to the school on San Bernardino Avenue, west of Locust Avenue. In the areas surrounding Gerald A. Smith Elementary School, the project will install high visibility ladder-style crosswalks at the east, south and west legs of the intersection Hawthorne Street and Linden Avenue, on all legs of San Bernardino Avenue and Linden Avenue and on the east leg of Linden Avenue and Montrose Street.

C. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users: The quasi-rural nature of this Bloomington community means that some connecting streets are without sidewalk, curb, and gutter. Curb, gutter, and sidewalk are proposed to be installed at specific locations to fill missing gaps in the system, creating a vertical separation between pedestrians and motorists to eliminate potential conflict points. The County chose the surrounding areas, which the elementary schools are connected with to install sidewalk to eliminate potential conflict points for the greatest number of pedestrians. In the area surrounding Mary B. Lewis Elementary School, the project will install new ladder-style crosswalks at the intersections of Hawthorne Avenue and Locust Avenue, San Bernardino Avenue and Locust Avenue, at the north entrance of Mary B. Lewis Elementary School on San Bernardino Avenue west of Locust Avenue. In the area surrounding Gerald A. Smith Elementary School, the project will install new ladder-style crosswalks at the intersections of Linden Avenue and Hawthorne Avenue, Linden Avenue and Montrose Street, San Bernardino Ave and Linden Avenue. The addition of the missing sidewalk segments and the new ladder-style crosswalks will improve safety by better highlighting the location of crosswalks to drivers, alerting them to the presence of crossing pedestrians.

D. Improves compliance with local traffic laws for both motorized and non-motorized users: Although the County did not conduct speed investigations, the County received anecdotal feedback from community members during the Regional Safe To School Plan Phasecal II school site walk audits in 2016/2017 and the in-person community engagement meeting held at the Department of Public Works on 9/23/21. In compliance with their requests, the County proposes to install speed feedback signs in the area surrounding Mary B. Lewis Elementary School, at the intersection of Locust Avenue and Locust Avenue (eastbound and westbound traffic). In the area surrounding Gerald A. Smith Elementary School, the project will install speed feedback signs on the southwest and southeast corners of Linden Avenue and Hawthorne Avenue (northbound and southbound traffic). It is expected that the proposed speed feedback signs will serve to calm traffic, resulting in reducing the overall number of vehicles exceeding the speed limit;

E. Addresses inadequate vehicular traffic control devices: The installation of the speed feedback signs and the addition of upgraded ladder-style crosswalks will overcome a traffic control inadequacy by providing additional warning to drivers to operate their vehicles in a safer and more efficient manner by assisting pedestrians and drivers to be more alert of one another and also by providing adequate time for a proper response by drivers to obstacles within the roadway. In the vicinity of Mary B. Lewis Elementary School, a speed



feedback sign will also be installed where the existing school crossing signs exists on Locust Avenue. Near Gerald A. Smith Elementary School, speed feedback signs will be installed on the existing school crossing signs, for both north and southbound traffic.

F. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks: Currently there exist numerous gaps in the sidewalk infrastructure near of the two school sites. As noted earlier, the County proposes to install sidewalk to close these gaps.

G. Eliminates or reduces behaviors that lead to collisions involving non-motorized users: A significant number of the collisions highlighted by TIMS were the result of pedestrians improper crossing the roadway. High visibility ladder-style crosswalks will not only be more visible to motorists, but also to pedestrians as well. It is expected that installation of the ladder style crosswalks will significantly reduce collisions by alerting motorists to the presence of pedestrians, bicyclists, wheelchair and other mobility device users crossing the street and also to serve as a visual reminder for pedestrians to utilize the crosswalks rather than attempt mid-block crossing. It is also expected that the addition of the speed feedback signs will calm down the flow of traffic to a safe speed, serving as effectively as a speed bump on the road which is a physical device used to reduce vehicle speeds.

**Part B: Narrative Questions****Question #4****QUESTION #4****PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)****A. Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.**

Include discussions of:

- What was the process to prepare for existing and future needs of users of this project?
- Who was engaged in the public participation and planning process?
- How will stakeholders continue to be engaged in the implementation of the project?
- What strategies were used to address engagement challenges that arose during the COVID-19 pandemic?
- Describe any unique engagement challenges that the community faced.

(Max of 1200 words)

Words Remaining: 70

The Safe Routes to School Program initially began with an effort to identify the primary walking/biking routes used by local students and the hazards along those routes. An analysis of the non-motorized routes used by San Bernardino County students showed that although bicycle and pedestrian travel accounts for only 15% of all non-motorized trips in the County (of which students represent the greatest share) and account for only a minuscule share of overall passenger miles traveled (PMT), 8% of roadway injuries and 19% of roadway fatalities involve bicyclists and pedestrians. Over 68% of all bicycle and pedestrian injuries and fatalities in the County occurred on roadways within a half-mile of a school, highlighting the urgency of Improving the safety and accessibility of the active transportation networks connecting students to schools as a pressing regional need. To address these safety issues and as part of the development of the Regional Safe Routes to School Plan (SRTS), 55 schools accounting for roughly ten percent of public schools in San Bernardino County were selected for data collection and initial implementation. The schools, distributed across 16 school districts and 21 cities and towns, with a portion situated in unincorporated areas of the County, were identified through a process of collaboration with municipal stakeholders that was grounded in the recommendations from the focus area impact analysis of Phase I of the SRTS Plan. There were 42 elementary schools, 9 middle schools and 4 high schools selected for SRTS focus as part of this initial development of the plan. Developing a list of schools necessitated a preliminary process of stakeholder and community outreach. Involving stakeholders at the regional level helped bring to light unique pressures facing particular neighborhoods and schools as well as unique institutional assets among the various school districts and jurisdictions. Involving stakeholders at the school district and school administration levels ensured broad public awareness of the data collection process. Development of SRTS Phase II involved (a) progress feedback from the San Bernardino County Transportation Authority (SBCTA) Transportation Technical Advisory Committee (TTAC), (b) continual collaboration with municipalities and school districts during the school selection process, (c) exhibitions at four public events, and (d) direct engagement with administrators, teachers, and parents of individual participating schools over the course of several months. Outreach to schools was concomitant with the data collection process. The selection of the two school sites for this grant project proposal began with an effort to identify primary walking/biking routes used by local Bloomington students and any existing hazards along the paths. A list of priority routes was then developed based on feedback obtained from teachers, site observations, consultation of police records and TIMS accident mapping data. Based upon this analysis, Mary B. Lewis and Gerald A. Smith were selected as eligible candidate schools and community outreach efforts were focused to obtain feedback from residents whose children attended these schools. The local community-based outreach efforts included walk audits performed at the Mary B. Lewis and Gerald A. Smith school locations and an in-person outreach event held at the Department of Public Works on 9/23/21, where Bloomington parents and school staff met to raise concerns over the current student walking routes and also the impact of truck routes in the vicinity of both elementary schools. The walk audit performed at Mary B. Lewis Elementary School was held on October 20th, 2016 from 8:00AM to 10:00AM, following the morning start bell. There was a total of ten participants engaged in the walk audit. Observations extended into the surrounding neighborhood along San Bernardino Avenue, Grace Street, Locust Avenue, Manzanita Drive, and Marygold Avenue. Feedback collected from Mary B. Lewis walk audit participants included the following:

