



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:

Plan

**PROJECT APPLICATION NO.:**

Auto-populated with data from Part A1 and A2

PROJECT NAME:

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

PROJECT DESCRIPTION:

Develop a Safe Routes to School Plan to create strategic, prioritized recommendations for safer walking and biking infrastructure around the 21 identified schools.

PROJECT LOCATION:

Unincorporated areas of San Bernardino County's Valley region, including 21 selected schools in six cities and three unincorporated towns.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500
FY -	FY -	FY -	FY -	FY -	FY 23/24

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
500	500	-	-	-	-	-



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/>

APPLICATION INDEX PAGE

Part A: General Application Questions.....	3
Part A1: Applicant Information.....	3
Part A2: General Project Information	4
Part A3: Project Type	6
Part A4: Project Details.....	18
Part A5: Project Schedule	20
Part A6: Project Funding.....	21
Project Program Request (PPR).....	24
Part A7: Screening Criteria	26
Part B: Narrative Questions	27
Part C: Application Attachments	36

**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	ZIP CODE	
Department of Public Works, 825 East Third Street	San Bernardino	CA	92415
IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:		
Stephen Martinez	Supervising Transportation Analyst		
CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :		
909-387-8169	smartinez@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 08-5954-F15

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:** 0

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

PROJECT / APPLICATION NUMBER:**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words)**Words Remaining:** 5

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

San Bernardino County Department of Public Works (County) will develop a Safe Routes to School (SRTS) infrastructure plan for 21 schools within unincorporated areas of the San Bernardino Valley. The Plan will identify infrastructure projects that will enable alternative modality usage to and from school sites and enhance the safety of local routes to school. There are no existing SRTS plans for any of the 21 schools.

The County will procure an experienced, expert consultant to develop the Plan. Specific activities will include:

1. School-specific data collection, i.e., walking and biking tallies conducted by teachers and parent surveys of walking and biking issues;
2. Review of existing conditions for each school via walk audits, conducting an inventory of current assets and conditions, and identifying gaps and needs within the non-motorized infrastructure network;
3. Conduct outreach meetings at each of the 21 schools;
4. Develop detailed project descriptions (i.e., engineering recommendations) and cost estimates for each;
5. Prioritize identified projects at each of the 21 schools; and
5. Develop the Final Plan for County review and adoption.

The 21 targeted schools are located within 8 school districts and includes 16,000 students. The schools include 11 elementary, two middle, two K-8, four comprehensive high schools, and two continuation high schools. 75% of the targeted schools are located in disadvantaged communities (DACs). Free and Reduced Price Meal (FRPM) eligibility rates at the targeted schools range from 41-98%, with an average of 78%. Health outcomes in the unincorporated areas lag behind other County areas (e.g., obesity is three percentage points higher; the physical activity rate is nearly five percentage points lower). The County's unincorporated areas also tend to have poorer infrastructure (e.g., some towns still have unpaved roads), making them some of the least developed areas of the County.

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: 3

Develop a Safe Routes to School Plan to create strategic, prioritized recommendations for safer walking and biking infrastructure around the 21 identified schools in the unincorporated portion of the San Bernardino Valley.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)**Characters Remaining:** 17

Develop a Safe Routes to School Plan to create strategic, prioritized recommendations for safer walking and biking infrastructure around the 21 identified schools.

PROJECT LOCATION: (Max of 180 Characters)**Words Remaining:** 42

Unincorporated areas of San Bernardino County's Valley region, including 21 selected schools in six cities and three unincorporated towns.

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: CHN

City Name: Chino

City Code: FNA

City Name: Fontana

City Code: ONT

City Name: Ontario



City Code: RDL	City Name: Redlands
City Code: RIA	City Name: Rialto
City Code: SBD	City Name: San Bernardino
City Code: Other	City Name: Mentone
City Code: Other	City Name: Phelan
City Code: Other	City Name: Bloomington

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. _____ N / long. _____ W
NI or Plan Project Coordinates: (latitude/longitude in decimal format)	Lat. 34.06242 N / long. -117.24347 W

Congressional District(s):

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

**Part A3: Project Type**

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

Plan

Does your project benefit a disadvantaged community? ☒ Yes ☐ No

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):

☒ Bicycle Transportation % of Project 50 %☒ Pedestrian Transportation % of Project 50 %☒ Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

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: 21

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



School Name: Doris Dickson Elementary
School Address: 3930 Pamela Dr., Chino, CA 91710
District Name: Chino Valley Unified
District Address: 5130 Riverside Dr., Chino, CA 91710
Co.-Dist.-School Code: 36-67678-6098347

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 568

Approximate # of students living along route proposed for improvement: 568

Percentage of students eligible for free or reduced meal programs** 84 %

**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: Lyle S. Briggs Fundamental
School Address: 11880 Roswell Ave, Chino, CA 91710
District Name: Chino Valley Unified
District Address: 5130 Riverside Dr., Chino, CA 91710
Co.-Dist.-School Code: 36-67678-6102974

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 794

Approximate # of students living along route proposed for improvement: 794

Percentage of students eligible for free or reduced meal programs** 52 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Bloomington High
School Address: 10750 Laurel Ave., Bloomington, CA 92316
District Name: Colton Joint Unified
District Address: 1212 Valencia Dr., Colton, CA 92324
Co.-Dist.-School Code: 36-67686-3631322

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 2,375
Approximate # of students living along route proposed for improvement: 2,375
Percentage of students eligible for free or reduced meal programs** 78 %

**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: Slover Mountain High (Continuation)
School Address: 18829 Orange St., Bloomington, CA 92316
District Name: Colton Joint Unified
District Address: 1212 Valencia Dr., Colton, CA 92324
Co.-Dist.-School Code: 36-67686-3636131

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 250
Approximate # of students living along route proposed for improvement: 250
Percentage of students eligible for free or reduced meal programs** 72 %

**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: Crestmore Elementary
School Address: 18870 Jurupa Ave., Bloomington, CA 92316
District Name: Colton Joint Unified
District Address: 1212 Valencia Dr., Colton, CA 92324
Co.-Dist.-School Code: 36-67686-6035604

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 725

Approximate # of students living along route proposed for improvement: 725

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: Ruth O. Harris Middle
School Address: 11150 Alder Ave., Bloomington, CA 92316
District Name: Colton Joint Unified
District Address: 1212 Valencia Dr., Colton, CA 92324
Co.-Dist.-School Code: 36-67686-111108

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 722

Approximate # of students living along route proposed for improvement: 722

Percentage of students eligible for free or reduced meal programs** 75 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Walter Zimmerman Elementary
School Address: 11050 Linden Ave., Bloomington, CA 92316
District Name: Colton Joint Unified
District Address: 1212 Valencia Dr., Colton, CA 92324
Co.-Dist.-School Code: 36-67686-6035729

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 603
Approximate # of students living along route proposed for improvement: 603
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.

School Name: Beech Avenue Elementary
School Address: 9206 Beech Ave., Fontana 92335
District Name: Fontana Unified
District Address: 9680 Citrus Ave., Fontana, CA 92335
Co.-Dist.-School Code: 36-67710-0113944

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 766
Approximate # of students living along route proposed for improvement: 766
Percentage of students eligible for free or reduced meal programs** 98 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Live Oak Elementary
School Address: 9522 Live Oak Ave, Fontana, CA 92335
District Name: Fontana Unified
District Address: 9680 Citrus Ave., Fontana, CA 92335
Co.-Dist.-School Code: 36-67710-6035810

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 511
Approximate # of students living along route proposed for improvement: 511
Percentage of students eligible for free or reduced meal programs** 95 %

**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: Redwood Elementary
School Address: 8570 Redwood Ave., Fontana, CA 92335
District Name: Fontana Unified
District Address: 9680 Citrus Ave., Fontana, CA 92335
Co.-Dist.-School Code: 36-67710-6035885

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 499
Approximate # of students living along route proposed for improvement: 499
Percentage of students eligible for free or reduced meal programs** 97 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Sequoia Middle
School Address: 9452 Hemlock Ave., Fontana, CA 92335
District Name: Fontana Unified
District Address: 9680 Citrus Ave., Fontana, CA 92335
Co.-Dist.-School Code: 36-67710-6061865

School Type: 7 to 8

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 1,157

Approximate # of students living along route proposed for improvement: 1,157

Percentage of students eligible for free or reduced meal programs** 95 %

**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: West Randall Elementary
School Address: 15620 Randall Ave., Fontana, CA 92335
District Name: Fontana Unified
District Address: 9680 Citrus Ave., Fontana, CA 92335
Co.-Dist.-School Code: 36-67710-6035919

School Type: K to 6

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 449

Approximate # of students living along route proposed for improvement: 449

Percentage of students eligible for free or reduced meal programs** 97 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Mission Elementary
School Address: 5555 Howard St., Ontario, CA 91762
District Name: Ontario-Montclair Unified
District Address: 950 West D St., Ontario, CA 91762
Co.-Dist.-School Code: 36-67819-6036354
School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 623
Approximate # of students living along route proposed for improvement: 623
Percentage of students eligible for free or reduced meal programs** 90 %

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: Mentone Elementary
School Address: 1320 Crafton Ave., Mentone, CA 92359
District Name: Redlands Unified
District Address: 20 W Lugonia Ave., Redlands, CA 92374
Co.-Dist.-School Code: 36-67843-603560
School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 474
Approximate # of students living along route proposed for improvement: 474
Percentage of students eligible for free or reduced meal programs** 83 %

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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Redlands East Valley High
School Address: 31000 E. Colton Ave., Redlands, CA 92374
District Name: Redlands Unified
District Address: 20 W Lugonia Ave., Redlands, CA 92374
Co.-Dist.-School Code: 36-67643-3630779
School Type: to
Project improvements maximum distance from school 2.00 mile

Total student enrollment: 1,970
Approximate # of students living along route proposed for improvement: 1,970
Percentage of students eligible for free or reduced meal programs** 53 %

**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: Wilmer Amina Carter High
School Address: 2630 N Linden Ave., Rialto, CA 92376
District Name: Rialto Unified
District Address: 182 E Walnut Ave., Rialto, CA 92376
Co.-Dist.-School Code: 36-67850-0102830
School Type: to
Project improvements maximum distance from school 2.00 mile

Total student enrollment: 2,361
Approximate # of students living along route proposed for improvement: 2,361
Percentage of students eligible for free or reduced meal programs** 80 %

**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.

**ATP APPLICATION FORM**

v1.3

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Kimbark Elementary
School Address: 18021 Kenwood Ave., San Bernadino, CA 92407
District Name: San Bernadino City Unified
District Address: 777 N F St., San Bernadino, CA 92410
Co.-Dist.-School Code: 36-67876-6067078