- "My children enjoy walking to school or home from school but our route on Marygold Ave & Grace has no sidewalks. I would walk with them more but it can be dangerous. Cars don't usually stop at crosswalks and they drive really fast on San Bernardino Ave."
- "The fact that a lot of parents break important traffic laws makes me feel uneasy about my kids walking. There are no sidewalks on the streets either."
- "My daughter would love to walk to school but I've explained to her the dangers of walking. There are too many stray dogs, and registered sexual offenders."

The Gerald A. Smith Elementary School walk audit took place from 1:45PM to 2:45PM, leading into the afternoon release bell. Twelve participants were secured in the time leading up to the

afternoon release bell as they waited for their students. Observations extended into the surrounding neighborhood along Linden Avenue, Hawthorne Avenue, San Bernardino Avenue, Cedar Avenue, and Sequoia Avenue. Feedback collected from Gerald A. Smith walk audit participants included the following:

- "My concern about my kids walking to school is the traffic on Cedar Avenue. There is a lot of traffic and the cars travel too fast, making it difficult for kids trying to



cross the street.”

- “It is very dangerous for children to be crossing streets by themselves; cars don’t stop. People are always speeding even when there are adults in crosswalk. When it rains it is nearly impossible to not get wet up to your ankles and above. Drainage is poor.”
- “There are a lot of vehicles driving too fast, making it difficult for people to cross the street.”

At the in-person outreach meeting held at the Department of Public Works on 9/23/21. Bloomington parents and Colton Joint Unified school administration representatives met with San Bernardino County Department of Public Works management, a representative from the office of 5th District Supervisor Joe Baca, Jr., California Highway Patrol officers, Fontana City representatives, San Bernardino County Fontana Sheriff’s Deputies to discuss concerns over the current student walking routes and also the impact of truck routes in the vicinity of both Mary B. Lewis and Gerald A. Smith elementary schools (see attached Public Participation Meetings Attachment). Participants discussed their concerns regarding current traffic conditions, proposed designated truck route maps, pedestrian traffic safety issues including safe route to school opportunities, current traffic conditions, opportunities for new traffic controls for evaluation (truck restrictions, additional no parking, etc.), code enforcement regarding illegal truck, update on no parking on commercial street at Linden Avenue, 7th Street and Locust Avenue traffic investigation report and enforcement of no parking on commercial streets. The in-person meetings will continue to be hosted by the Department of Public Works and are scheduled on a quarterly basis. Meetings held during the Covid-19 pandemic included remote meetings along with the implementation of mandated CDC safety protocols for in-person meetings, reducing possible exposure and ensuring the well-being and safety of all participants. The 9/23/21 in-person meeting was conducted in the Department of Public Works hearing room, with participants provided ample space between one another and wearing masks.

Attach any applicable Public Participation & Planning documents:

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Part B: Narrative Questions

Question #5

QUESTION #5

SCOPE AND PLAN CONSISTENCY (0 - 3 points)

A. The evaluators will consider the following: (3 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

**Part B: Narrative Questions****Question #6****USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)
(-5 to 0 POINTS)**

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

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

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

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

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- ☐ No corps can participate in the project. (0 points)
- ☒ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☒ the CCC ☒ the CALCC ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #7

QUESTION #7

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

Application Signature Page (Required for all applications)	Attachment A
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Project Location Map (Required for all applications)	Attachment C
Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects)	Attachment D
Photos of Existing Conditions (Required for all applications)	Attachment E
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Non-Infrastructure Work Plan (Exhibit 25-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Exhibit 25-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K

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 [presentation](#) and [slides](#)

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

Engineer's Initials: ABC

- 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: ABC

- 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
<u>2</u>	\$ <u>380,000.00</u>	<u>12</u> Months

Anticipated Number of Easements	Cost	Time needed to Obtain
<u>0</u>	\$ <u>0</u>	<u>N/A</u> Months

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

Engineer's Initials: ABC

(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: ABC

- 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: ABC

- 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: ABC

- 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>CE</u>	\$ <u>302,000.00</u>	<u>18</u> Months
2. _____	\$ _____	_____ Months
3. _____	\$ _____	_____ Months

7. **Warrant Studies/Guidance** (Attachment K)

Engineer's Initials: ABC

☒ (Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be

attached to the application in the "Additional Attachments" section (Attachment K).

8. **Additional Narration and Documentation** (Attachment K)

Engineer's Initials: ABC

- 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):

Chun, Arlene B.

Title:

Engineering Manager

Engineer License Number:

C67799

Signature and Date:

Arlene Bagoyo Chun 6/10/2022

Email Address:

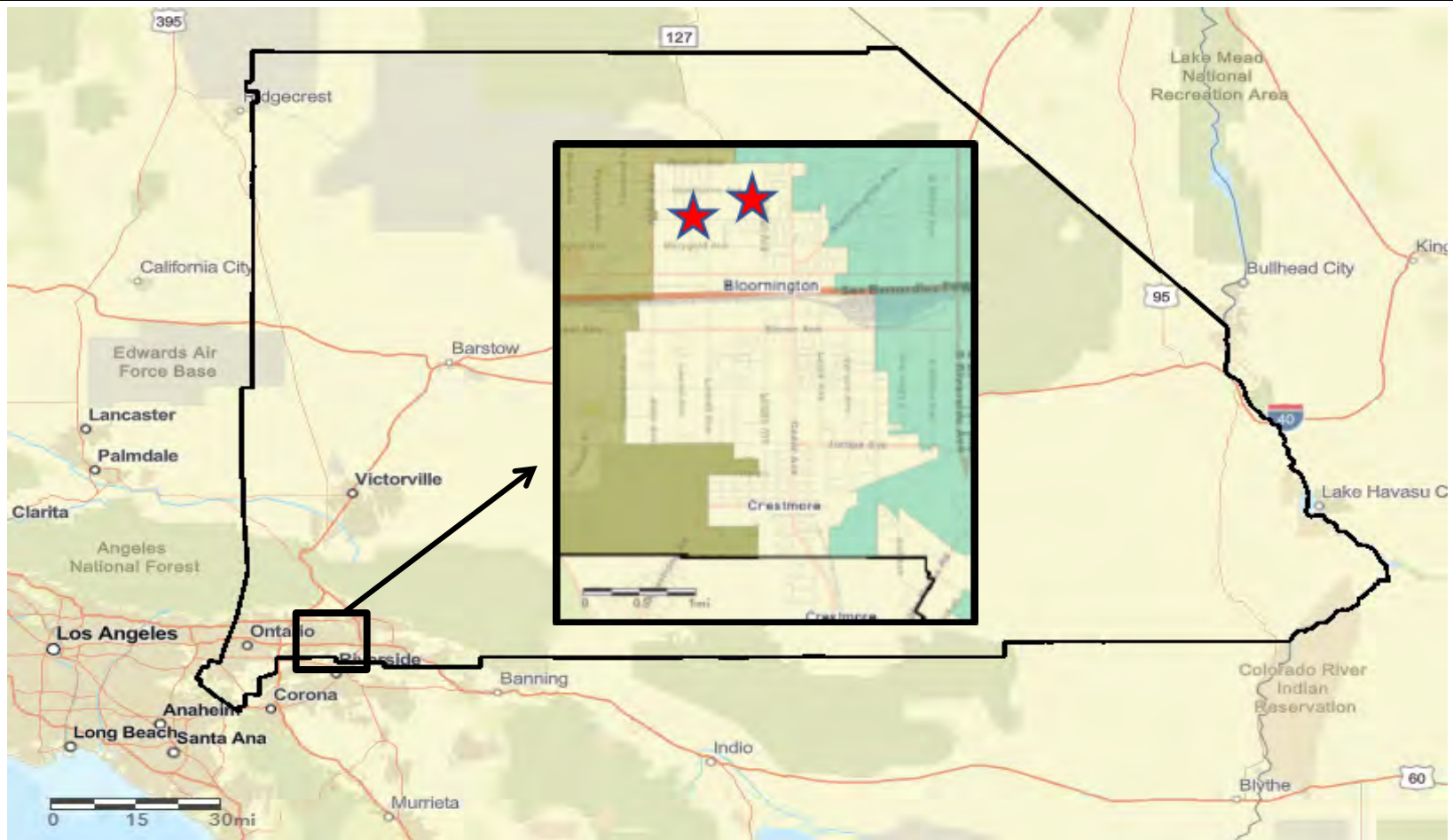
Arlene.Chun@dpw.sbcounty.gov

Phone:

909-387-8167

Place the Engineer's Stamp below:





COUNTY OF SAN BERNARDINO PROJECT LOCATION

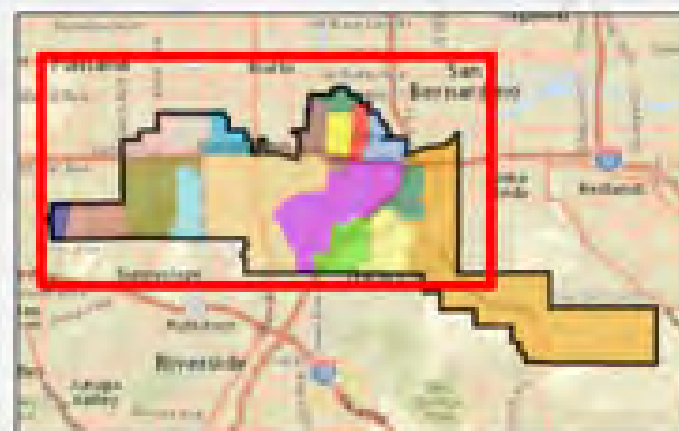
LOCATION MAP



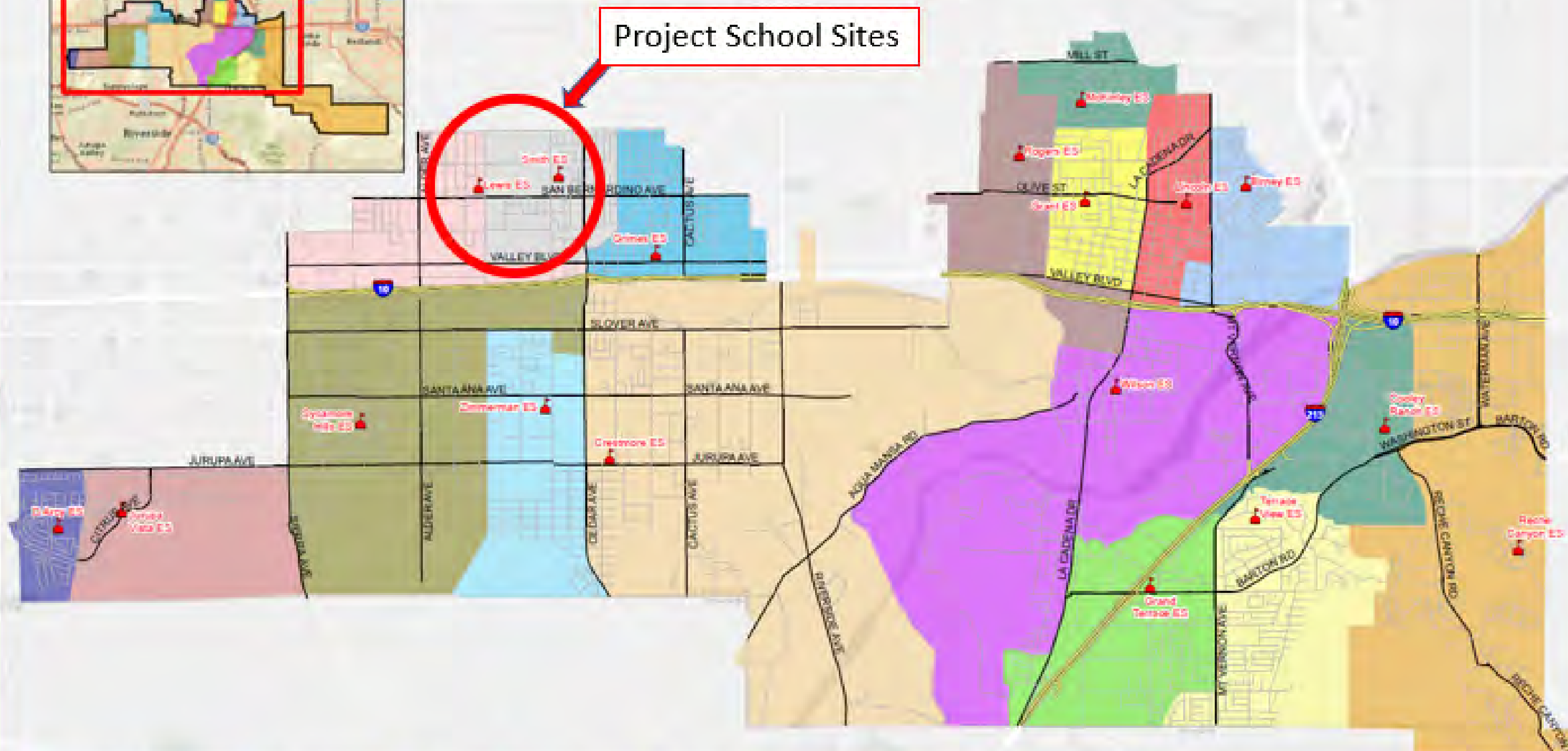
**COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS**