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 352

Approximate # of students living along route proposed for improvement: 352

Percentage of students eligible for free or reduced meal programs** 68 %

**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: Pacific High
School Address: 1020 Pacific Street, San Bermandino, CA 92404
District Name: San Bernadino City Unified
District Address: 777 N F St., San Bernadino, CA 92410
Co.-Dist.-School Code: 36-67876-3634680

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 1,084

Approximate # of students living along route proposed for improvement: 1,084

Percentage of students eligible for free or reduced meal programs** 91 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Newmark Elementary
School Address: 4121 N 3rd Ave., San Bernadino, CA 92407
District Name: San Bernadino City Unified
District Address: 777 N F St., San Bernadino, CA 92410
Co.-Dist.-School Code: 36-67876-6037055
School Type: to
Project improvements maximum distance from school 2.00 mile

Total student enrollment: 433
Approximate # of students living along route proposed for improvement: 433
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: Paakuma K-8
School Address: 17825 Sycamore Creek Loop Pkwy, San Bernadino, CA 92407
District Name: San Bernadino City Unified
District Address: 777 N F St., San Bernadino, CA 92410
Co.-Dist.-School Code: 36-67876-0128918
School Type: to
Project improvements maximum distance from school 2.00 mile

Total student enrollment: 954
Approximate # of students living along route proposed for improvement: 954
Percentage of students eligible for free or reduced meal programs** 41 %

**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.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

School Name: Chaparral High
School Address: 9258 Malpaso Rd., Phelan, CA 92371
District Name: Snowline Joint Unified
District Address: 4075 Nielson Road, Phelan, CA 92371
Co.-Dist.-School Code: 36-73957-3630365
School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment:	<u>149</u>
Approximate # of students living along route proposed for improvement:	<u>149</u>
Percentage of students eligible for free or reduced meal programs**	<u>81 %</u>

**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**
- ☐ **Multi-use Trail Improvements**
- ☐ **Vehicular-Roadway Traffic-Calming Improvements**
- ☐ **Non-Infrastructure Components**
- ☒ **Plan Type (only intended for Plans)**

Plan Type:

Check which type of Plan:

☐ Pedestrian Plan

☐ Bicycle Plan

☐ Active Transportation Plan

☒ Safe Routes to School Plan



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.
- ☐ 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.

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

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

Proposed CTC "CON Allocation" Date:

7/1/2023

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2023

Expected Start Date for "NI" or "Plan" Construction activities:

9/1/2023

Time to complete the CON-Phase activities:

24 months

Expected Completion Date for the CON Phase:

8/21/2025

**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	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	-	-		-	-	-	-	-
NI-CON/ PLAN	500	500	23/24	-	-	-	-	-
TOTAL	500	500		-	-	-	-	-

* 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

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 3

This proposal is for a Safe Routes to School Plan estimated at \$500,000. The project has a relatively simple, non-infrastructure scope that does not have an impact on the environment. The Federal funding process would greatly extend the length of time to allocate and implement the project.

If "Yes", applicants requesting SHA must also attach an "Exhibit 25-F"

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

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" 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			
Stephen Martinez		(909) 387-8169		smartinez@dpw.sbcounty.gov			
Project Title							
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)							
Location (Project Limits), Description (Scope of Work)							
Unincorporated areas of San Bernardino County's Valley region, including 21 selected schools in six cities and three unincorporated towns.							
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:	40, 47, 52		Senate:	20, 23		Congressional:	8, 31, 35
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Development of a Safe Routes to School plan to create strategic recommendations for safer walking and biking infrastructure around the 21 identified schools in the unincorporated portion of the San Bernardino Valley. The Plan will incorporate input from communities around each of the 21 schools, and will include enough detail on prioritized projects to enable San Bernardino County to pursue implementation.							
Purpose and Need							
To create a safer, non-motorized infrastructure network for residents and students living, working, and traveling around the 21 identified schools in the unincorporated area of San Bernardino Valley. +							
Category		Outputs/Outcomes			Unit	Total	
Active Transportation		Plan			Each	1	
NHS Improvements: Yes		Roadway Class: Yes			Reversible Lane Analysis: Yes		
Inc. Sustainable Communities Strategy Goals: Yes		Reduces Greenhouse Gas Emissions: Yes					
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)			CE				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						9/1/2023	
End Construction Phase						8/21/2025	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Additional Information

Date: 6/15/2022

ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

Project Programming Request (PPR)

Date:	6/15/2022
-------	-----------

Project Information:

Project Title:	San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	00			

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	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	500	0	0	0	0	500	
TOTAL	0	0	500	0	0	0	0	500	

[illegible][illegible]

ATP Funds Plan 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	500	0	0	0	0	500	
TOTAL	0	0	500	0	0	0	0	500	

[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 (0-30 POINTS)****A. Map of Plan Area Boundaries: (0 points): Required**

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project 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
Doris Dickson Elementary	568	84 %
Lyle S. Briggs Fundamental	794	52 %
Bloomington High	2,375	78 %
Slover Mountain High (Continuation)	250	72 %
Crestmore Elementary	725	92 %
Ruth O. Harris Middle	722	75 %
Walter Zimmerman Elementary	603	94 %
Beech Avenue Elementary	766	98 %
Live Oak Elementary	511	95 %
Redwood Elementary	499	97 %
Sequoia Middle	1,157	95 %
West Randall Elementary	449	97 %
Mission Elementary	623	90 %
Mentone Elementary	474	83 %
Redlands East Valley High	1,970	53 %
Wilmer Amina Carter High	2,361	80 %
Kimbarck Elementary	352	68 %
Pacific High	1,084	91 %



School Name	School Enrollment	% of Students Eligible for FRPM
Newmark Elementary	433	92 %
Paakuma K-8	954	41 %
Chaparral High	149	81 %

Highest percentage of students eligible from above (autofill): 98% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 78%
(to be used for severity calculation only)

C. Plan Area: (0 - 15 points)

Percentage of census tracts within the plan area that qualify as a disadvantaged community 75-100%

D. Severity: (0 - 15 points)

Auto calculated

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

PRIORITY TO FUND THE DEVELOPMENT OF COMMUNITY-WIDE ACTIVE TRANSPORTATION PLANS WITHIN OR, FOR AREA-WIDE PLANS, ENCOMPASSING DISADVANTAGED COMMUNITIES, INCLUDING PEDESTRIAN, BICYCLE, SAFE ROUTES TO SCHOOLS, OR COMPREHENSIVE ACTIVE TRANSPORTATION PLANS. (0-20 POINTS)

A. Priority. Select one: (0-10 points)

- ☐ Applicant has neither a pedestrian plan, a bicycle plan, a safe routes to schools plan, nor a comprehensive active transportation plan.
- ☒ Applicant has a bicycle, pedestrian, or safe route to schools plan but not all.
- ☐ Applicant is seeking to update a pedestrian, bicycle, safe routes to school, or comprehensive active transportation plan that is older than 5 years.
- ☐ Applicant is seeking to update a pedestrian, bicycle, safe routes to school, or comprehensive active transportation plan that is less than 5 years old.

For existing plan(s), list the plan title, web link, and date it was published.

Title: SBC Non-Motorized Transportation Plan	Web: https://countywideplan.com/wp-content/uploads/sites/68/202	Date: 06/01/18
Title: _____	Web: _____	Date: _____
Title: _____	Web: _____	Date: _____
Title: _____	Web: _____	Date: _____

B. Statement of Need (0-10 points)

Describe the active transportation problems or deficiencies within the plan area. Include the community's active transportation needs and why this plan is necessary to meet those needs.

Discuss:

- Lack of insufficient non-motorized infrastructure for users
- Number of collisions resulting in injuries or fatalities to non-motorized users
- Lack of connectivity and mobility by active transportation to community identified destinations (such as schools, transit facilities, community centers, employment centers, and other destinations.)
- 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 program. 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>)
- Other

(Max of 750 Words)

Words Remaining: 87

LACK OF ACTIVE TRANSPORTATION INFRASTRUCTURE: Walking and biking infrastructure, including wayfinding signage and markings, and pedestrian and bike facilities and bike parking, is lacking throughout unincorporated areas of the County, and some areas even lack paved streets. As demonstrated in the photos in Appendix E, the areas near the targeted schools lack crosswalks, signage, sidewalks, bike lanes, and other amenities that make walking and biking safer and encourage embracing alternative transportation modes. In some cases, pavement markings are faded or use standard designs that are less visible to motorists as they are hurrying past the schools on their way to work. As the photos show, the lack of infrastructure forces pedestrians and bicyclists to share the road with cars, impacting parents' willingness to allow their children to walk and bike to school.

LACK OF CURRENT PLANNING DOCUMENTS: There are no existing active transportation or safe route plans for any of the targeted 21 schools.

LACK OF CONNECTIVITY: This project, and the resulting Plan, will assist students and residents with improved physical access to the targeted schools and other key destinations in the two-mile area surrounding the schools including grocery stores, churches, etc. 32% of unincorporated County households have one or no car, highlighting the importance of enhanced transportation options. Overall economic disinvestment in the County's disadvantaged and unincorporated areas has resulted in transportation-related disparities and as a result, low-income communities, communities of color, and unincorporated areas have benefited less from transportation system improvements



and have reduced access to vital community destinations and amenities.

SAFETY: Student safety is a top priority, and this Plan will be designed to address their needs. From 2010 to 2021, there were 15 pedestrian deaths and five bicyclist deaths at the 21 targeted schools, as well as 173 pedestrian injuries and 114 bicycle injuries. The State's Office of Traffic Safety rankings show that three of the nine cities ranked among the 3rd, 4th, and 5th worst of all cities of their size for collisions involving pedestrians under the age of 15. The Plan will include walk audits at each of the 21 schools to review the existing conditions at each school, and identify gaps and needs within the non-motorized infrastructure network. Significantly, the project will also include intensive outreach to students, families, and residents who live around the schools to ensure that their concerns and knowledge about local conditions are reflected in the proposed project list. The Plan will culminate in a list of priority infrastructure projects at each school that will have the most impact on walking and biking safety and encouragement.

HEALTH CONDITIONS: The Plan will improve the health of students and community members by encouraging residents near these schools to walk and bike to school and other destinations. One of the organizational goals of the San Bernardino County Department of Public Health (DPH) is to promote communities and environments that support healthy lifestyles. This planning project aligns with this goal, as biking and walking are known to improve the health and well-being of school children and their families. Focusing on community-level behaviors is critical. The DPH 2020 Community Health Status Assessment found that the number of traffic collisions and fatalities is increasing, and most collisions (57%) are happening on local streets, which will be the focus of this project. The DPH's top community-identified health problems include obesity/overweight, low physical activity, and diabetes, all of which are positively impacted by increased walking and biking. Health outcomes in the unincorporated areas lag behind other County areas, with obesity three percentage points higher and the physical activity rate nearly five percentage points lower. Compounding these health disparities is the additional burden of air pollution. The American Lung Association's 2022 State of the Air profile shows the County is the 9th most polluted county in the nation for ozone and particle pollution. The Healthy Places Index indicates that these schools place in the bottom 29 percentile of communities, and their averaged CalEnviroscreen score of 40.47 indicates these are disadvantaged communities.

**Part B: Narrative Questions****Question #3****QUESTION #3****PUBLIC PARTICIPATION (0-25 POINTS)**

Describe the community based public participation process that will be utilized as part of the development of a plan.

- A. Describe who will be engaged in the creation of the plan. Identify key community stakeholders, and any other stakeholders. (5 points max)**
(Max of 250 words)

Words Remaining: 3

The County will engage stakeholders including, but not limited to:

- San Bernardino County Transportation Authority (who has conducted SRTS planning in other parts of the County), see attached support letter;
- Department of Public Health, see attached support letter;
- San Bernardino County Superintendent of Schools, see attached support letter;
- San Bernardino County Sheriff's Office, see attached support letter;
- Parents and school children from the 21 impacted schools;
- School administrators and teachers from the 21 impacted schools;
- Representatives of the physically challenged who reside in the 21 targeted communities;
- Neighborhood and community groups;
- Local stakeholders from the six impacted cities and three unincorporated towns, including elected officials, city staff, the business community, church communities, and civic and advocacy organizations (i.e., Girl and Boy Scouts, Jaycees, Lions Club, etc.);
- Pedestrians and bicyclists and their advocacy organizations.

The San Bernardino County SRTS Technical Advisory Committee (TAC) will be developed to oversee the creation of this Plan, provide guidance to the expert consultant, and ensure that the concerns and knowledge of the stakeholders at each of the 21 school communities are considered.

Community and stakeholder engagement is vital to the success of this Plan: 21 school communities must be considered – their needs and perceptions are unique; their existing conditions vary widely. Through school-specific engagement efforts, the different viewpoints and needs of all potential users can be understood. Solid community buy-in and support will lead to a smoother and faster implementation process.

- B. Describe how stakeholders will be engaged in the development of the plan. Describe your intended outreach methods during the plan's development (e.g., charrettes; community workshops; pop-up events; social media, etc.), including the number of outreach activities and estimated number of people reached. How will you maximize the accessibility of the community engagement process? (e.g., providing translation, interpretation, and child care services; selecting times/locations convenient to the general public; ensuring culturally/linguistically appropriate materials). Describe the strategies that you will use to address any engagement challenges that you expect to arise due to the ongoing COVID-19 pandemic and any unique challenges you expect to face. (15 points max)**
(Max of 700 words)

Words Remaining: 160

• **STAKEHOLDER ENGAGEMENT:** After award, the County will formally engage the TAC (described above) via memorandum of understanding, and the TAC will meet every two months to guide Plan development and assist the expert consultant in planning for and implementing outreach methods. The TAC may meet more frequently, as needed. The TAC will develop school-specific contact lists for residents and stakeholders to support outreach.

• **OUTREACH METHODS:**

1. **Project Website.** In light of the pandemic, it is important to have a digital engagement strategy. A project-specific website will be set up to share information and collect feedback, and will include features to make the project easy to understand, such as maps, photos, videos, and interactive content. The engagement website can be used for:

- o Residents to self-report infrastructure gaps by pinning them on a map and adding notes;
- o Sharing and collecting feedback on draft plans and maps;
- o Providing updates on the project's status; and
- o Providing invitations to attend community outreach workshops

Estimated Number of People Reached: 21 sites x 200 visitors per site = 4,200

2. **Postings on County and Stakeholders' Websites and Social Media.** These will include electronic flyers, posters, announcements, and community outreach invitations, and links to drive internet traffic to the project website described above. The channels that will be targeted include Facebook, Twitter, Next Door, and any other channels used by residents in the 21 targeted neighborhoods. Estimated Number of People Reached: 21 schools, 9 cities/towns, 4 county agencies = 34 X 200 visitors = 6,800

3. **In-Person or Virtual Community Outreach Workshops.** Workshops will be held in each of the 21 school communities. The events will include classroom style information sharing, charettes, polls, and other active engagement activities to discuss walking/biking needs and



strategies for each school. Each event will include language and deaf interpreters (as needed), child-friendly activities, and will be held in locations and at times easily accessible by the public. These workshops will either be live-streamed or recorded and made available on the project's website for later viewing. Estimated Number of People Reached: 21 schools x 200 attendees (or online viewers) = 4,200

4. Teacher Tallies of Students Transportation Methods. Teachers will be provided a form to record how students arrive and depart from school. Estimated Number of People Reached: 21 schools x 100 responses = 2,100

5. Parent Surveys of Perceptions and Issues of Concern. This survey contains questions about what affects the decision of parents to let their children walk or bicycle to school, their perception of the safety of allowing their children to travel this way, and other factors that might influence their decision. Estimated Number of People Reached: 21 schools x 50 parents at each school = 1,050

6. Distribute Project Flyers. Flyers providing information, invitations, and updates will be distributed on a regular basis through the mail, email, at community engagement events (such as Christmas or July 4th events), or as take home (i.e., backpack) flyers for students. Estimated Number of People Reached: 5,000

All stakeholder engagement efforts will reinforce the County's goal of working towards a Plan that will promote non-motorized transportation infrastructure improvements, result in a list priority projects at each school, and encourage increased and safer walking and bicycling to school.

- C. Describe how you intend to maintain ongoing outreach with stakeholders to communicate changes to the draft plan and how the stakeholders' input was addressed. In addition, how do you intend to keep the community and stakeholders updated following plan adoption? (5 points max) (Max of 500 words)

Words Remaining: 210

1. Via the TAC. The TAC is the primary mechanism for reaching out to and communicating with the stakeholders in the 21 targeted school communities, as representative from each community are part of the TAC. The County and the TAC will clearly communicate, via the engagement methods listed above in question B, the value of stakeholder, student, parent, and resident input and feedback, as well as how this input and feedback will be used to inform the Plan. The County wants everyone to know that it appreciates everyone's time and effort in providing feedback to this project, and the County will demonstrate how this feedback is being put to use in the development of the Plan.
2. Via the Project Website. The Plan drafts, and changes and updates to the Plan will be posted on the project website, with invitations to review the plan posted on TAC members' and stakeholders' social media and website, and via email blasts, printed flyers posted throughout the targeted communities in grocery stores, churches, at the schools, PTA/PTO meetings, girl and boy scout meetings, community festivals, etc. The County will clearly indicate how stakeholder input was used to inform each update to the Plan via a table listing specific plan updates made since the previous iteration.

Following Plan adoption, the Plan will provide guidance for the implementation of Safe Routes to School infrastructure in the 21 targeted school communities. The school-specific priority project lists and maps will be posted on the project website. As projects are completed, the map will be updated, and these "SUCCESS STORIES" will be shared via the outreach methods outlined above. The goal is to ensure that all affected and interested parties remain engaged and informed during the Plan implementation process.

**Part B: Narrative Questions****Question #4****QUESTION #4****IMPLEMENTATION**

A. Describe how the plan will lead to implementation of the identified projects. (10 points max)

Discuss:

- How the final plan will result in specific projects that can lead to future ATP applications.
- How you will prepare to implement projects identified in the plan. (e.g. adopting supportive policies, programming projects into the Regional Transportation Plan, etc.)
- How you will quickly translate the projects and programs identified in the plan into tangible programs and infrastructure.
- Identify any specific funding sources (aside from the ATP) that would be available to fund the implementation of infrastructure projects and non-infrastructure programs identified in the plan.

(Max of 500 words)

Words Remaining: **43**

THE SRTS PLAN LEADS TO FUTURE ATP APPLICATIONS AND QUICK TRANSLATION TO IMPLEMENTATION. The final Plan will position the County and/or the nine cities/towns where the 21 schools are located to pursue future ATP funding, as the Plan will contain all of the critical baseline information to inform future applications. The Plan will include a section for each of the 21 schools. The school-specific section will include a list of infrastructure projects for the school that have been reviewed, approved, and ranked by the TAC and the expert consultant with input from stakeholders and the community. The school-specific section will also include engineering recommendations, brief cost estimates, findings from school-specific data collection (teacher tallies of students walking and biking and results from parent surveys), maps and findings from the walk audits, and a description of the school and its particular needs. The Plan's cost estimates will also incorporate an appropriate inflation rate to ensure that the estimates remain viable for the next five years as implementation activities are undertaken.

PREPARATION FOR IMPLEMENTATION. The County will work with SCAG to incorporate prioritized projects into the Federal Transportation Improvement Plan, at the appropriate time. In addition, the County will strive to include lower cost requested pedestrian safety measures from the SRTS Plan in routine maintenance projects.

IDENTIFYING FUNDING SOURCES. The County has a cadre of grant writers and a bench of grant writing consultants to assist with identifying and pursuing funding opportunities. Depending on the project being undertaken, the following funding sources may be utilized or pursued by the County to fund the priority projects identified in the proposed SRTS plan:

- Local funds from the six cities and three unincorporated towns (to include General Revenue, developer fees, and fees set-aside for transportation programs);
- SCAG Sustainable Communities - Quick Build Grant;
- CTC Local Partnership Program;
- Mobile Source Air Pollution Reduction Review Committee (MSRC);
- FHWA Better Utilizing Investments to Leverage Development (BUILD);
- California Office of Traffic Safety Grants;
- California Housing & Community Development TOD and IIG Grant programs;
- Strategic Growth Council Transformative Climate Communities; and
- Other local, state, federal, and non-profit options.

The goal is to implement identified projects at each school within the shortest time possible and as funding permits.

In addition to pursuing grants on their own, the County will work with the nine cities/towns where the 21 schools are located to provide the information and technical assistance needed for them to pursue funding for the projects. This technical assistance might include connecting the cities/towns with the County's grant writing consultants, sharing timely notices of funding opportunities, and providing one-on-one technical assistance to help the cities/towns make their own "Go/No-Go" decision on whether to apply for a specific grant opportunity.



Part B: Narrative Questions

Question #5

QUESTION #5

PLAN DEVELOPMENT

A. Complete the 25-PLAN (15 points)

ATP applications must develop and document the proposed plans scope, cost, and schedule in the 25-PLAN. (Attachment H)

The 25-PLAN 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 CTC Guidelines



Part B: Narrative Questions

Question #6

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](#))**Attachment G**

(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Exhibit 25-Plan)**Attachment H**

(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation**Attachment I**

(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

[Exhibit 25-F](#) State Funding**Attachment J****Additional Attachments****Attachment K**

(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.)