**BLOOMINGTON COMMUNITY
SAFE ROUTES TO SCHOOL
ATP CYCLE 6 2022 GRANT**

Lat.: 34.07844 Long.: -117.41057



Project School Sites



Elementary Attendance Areas

Birney ES	Grand ES	McKinley ES	Terrace View ES
Cooley Ranch ES	Grimes ES	Roche Canyon ES	Wilson ES
Crestmore ES	Jurupa Vista ES	Rogers ES	Zimmerman ES
D'Arcy ES	Levens ES	Smith ES	
Grand Terrace ES	Lincoln ES	Sycamore Hills ES	

Colton
Joint Unified
School District

0 0.75 1.5 Miles



Colton Joint Unified School District

Frank Miranda, Ed.D., Superintendent



Commitment to Equal Opportunity

BOARD OF EDUCATION

Ms. Bertha Arreguin, *President*

Ms. Joanne E. Thoring-Ojeda, *Vice-President*

Mr. Frank A. Ibarra, *Clerk*

Mr. Israel Fuentes

Mr. Dan Flores

Ms. Patt Haro

Ms. Berenice Sandoval

June 9, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Active Transportation Program Cycle 6 Funding Opportunity – Mary B. Lewis and Gerald A. Smith School Pedestrian Safety Improvements Project

Dear Mr. Weiss:

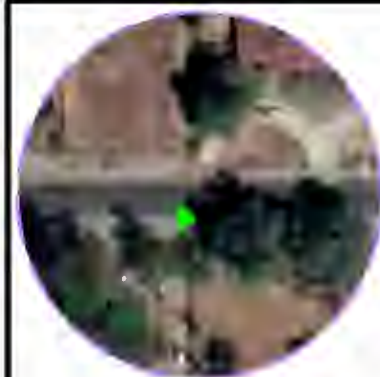
On behalf of the Colton Joint Unified School District, I would like to offer this letter of support for the Safe Routes to School Project for funding consideration under the Active Transportation Program (ATP). The San Bernardino County Public Works Department is requesting funding to develop pedestrian infrastructure along school travel routes to improve safety and encourage walking and biking to and from the Gerald A. Smith and Mary B. Lewis Elementary Schools. The project proposes important infrastructure improvements such as sidewalks, crosswalks and traffic calming measures.

We support this application for a documented community-driven priority. During a recent community outreach event held on September 23, 2021, Bloomington parents and school staff met with San Bernardino County Department of Public Works staff to share and discuss concerns over the current student walking routes and also the impact of truck routes in the vicinity of the school.

We look forward to seeing this transformative project be funded and implemented for the Bloomington community. I would like to thank you in advance for your consideration of this important project. If you should have any questions, please do not hesitate to contact me at (909) 580-5000.

Sincerely,

Dr. Frank Miranda,
Superintendent



DETAIL #1
Hawthorne Ave E. of Linden



DETAIL #2
Linden Ave & Hawthorne Ave



DETAIL #3
Hawthorne Ave & W. Sequoia Ave



DETAIL #4
Hawthorne Ave & E. Sequoia Ave



DETAIL #5
Hawthorne Ave & Cedar Ave



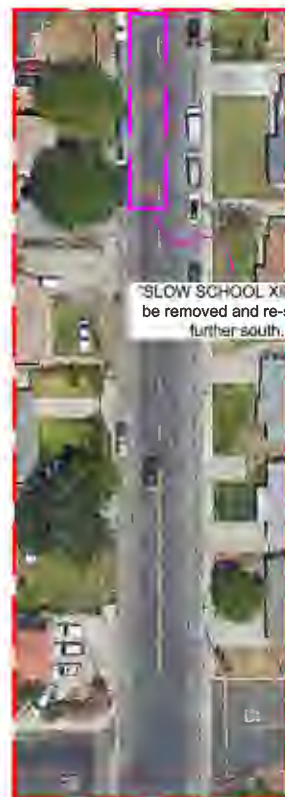
DETAIL #6
Linden Ave & Montrose St



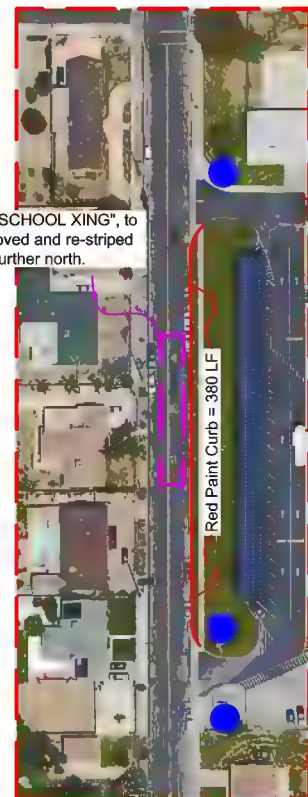
DETAIL #7
San Bernardino Ave & Linden Ave