Attachments

EMBEDDED in the Application

1. Part A3: School Participation Letters and District Boundary Maps
2. Part A7: Pages from RTP showing project alignment
3. Part B1: Disadvantaged Communities Maps
 - 3.1 CalEnviroScreen Maps
 - 3.2 Healthy Places Index Maps

INSERTED behind the Application

Attachment A: Application Signature Page (Required for all applications)	To be signed by PW Director
Attachment B: Engineer's Checklist (Required for all applications)	NOT REQUIRED FOR PLANS
Attachment C: Project Location Map (Required for all applications)	See draft
Attachment D: Project Map/Plans showing existing/proposed conditions	NOT REQUIRED FOR PLANS
Attachment E: Photos of Existing Conditions (Required for all applications)	See draft
Attachment F: Project Estimate (Required for all Infrastructure Projects)	NOT REQUIRED FOR PLANS
Attachment G: Non-Infrastructure Work Plan (Exhibit 25-R)	NOT REQUIRED FOR PLANS
Attachment H: Plan Scope of Work (Exhibit 25-PLAN)	See draft
Attachment I: Letters of Support (10 maximum)	See drafts and signed letters
Attachment J: Exhibit 25-F State Funding	See draft
Attachment K: Additional Attachments	See draft
K.1 TIMS Collision Analyses for 21 Targeted Schools	See draft
K.2 Sample of School-Specific Pages for Proposed Plan (from SBCTA's 2017 SRTS Plan)	See draft
K.3 Additional optional attachments?	TBD



School Participation Letters and District Boundary Maps

The San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools) includes 8 participating school districts. A School Participation Letter and District Boundary Map is provided for each school district. The participating school districts are:

- Chino Valley Unified School District
- Colton Joint Unified School District
- Fontana Unified School District
- Ontario-Montclair Unified School District
- Redlands Unified School District
- Rialto Unified School District
- San Bernardino City Unified School District
- Snowline Joint Unified School District



5130 Riverside Drive • Chino, CA 91710 • 909.628.1201 • www.chino.k12.ca.us
Student Achievement • Safe Schools • Positive School Climate • Humility • Civility • Service

BOARD OF EDUCATION: Donald L. Bridge • Andrew Cruz • Christina Gagnier • James Na • Joe Schaffer • SUPERINTENDENT: Norm Enfield, Ed.D.

June 1, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

**RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
Chino Valley Unified School District**

To Whom It May Concern:

I am happy to provide this letter of support and confirmation that, if the San Bernardino County Department of Public Works (SBCPW) is awarded ATP Cycle 6 funding for the above-noted project, the following two schools from our District will participate:

1.	Doris Dickson Elementary School	3930 Pamela Drive, Chino, CA 91710
2.	Lyle S. Briggs Fundamental	11880 Roswell Avenue, Chino, CA 91710

We are dedicated to educating and encouraging children to walk or bike to school in a safe manner. We look forward to a planning effort that identifies and prioritizes infrastructure projects that will ensure our students and families have safe routes to school. Our District will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

Per the requirements of the ATP grant, please find student enrollment area maps and contact information for each school following this letter. Thank you for your consideration of this project.

Sincerely,

Norm Enfield, Ed.D.,
Superintendent
Chino Valley Unified School District

School Locations, Enrollment Areas, Districts, and Contacts

Chino Valley Unified School District

5130 Riverside Dr., Chino, CA 91710

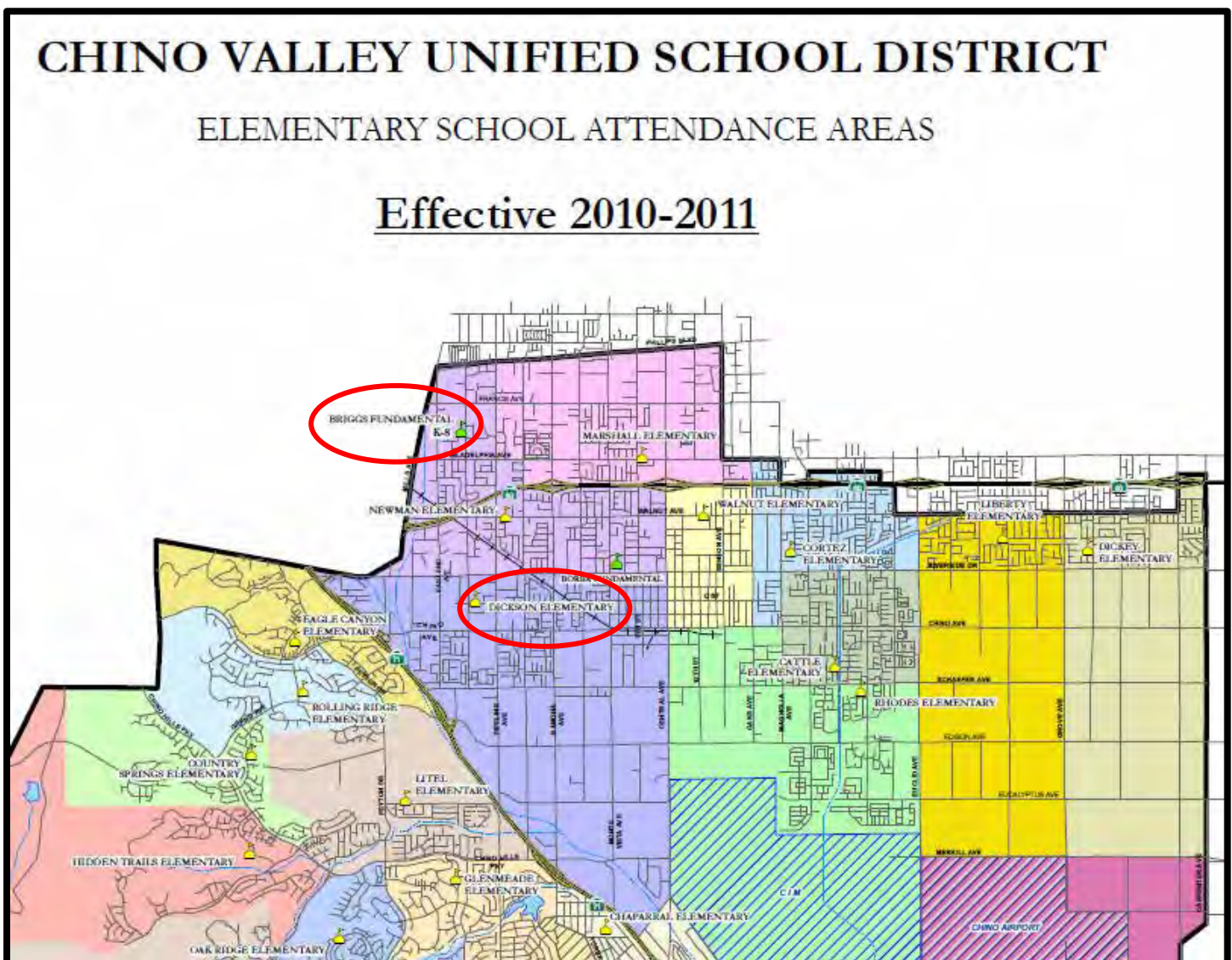
Phone: 909-628-1201

Superintendent: Dr. Norm Enfield

Participating School(s)

1. **Doris Dickson Elementary**
3930 Pamela Dr, Chino, CA 91710
2. **Lyle S. Briggs Fundamental**
11880 Roswell Ave, Chino, CA 91710

School Boundary Map



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 3, 2022

Caltrans, Division of Local Assistance

Office of Active Transportation and Special Programs

1120 N Street, MS 1

Sacramento, CA 95814

**RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
Colton Joint Unified School District**

To Whom It May Concern:

The Colton Unified School District (CJUSD) supports San Bernardino County's application for an Active Transportation Program grant to fund development of a safe routes to school plan for schools in the unincorporated areas of the Valley. The following five schools from our District will participate:

1	Bloomington High, 10750 Laurel Ave., Bloomington, CA 92316
2	Slover Mountain High, 18829 Orange St, Bloomington, CA 92316
3	Crestmore Elementary, 18870 Jurupa Ave, Bloomington, CA 92316
4	Ruth O. Harris Middle, 11150 Alder Ave, Bloomington, CA 92316
5	Walter Zimmerman Elementary, 11050 Linden Ave, Bloomington, CA 92316

Many CJUSD schools are located in areas that were at one time rural and have now experienced rapid growth with an increasing student population. The students' safety is of the utmost importance, but unfortunately, development of the pedestrian and bicycling infrastructure has been unable to keep pace with the rising population. The plan will identify the needed infrastructure to ensure safer paths of travel for parents and students and encourage walking and biking to school. Our District will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

We look forward to working with the County to develop the plan for schools located in our district.
CJUSD strongly supports this application submission and encourages you to award funding for this endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank Miranda', with a stylized flourish at the end.

FRANK MIRANDA, Ed.D

Superintendent

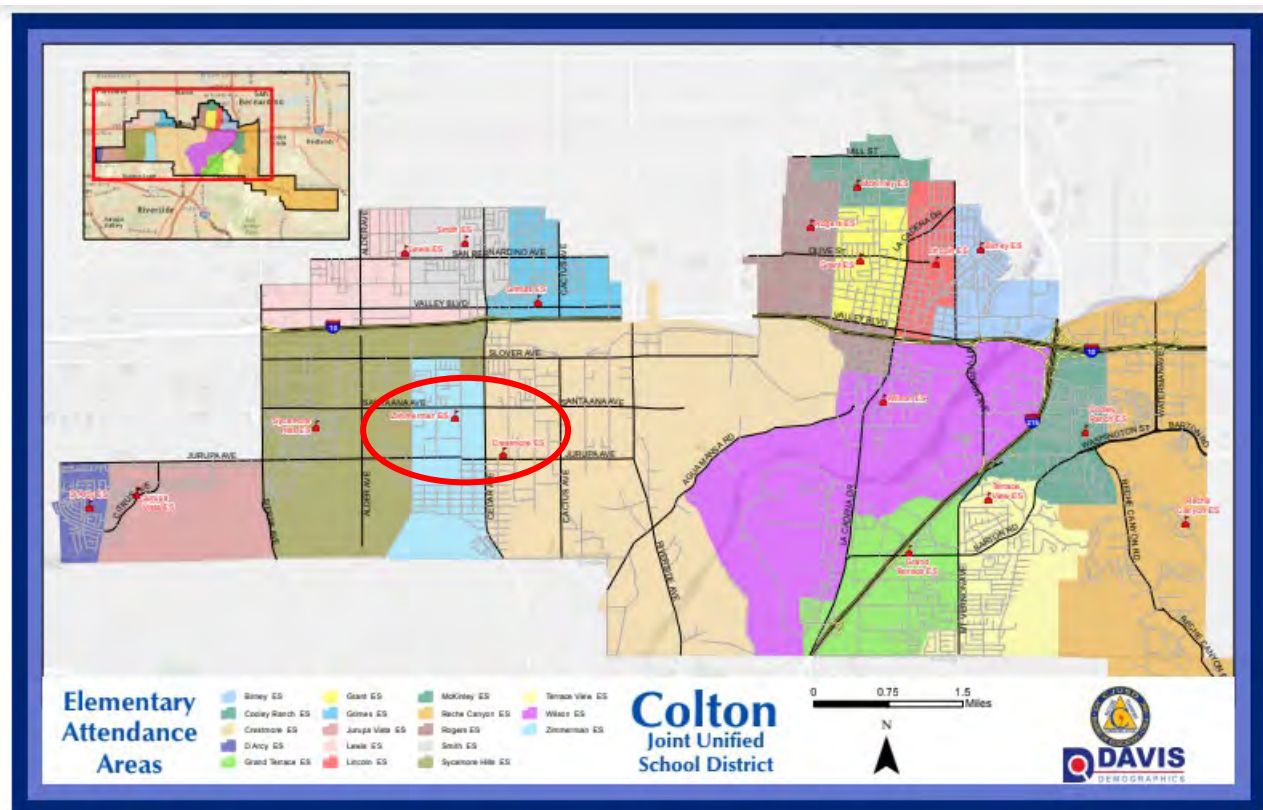
School Locations, Enrollment Areas, Districts, and Contacts

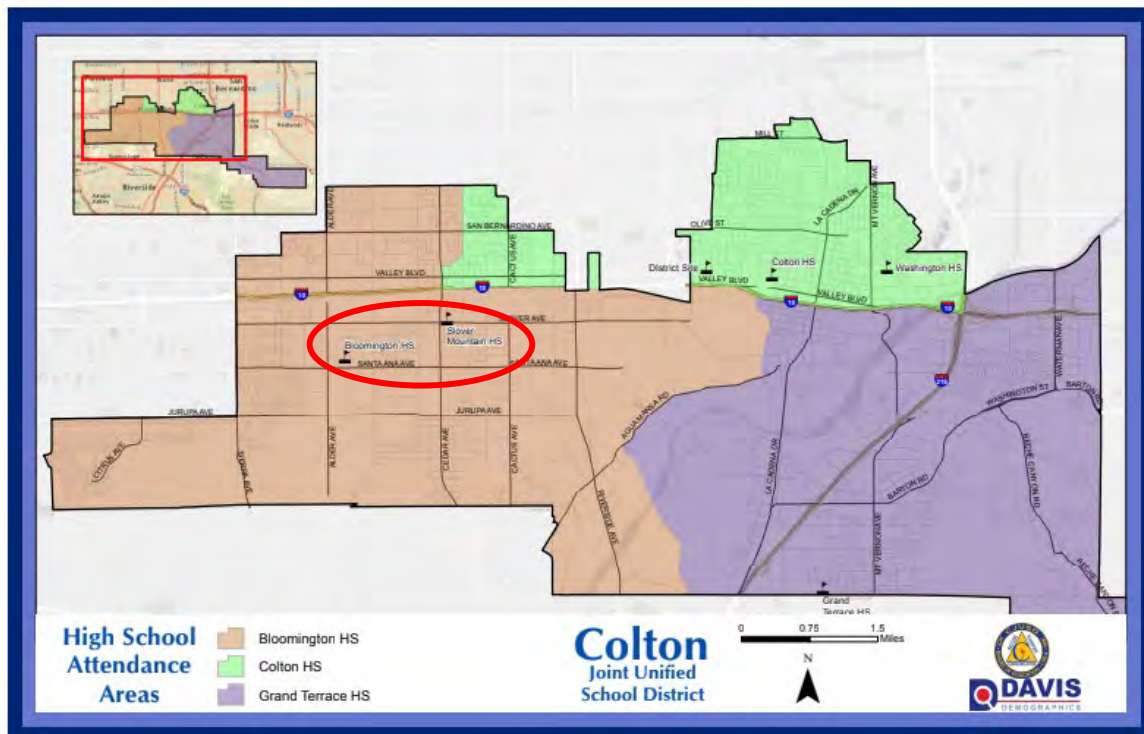
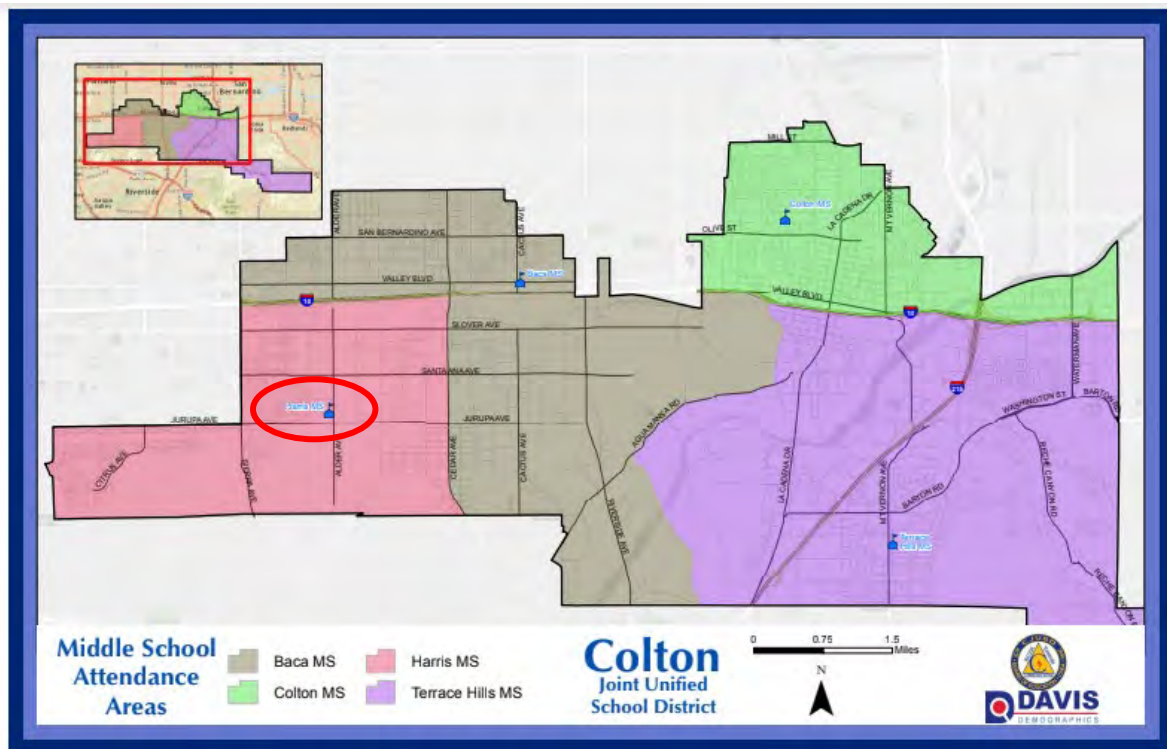
Colton Joint Unified School District
 1212 Valencia Dr. Colton, CA 92324
 Phone: 909-580-6500
 Superintendent: Dr. Frank Miranda

Participating School(s)

1. **Crestmore Elementary**
 18870 Jurupa Ave, Bloomington, CA 92316
2. **Walter Zimmerman Elementary**
 11050 Linden Ave, Bloomington, CA 92316
3. **Ruth O. Harris Middle**
 11150 Alder Ave, Bloomington, CA 92316
4. **Slover Mountain High**
 18829 Orange St, Bloomington, CA 92316
5. **Bloomington High**
 10750 Laurel Ave., Bloomington, CA 92316

School Boundary Maps





School Locations, Enrollment Areas, Districts, and Contacts

Redlands Unified School District

20 W Lugonia Ave, Redlands, CA 92374

Phone: 909-307-5300

Superintendent: Mauricio Arellano

Participating School(s)

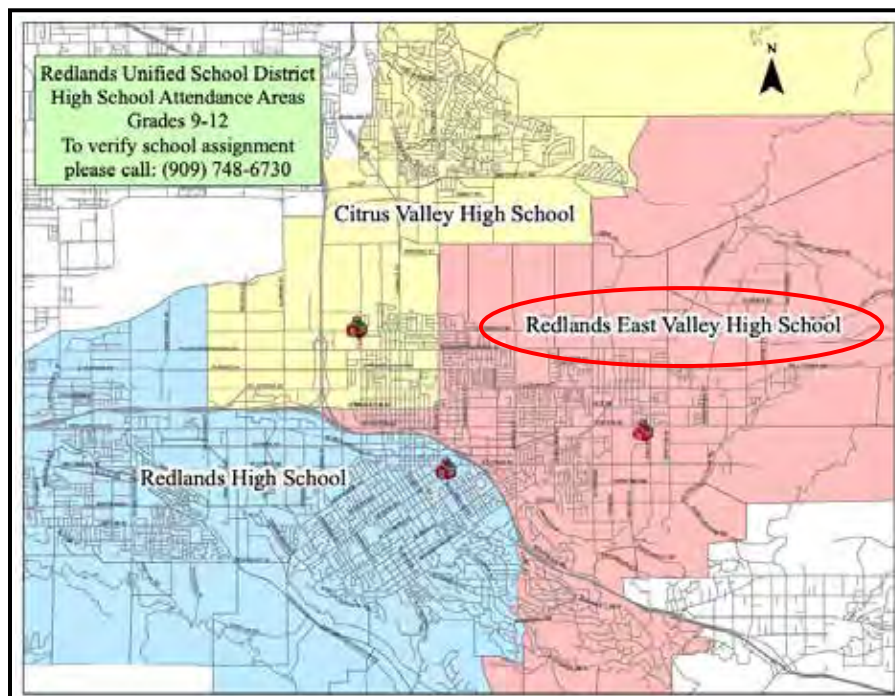
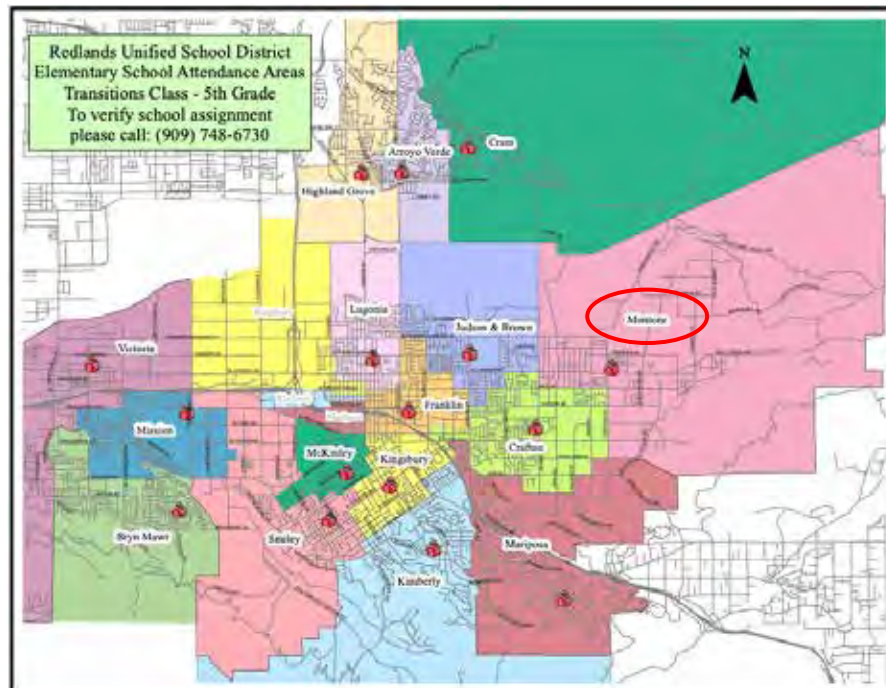
1. Mentone Elementary