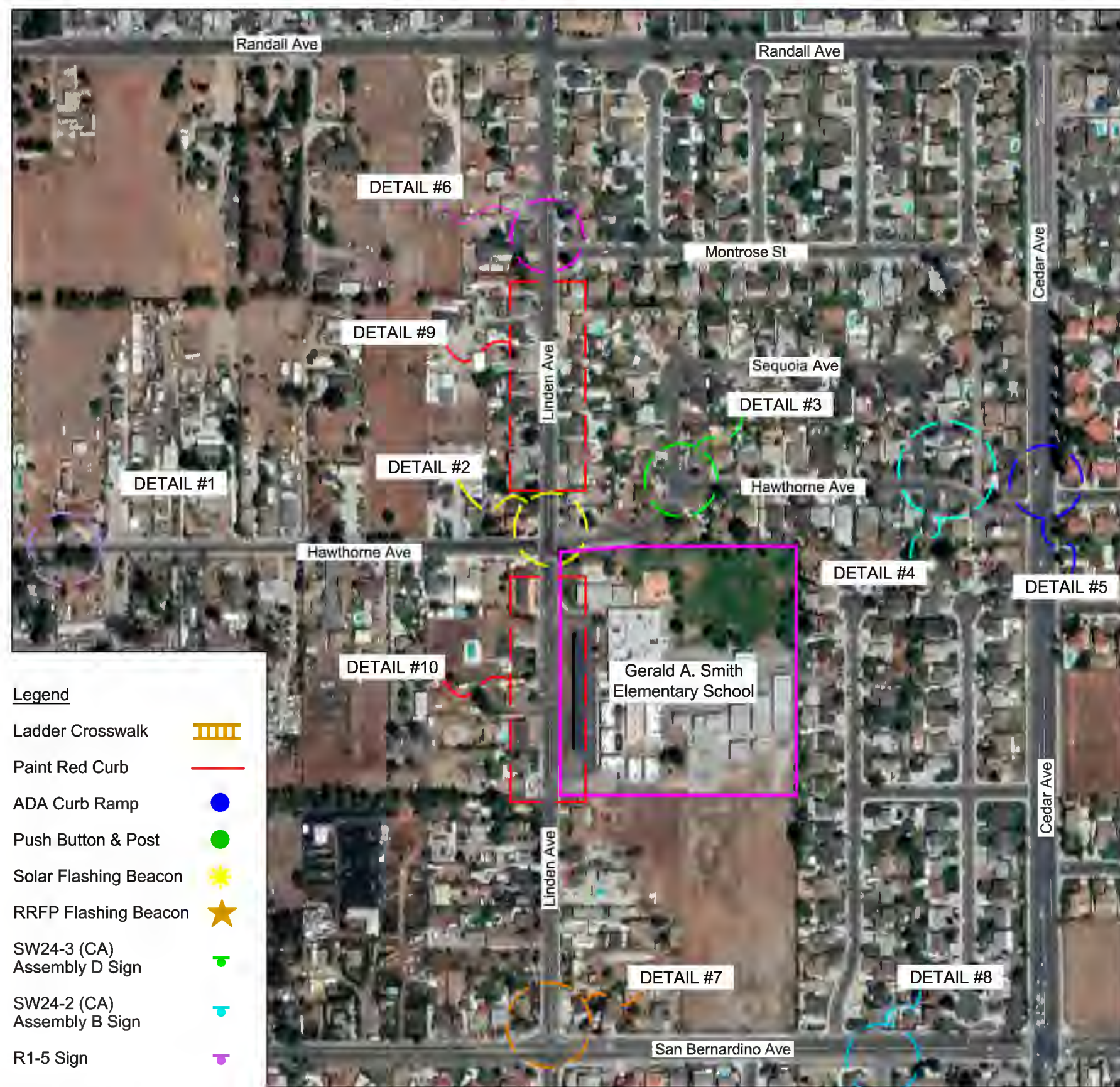
DETAIL #8
San Bernardino Ave & Magnolia Ave













DETAIL #9
Linden Ave, N. of Hawthorne



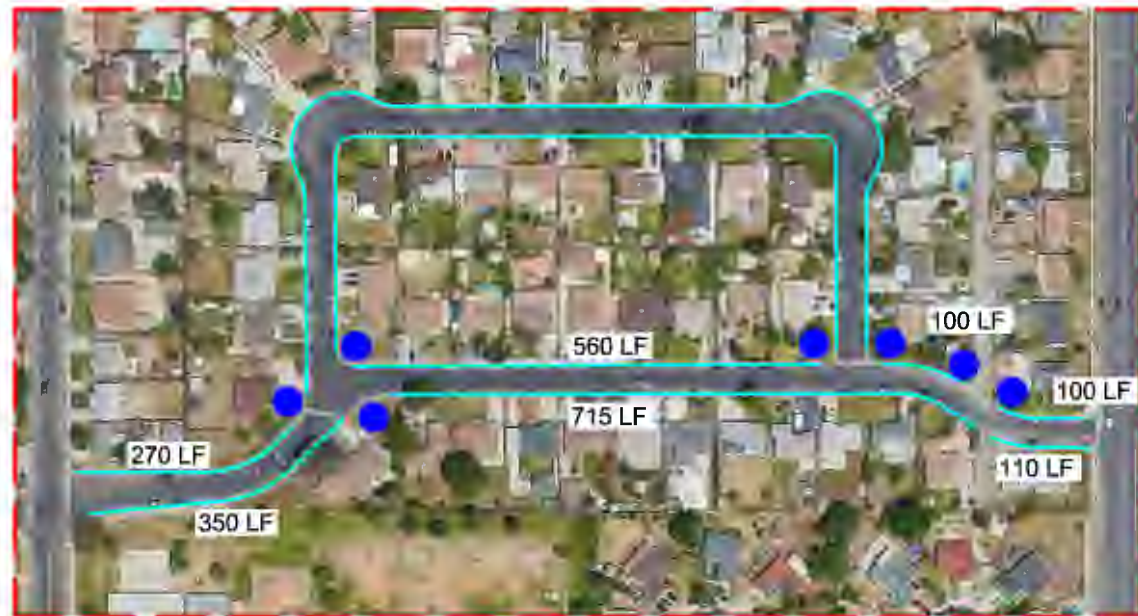
DETAIL #10
Linden Ave, S. of Hawthorne



Legend

- Ladder Crosswalk 
- Paint Red Curb 
- ADA Curb Ramp 
- Push Button & Post 
- Solar Flashing Beacon 
- RRFP Flashing Beacon 
- SW24-3 (CA) Assembly D Sign 
- SW24-2 (CA) Assembly B Sign 
- R1-5 Sign 
- Existing Traffic Sign 