1320 Crafton Ave, Mentone, CA 92359

2. Redlands East Valley High

31000 E Colton Ave, Redlands, CA 92374

School Boundary Map



School Locations, Enrollment Areas, Districts, and Contacts

San Bernardino City Unified School District

777 N F St. San Bernardino, CA 92410

Phone: 909-580-6500

Superintendent: Doc Ervin

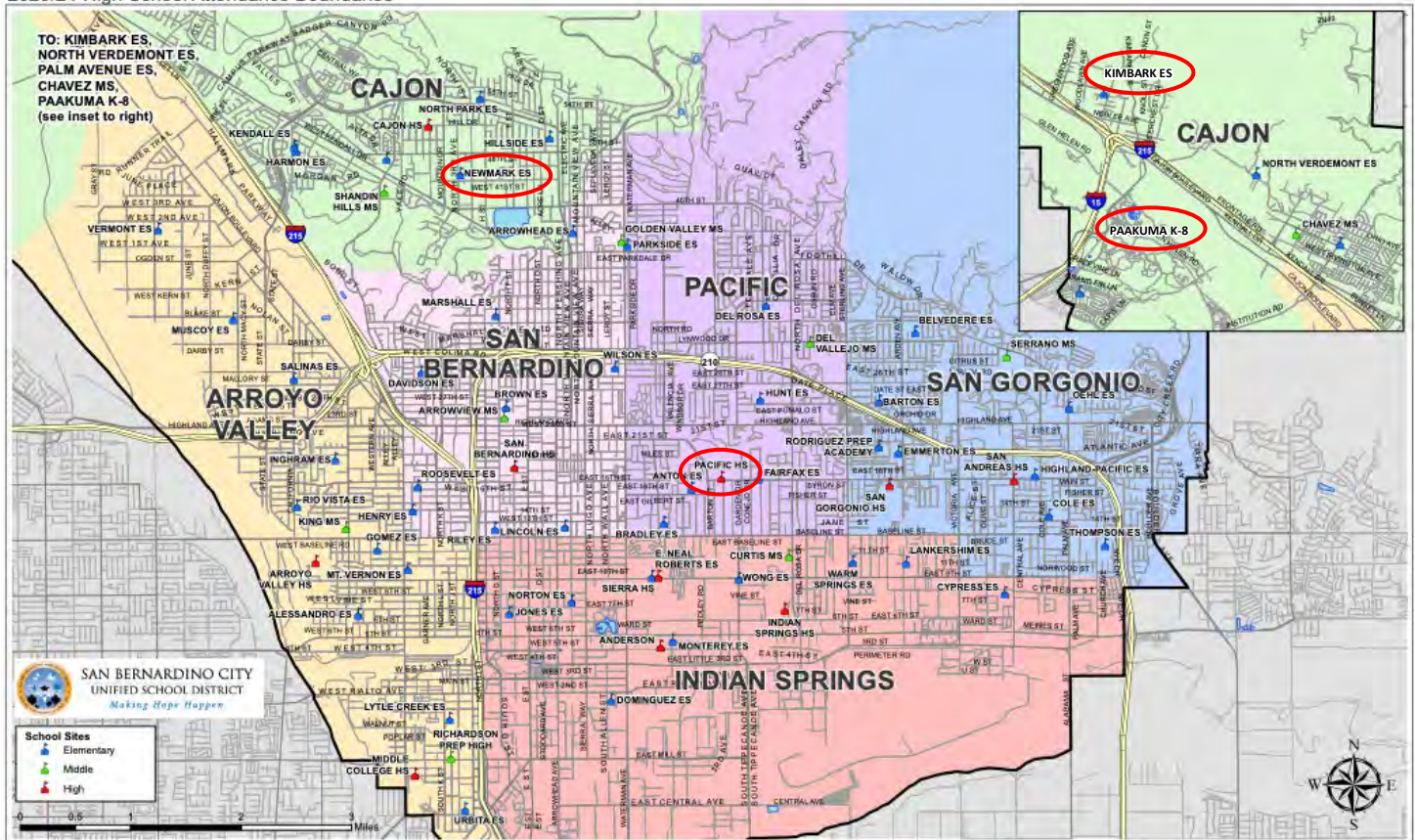
Participating School(s)

1. **Kimbark Elementary**
18021 Kenwood Ave, San Bernardino, CA 92407
2. **Newmark Elementary**
4121 N 3rd Ave, San Bernardino, CA 92407
3. **Paakuma K-8 Elementary**
17825 Sycamore Creek Loop Pkwy, San Bernardino, CA 92407
4. **Pacific High School**
1020 Pacific St, San Bernardino, CA 92404

School Boundary Maps

San Bernardino City Unified School District

2020/21 High School Attendance Boundaries



School Locations, Enrollment Areas, Districts, and Contacts

Fontana Unified School District

9680 Citrus Ave, Fontana, CA 92335

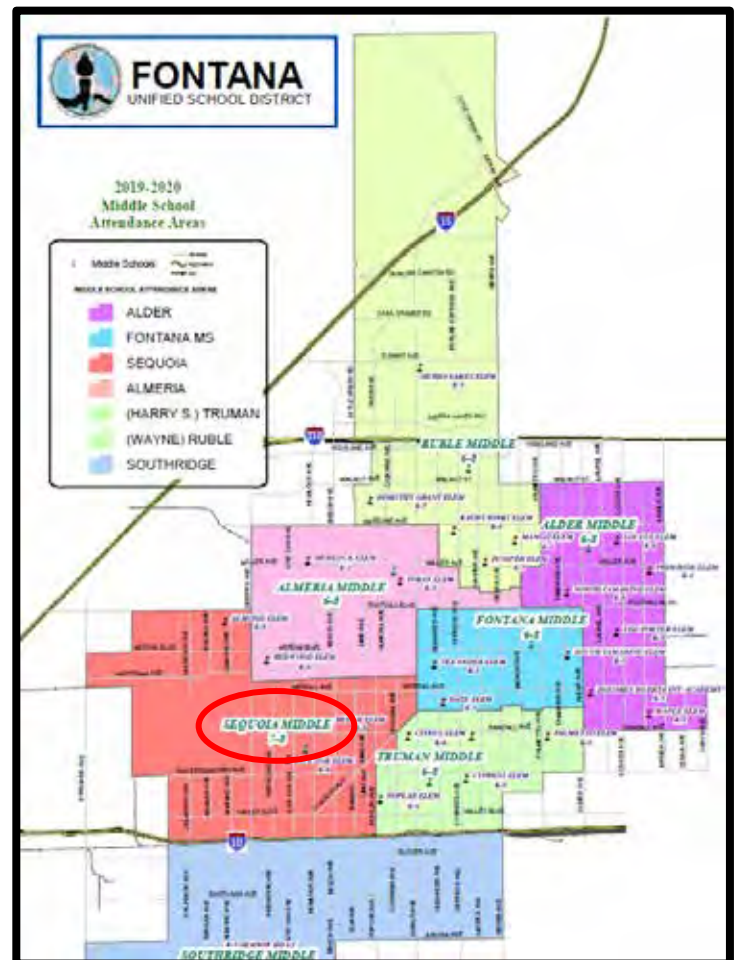
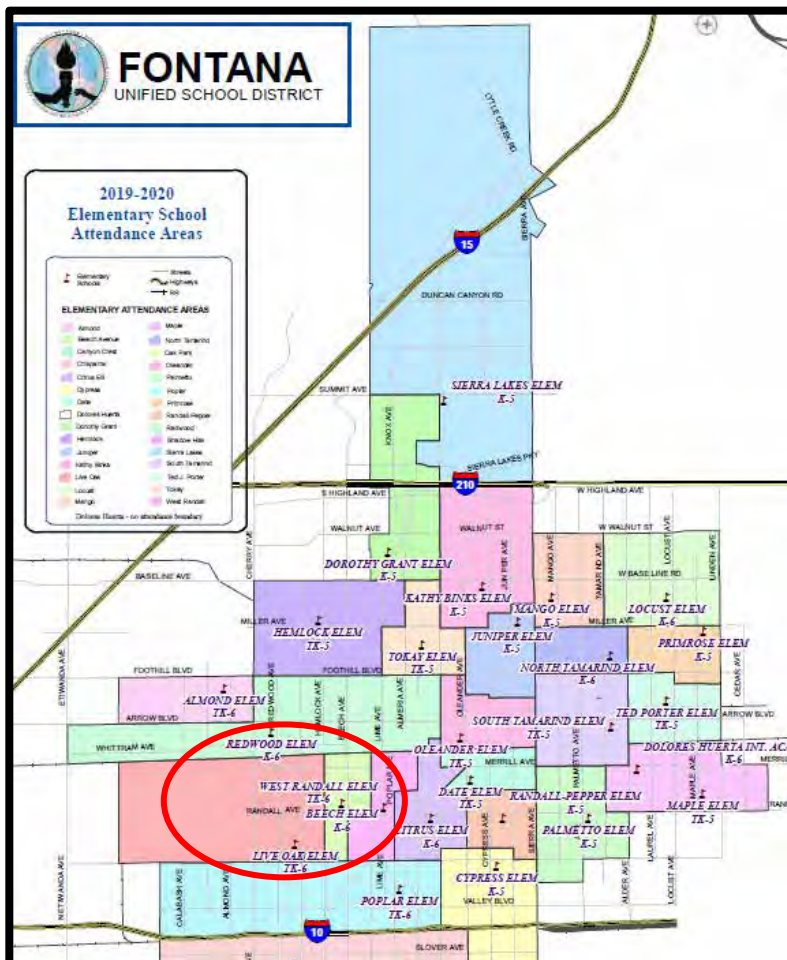
Phone: 909-357-5000