DETAIL #1



DETAIL #4

Legend

Curb & Gutter & Sidewalk



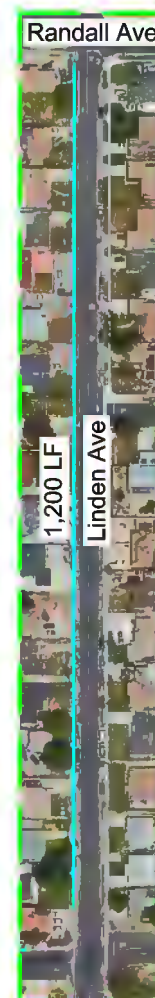
ADA Curb Ramp



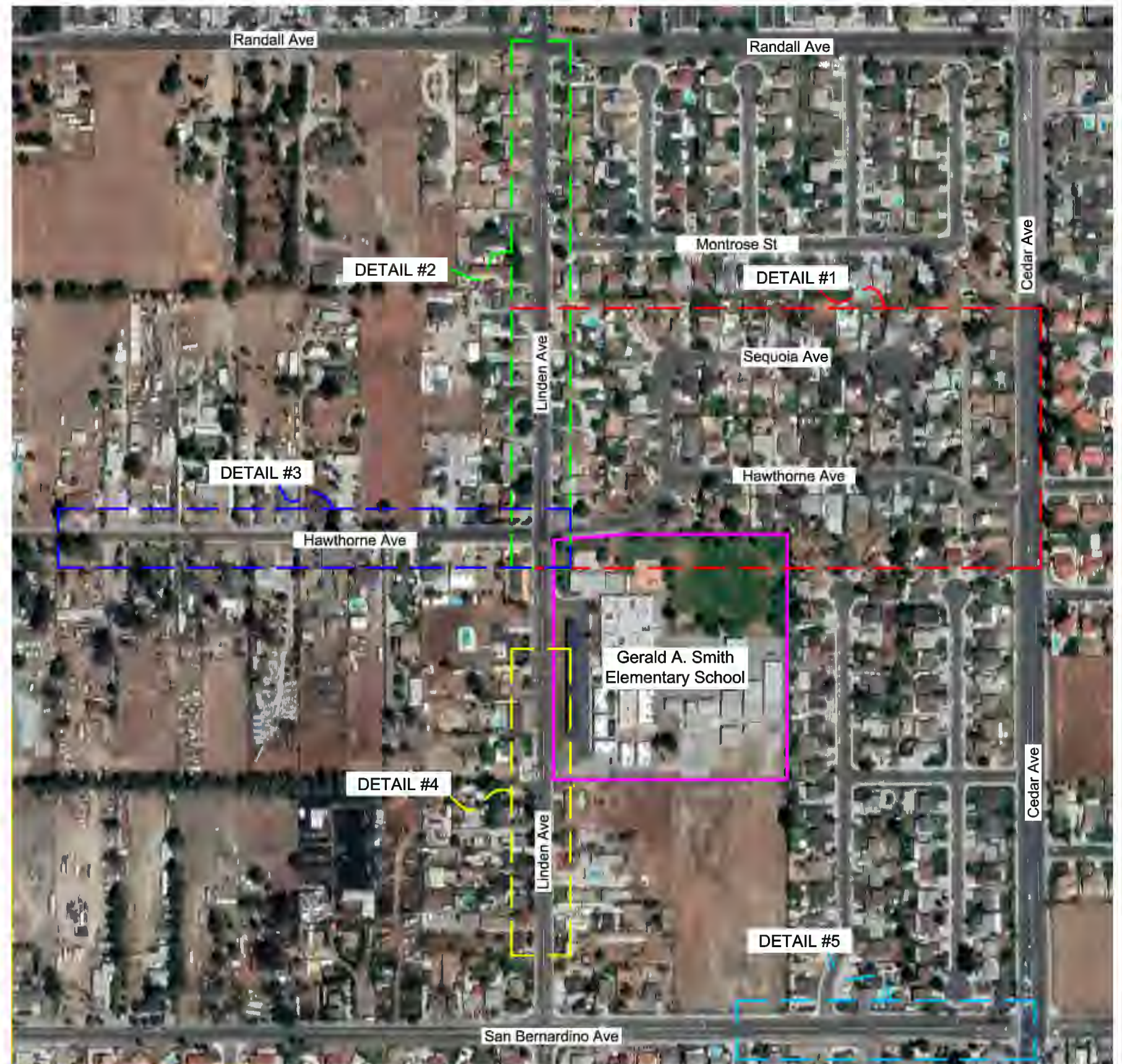
DETAIL #5



DETAIL #3



DETAIL #2



COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

GERALD A. SMITH ELEMENTARY SCHOOL
Proposed Sidewalk Exhibit



Typical ADA Curb Ramp



Red Paint Curb & Gutter, with Sidewalk



Yellow Ladder Crosswalk



Curb & Gutter with Sidewalk



Rapid Rectangular Flashing Beacon (RRFB)