Superintendent: Randal S. Bassett

Participating School(s)

1. **Sequoia Middle School**
9452 Hemlock Ave., Fontana 92335
2. **Beech Avenue Elementary**
9206 Beech Ave., Fontana 92335
3. **Live Oak Elementary**
9522 Live Oak Ave, Fontana 92335
4. **Redwood Elementary**
8570 Redwood Ave, Fontana, CA 92335
5. **West Randall Elementary**
15620 Randall Ave, Fontana, CA 92335

School Boundary Maps

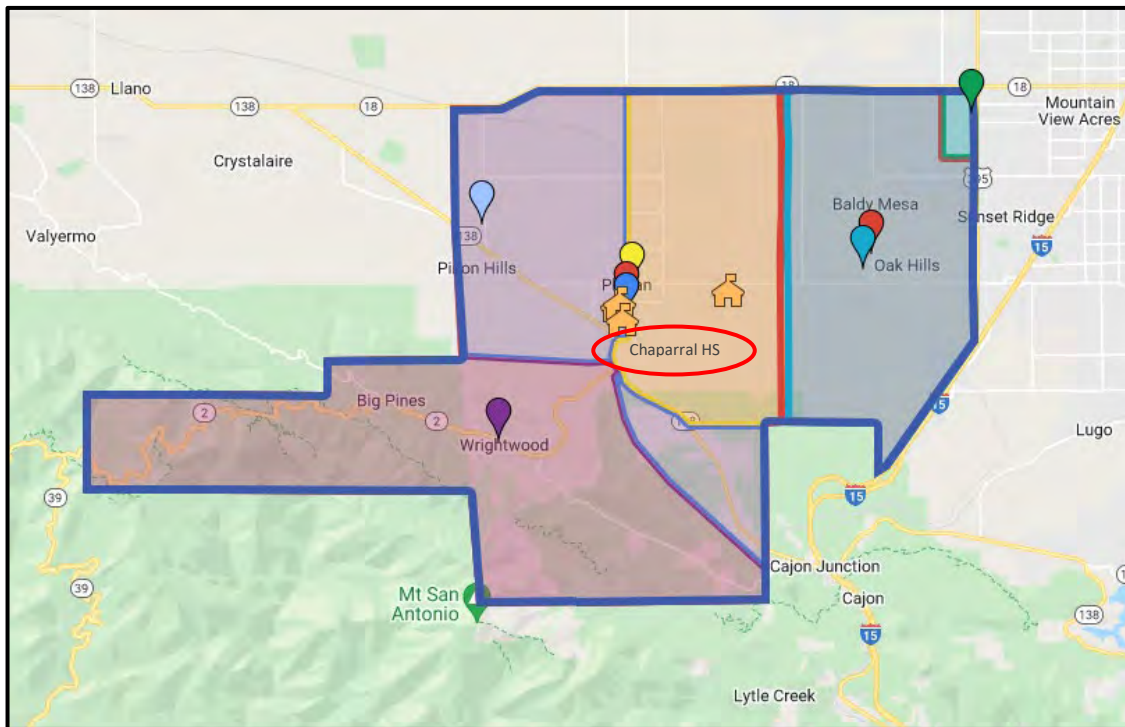


School Locations, Enrollment Areas, Districts, and Contacts

Snowline Joint Unified School District
4075 Nielson Road, Phelan, CA 92371
Phone: 760-868-5817
Superintendent: Ryan Holman Ed.D

Participating School(s)
1. **Chaparral High School**
9258 Malpaso Rd, Phelan, CA 92371

School Boundary Map



INSTRUCTIONS:

1. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.
2. Do not send the letter directly to Caltrans.
3. Any questions? Please contact Stephen Martinez at 909-387-8169.

June XX, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
Snowline Joint Unified School District

To Whom It May Concern:

The Snowline Joint Unified School District supports San Bernardino County's submission of an application for an Active Transportation Program grant to fund development of a safe routes to school plan for unincorporated area schools in the San Bernardino Valley. The following school from our District will participate:

1	Chaparral High, 9258 Malpaso Rd, Phelan, CA 92371
---	---

Development of the plan will involve the input of students, parents, School and District staff, and members of the Chaparral High School community so that their unique needs can be addressed. We look forward to working with the County to develop the plan, and we will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

The Snowline Joint Unified School District supports the County's application submission and requests that funding be awarded for the County's safe routes to school plan.

Sincerely,

Ryan Holman Ed.D.
Superintendent

School Locations, Enrollment Areas, Districts, and Contacts

Rialto Unified School District

182 E Walnut Ave, Rialto, CA 92376

Phone: 909-820-7700

Superintendent: Dr. Cuauhtémoc Avila

Participating School(s)

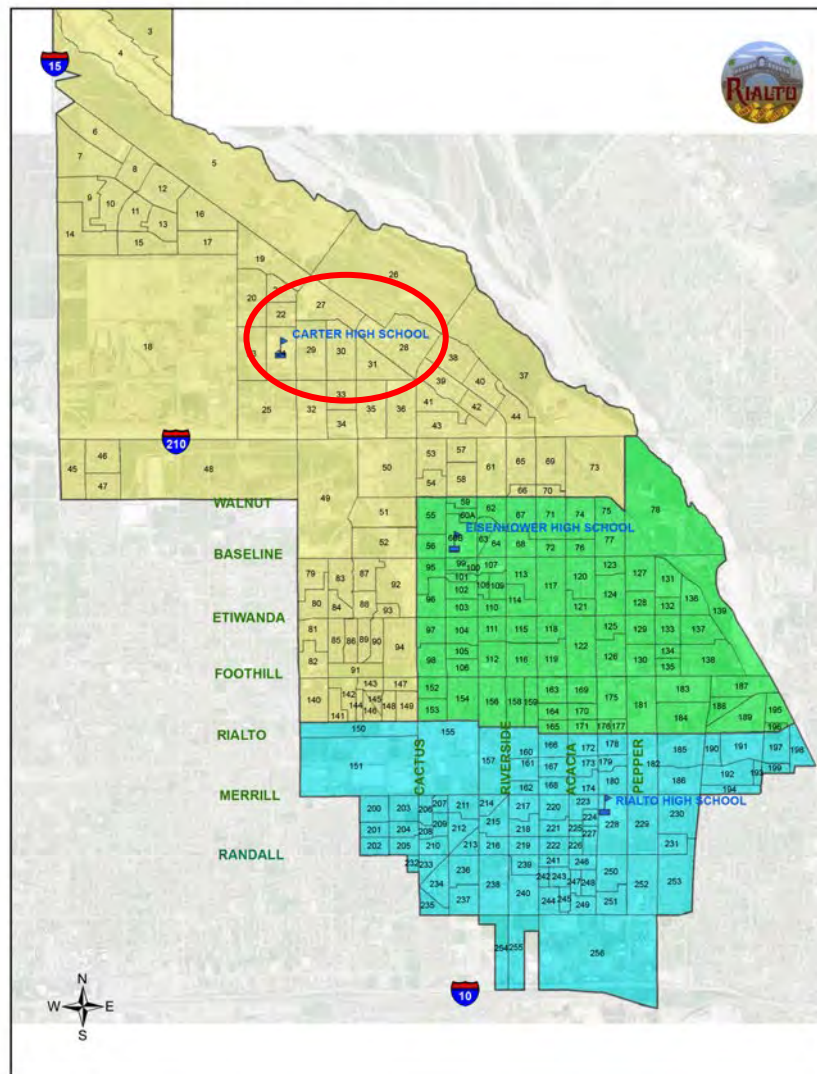
1. Wilmer Amina Carter High School

2630 N Linden Ave, Rialto, CA 92376

School Boundary Map

RIALTO HIGH SCHOOL

Approved Boundaries 2009-2010



INSTRUCTIONS:

1. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.
2. Do not send the letter directly to Caltrans.
3. Any questions? Please contact Stephen Martinez at 909-387-8169.

June XX, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
Redlands Unified School District

To Whom It May Concern:

I am happy to provide this letter of support and confirmation that, if the San Bernardino County Department of Public Works (SBCPW) is awarded ATP Cycle 6 funding for the above-noted project, the following two schools from our District will participate:

1	Mentone Elementary, 1320 Crafon Ave, Mentone, CA 92359
2	Redlands East Valley High, 31000 E Colton Ave, Redlands, CA 92374

We are dedicated to educating and encouraging children to walk or bike to school in a safe manner. We look forward to a planning effort that identifies and prioritizes infrastructure projects that will ensure our students and families have safe routes to school. Our District will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

Per the requirements of the ATP grant, please find student enrollment area maps and contact information for each school following this letter. Thank you for your consideration of the County's application.