SW24-3 (CA) Assembly D



SW24-2 (CA) Assembly B



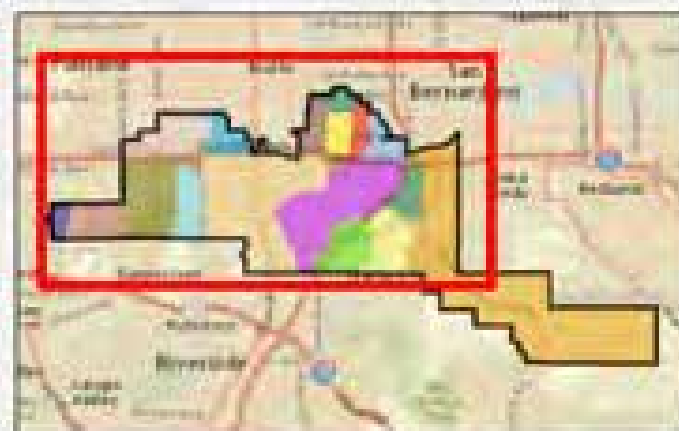
Solar Powered Flasher



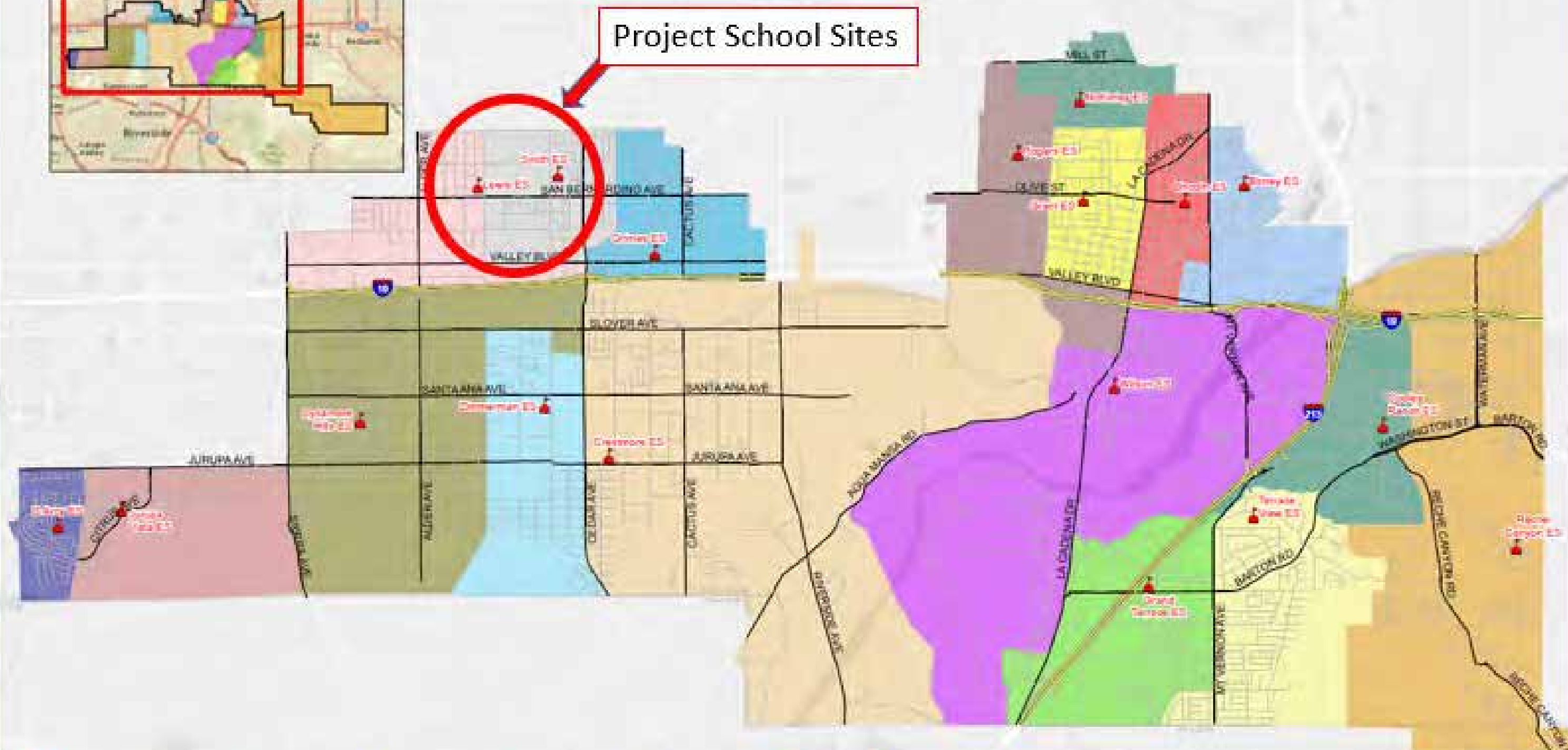
Traffic Signal Push Button



R1-5 Yield to Pedestrian Sign



Project School Sites



Elementary Attendance Areas

Birney ES	Grant ES	McKinley ES	Terrace View ES
Coolley Ranch ES	Grimes ES	Reche Canyon ES	Wilson ES
Crestmore ES	Juniper Vista ES	Rogers ES	Dimmenman ES
D'Arcy ES	Leah ES	Smith ES	
Grand Terrace ES	Lincoln ES	Sycamore Hills ES	

Colton
Joint Unified
School District

0 0.75 1.5 Miles





MARY B. LEWIS ELEMENTARY SCHOOL

18040 San Bernardino Avenue

Bloomington, CA 92316

(909) 530-5025 Fax: (909) 430-2832

Mrs. Cari Bill, Principal * Mrs. Therese Valdez, Assistant Principal

June 8, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Active Transportation Program Cycle 6 Funding Opportunity – Mary B. Lewis and Gerald A. Smith
School Pedestrian Safety Improvements Project

Dear Mr. Weiss:

On behalf of Mary B. Lewis Elementary School, I would like to offer this letter of support for the Safe Routes to School Project for funding consideration under the Active Transportation Program (ATP). The San Bernardino County Public Works Department is requesting funding to develop pedestrian infrastructure along school travel routes to improve safety and encourage walking and biking to and from Mary B. Lewis Elementary School. The project proposes important infrastructure improvements such as sidewalks, crosswalks and traffic calming measures.

We support this application for a documented community-driven priority. During a recent community outreach event held on September 23, 2021, Bloomington parents and school staff met with San Bernardino County Department of Public Works staff to share and discuss concerns over the current student walking routes and also the impact of truck routes in the vicinity of the school.

We look forward to seeing this transformative project be funded and implemented for the Bloomington community. I would like to thank you in advance for your consideration of this important project. If you have any questions, please do not hesitate to contact me at (909) 580-5025, ext.7701.

Sincerely,

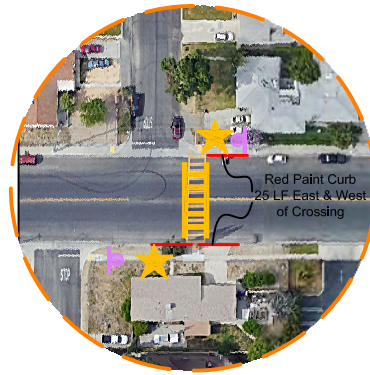
Mrs. Cari Bill, Principal



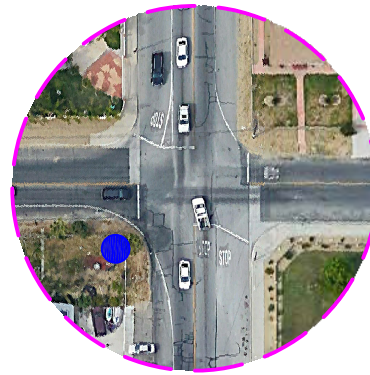
DETAIL #1
San Bernardino Ave & Locust Ave



DETAIL #2
San Bernardino Ave W. of
Locust Ave



DETAIL #3
San Bernardino Ave W. of
Locust Ave



DETAIL #4
Marygold Ave & Locust Ave



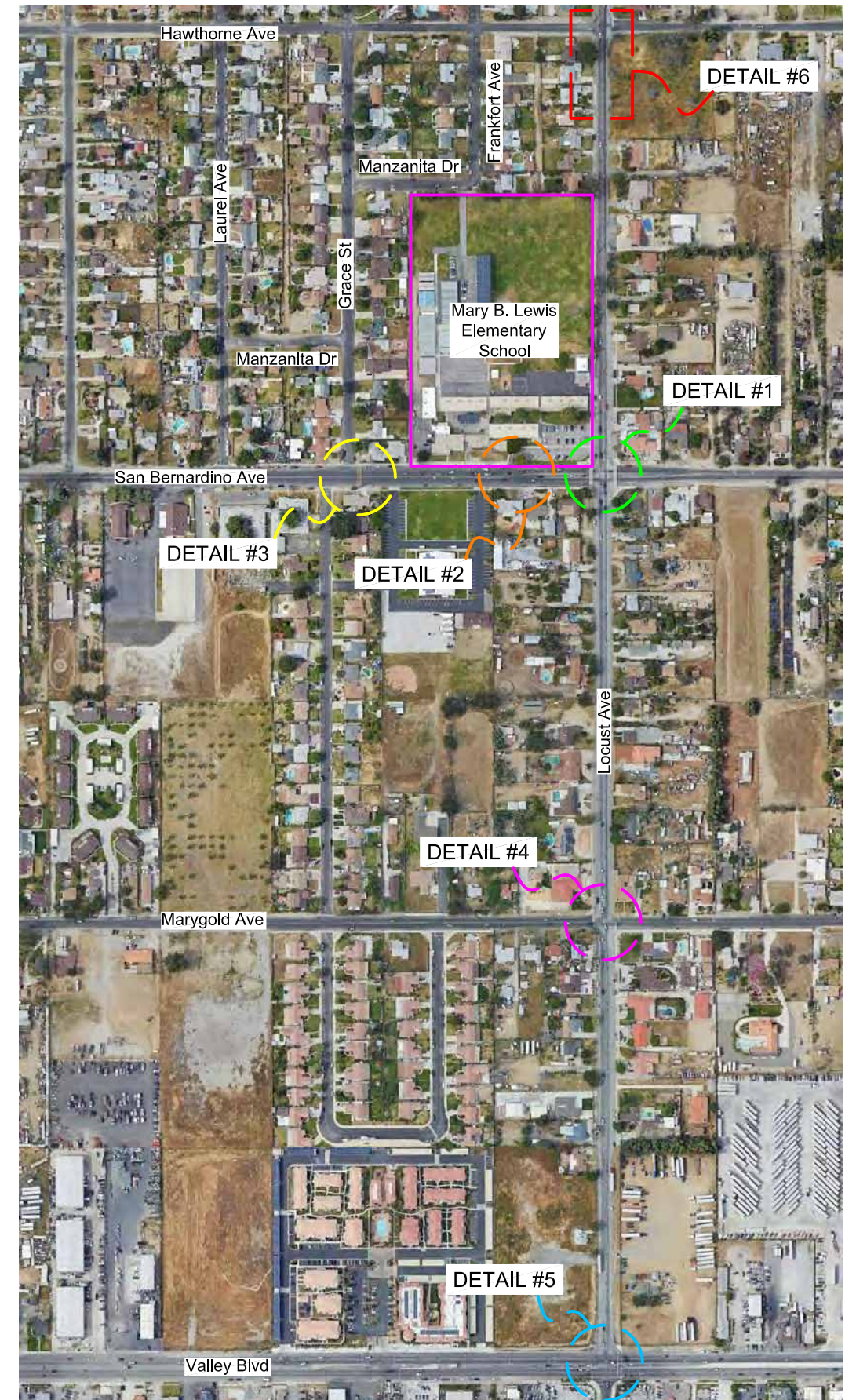
DETAIL #5
Valley Blvd & Locust Ave



DETAIL #6
Hawthorne Ave & Locust Ave

Legend

Ladder Crosswalk	
Paint Red Curb	
ADA Conc. Driveway	
ADA Curb Ramp	
RRFP Flashing Beacon	
R1-5 Sign	
Countdown Traffic Signal Head	
Speed Feedback Signal	



COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

MARY B. LEWIS ELEMENTARY SCHOOL
Community Requested - Proposed Traffic Control Measures



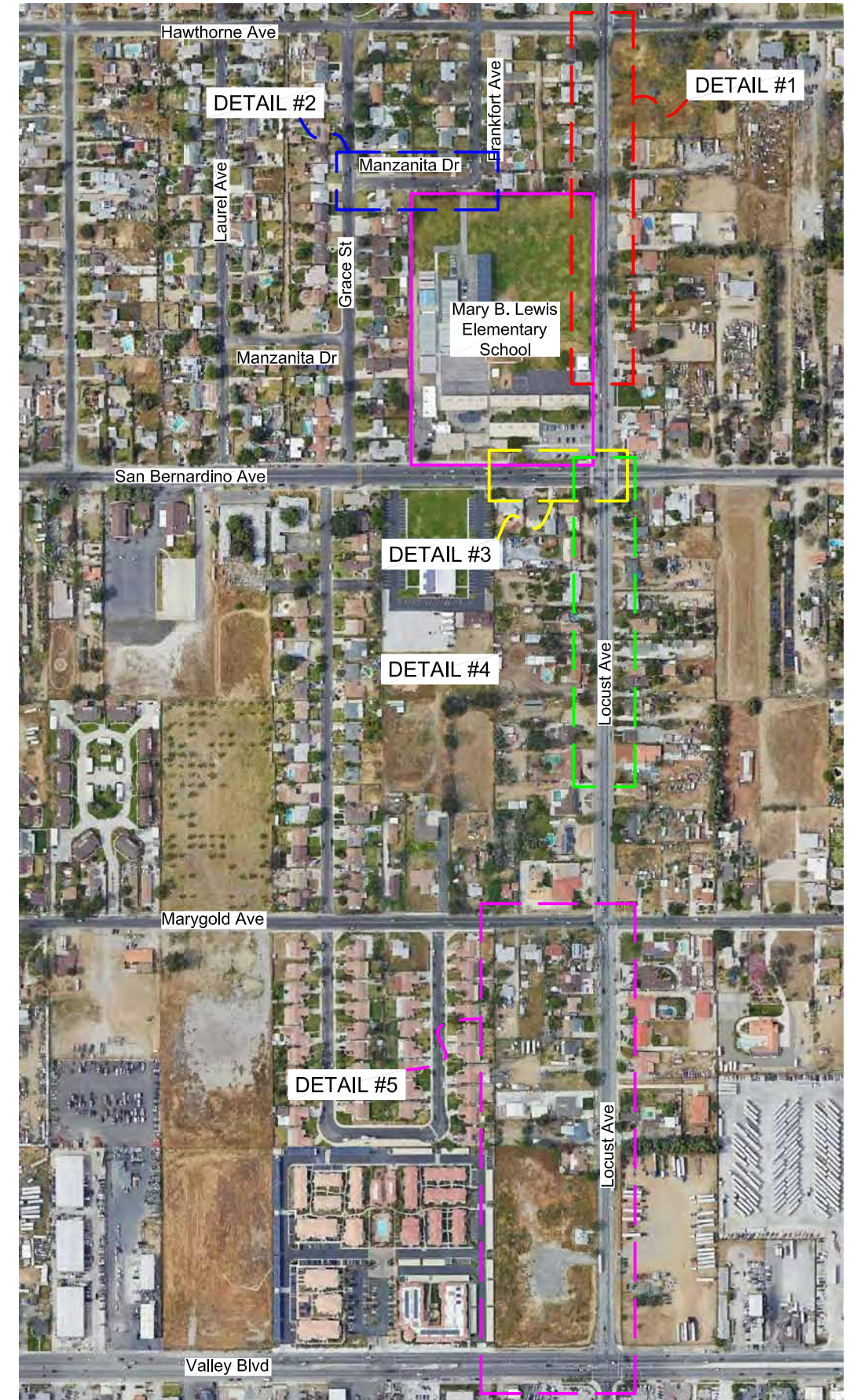
DETAIL #1
Locust Ave South of
Hawthorne Ave



DETAIL #4
Locust Ave, South of
San Bernardino Ave



DETAIL #5
Locust Ave South of
Valley Blvd



DETAIL #2
Manzanita Drive



DETAIL #3
San Bernardino Ave, West of Locust Ave

Legend

Curb & Gutter & Sidewalk

Proposed Retaining Wall

ADA Curb Ramp



COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS

MARY B. LEWIS ELEMENTARY SCHOOL
Proposed Sidewalk Exhibit