Sincerely,

Mauricio Arellano
Superintendent

School Locations, Enrollment Areas, Districts, and Contacts

Ontario-Montclair School District

950 West D St., Ontario, CA 91762

Phone: 909-459-2500

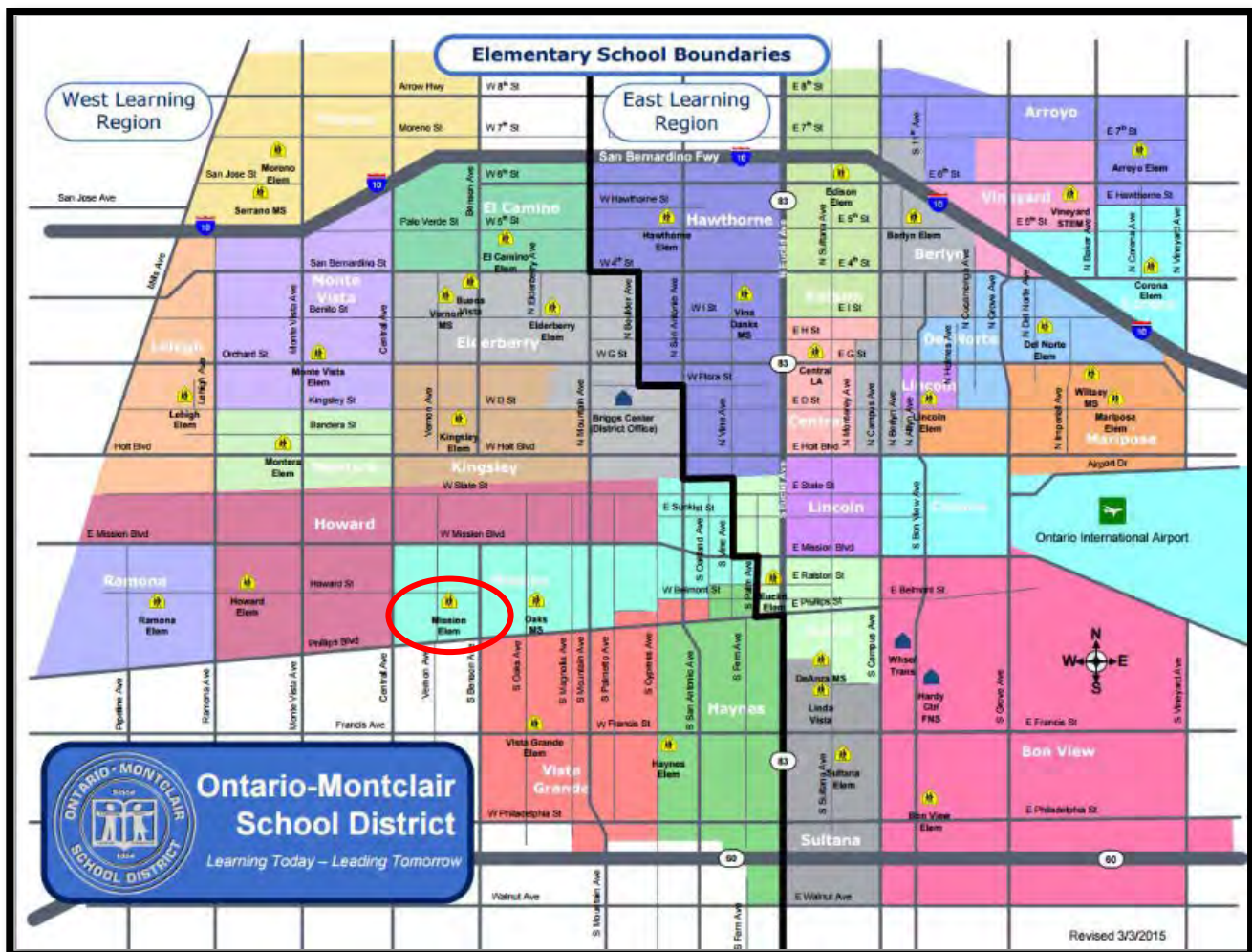
Superintendent: Dr. James Q. Hammond

Participating School

1. Mission Elementary

5555 Howard St, Ontario, CA 91762

School Boundary Map



INSTRUCTIONS:

1. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.
2. Do not send the letter directly to Caltrans.
3. Any questions? Please contact Stephen Martinez at 909-387-8169.

June XX, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
San Bernardino City Unified School District

To Whom It May Concern:

The San Bernardino City Unified School District (SBCUSD) supports the submission of San Bernardino County's application for an Active Transportation Program grant to fund development of a safe routes to school plan for SBCUSD schools located in unincorporated areas. The following four schools from our District will participate:

1	Kimberly Elementary, 18021 Kenwood Ave, San Bernardino, CA 92407
2	Pacific High, 1020 Pacific St, San Bernardino, CA 92404
3	Newmark Elementary, 4121 N 3rd Ave, San Bernardino, CA 92407
4	Paakuma K-8, 17825 Sycamore Creek Loop Pkwy, San Bernardino, CA 92407

Working with the County, the School District and our students, parents, and teachers, will identify community infrastructure needs that will encourage walking and biking to school on safer routes, such as sidewalks, pedestrian flashing beacons, signs, and other traffic calming measures. We will happily support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

We look forward to having this transformative plan funded and implemented for SBCUSD schools, and we thank you in advance for consideration of this important project.

Sincerely,

DOC ERVIN
Superintendent

INSTRUCTIONS:

1. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.
2. Do not send the letter directly to Caltrans.
3. Any questions? Please contact Stephen Martinez at 909-387-8169.

June XX, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)
Ontario-Montclair Unified School District

To Whom It May Concern:

The Ontario-Montclair Unified School District supports San Bernardino County's application for an Active Transportation Program grant to fund development of a safe routes to school plan for schools located in unincorporated areas. The following school from our District will participate:

1	Mission Elementary, 5555 Howard St, Ontario, CA 91762
---	---

The proposed safe routes to school plan will help to identify the safety countermeasures such as crosswalks, sidewalks, Americans with Disabilities-compliant curb ramps, pedestrian signage, and biking infrastructure to promote, encourage, and sustain walking and biking to school. District officials, students, parents, and the Mission Elementary community will work with the County to develop this plan so that the countermeasures adequately address the community's needs. Our District will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

Thank you for your favorable consideration of this application to improve safety for Mission Elementary students and their families as they travel to and from school.

Sincerely,

James Q. Hammond, Ed.D.
Superintendent



RIALTO

UNIFIED SCHOOL DISTRICT
BRIDGING FUTURES THROUGH INNOVATION

May 27, 2022

Board of Education

Edgar Montes
President

Stephanie E. Lewis
Vice President

Nancy G. O'Kelley
Clerk

Joseph W. Martinez
Member

Dina Walker
Member

Superintendent

Dr. Cuauhtémoc Avila

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

**RE: SAN BERNARDINO COUNTY ATP
San Bernardino Valley Safe Routes to School Plan (Unincorporated
Schools)
Rialto Unified School District**

To Whom It May Concern:

On behalf of the Rialto Unified School District, I would like to offer this letter of support for San Bernardino County's application for an Active Transportation Program grant to fund development of a safe routes to school plan for schools located in unincorporated areas. The following school from our District will participate:


1	Wilmer Amina Carter High, 2630 N Linden Ave, Rialto, CA 92377
---	---

The proposed safe routes to school plan, supported by students, family, and community engagement, will help us address safety concerns for students walking and biking to school. Like many schools in unincorporated areas, we have significant infrastructure challenges that discourage active transportation. Identifying the necessary infrastructure that is conducive to walking and biking is a critical need in the community surrounding Wilmer Amina Carter High School. We look forward to working with the County to develop this plan, and we will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

We look forward to working with the County to develop the proposed plan. We strongly support this application submission and encourage you to award funding for the County's project.

Respectfully,


Cuauhtémoc Avila, Ed.D.
Superintendent
Rialto Unified School District

School Locations, Enrollment Areas, Districts, and Contacts

Rialto Unified School District

182 E Walnut Ave, Rialto, CA 92376

Phone: 909-820-7700

Superintendent: Dr. Cuauhtémoc Avila

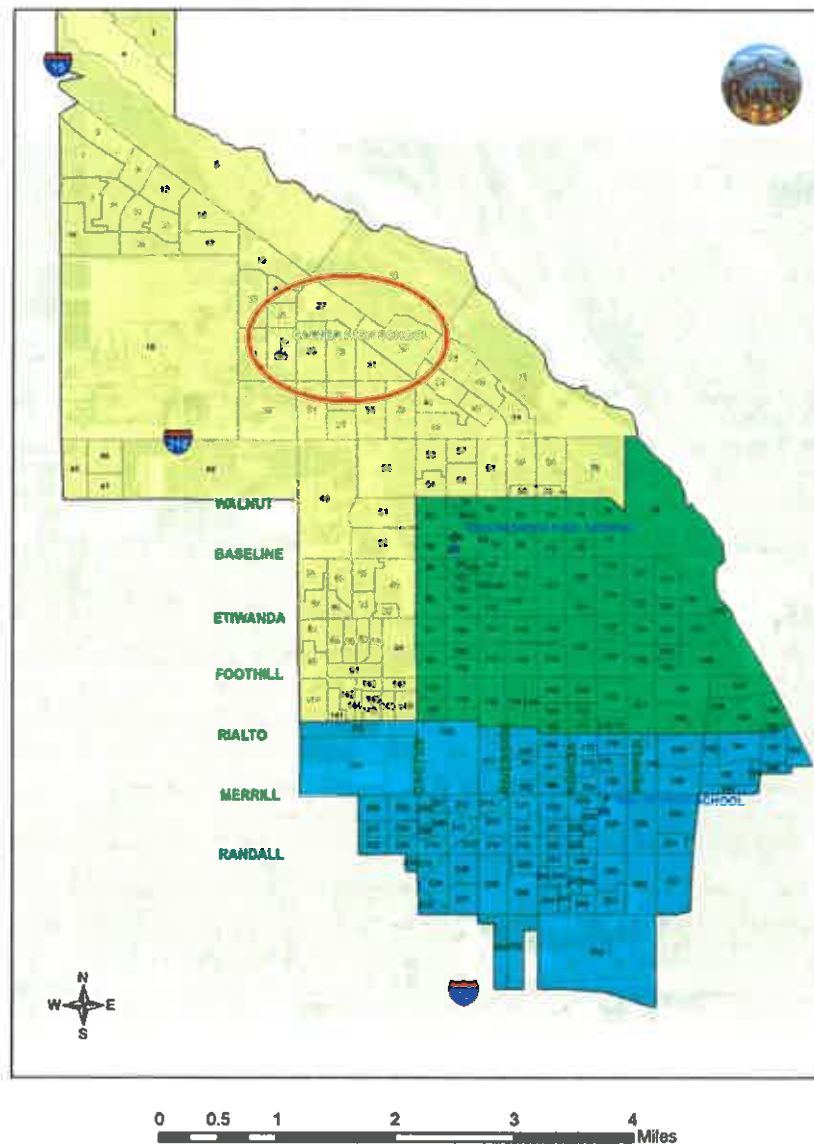
Participating School(s)

1. **Wilmer Amina Carter High School**
2630 N Linden Ave, Rialto, CA

School Boundary Map

RIALTO HIGH SCHOOL

Approved Boundaries 2009-2010





Fontana Unified School District

Every Student Successful | Engaging Schools | Empowered Communities

9680 Citrus Avenue • P. O. Box 5090 • Fontana • California 92334-5090 • (909) 357-5000 • www.fusd.net

June 1, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1+
Sacramento, CA 95814

**RE: SAN BERNARDINO COUNTY ATP - San Bernardino Valley Safe Routes to School Plan
(Unincorporated Schools) Fontana Unified School District**

To Whom It May Concern:

The Fontana Unified School District supports San Bernardino County's submission of an application for an Active Transportation Program grant to fund the development of a safe routes to school plan, including schools in Fontana's unincorporated area. The following five schools from our District will participate:

1	Beech Avenue Elementary, 9206 Beech Ave., Fontana 92335
2	Live Oak Elementary, 9522 Live Oak Ave, Fontana, CA 92335
3	Redwood Elementary, 8570 Redwood Ave, Fontana, CA 92335
4	Sequoia Middle, 9452 Hemlock Ave., Fontana 92335
5	West Randall Elementary, 15620 Randall Ave, Fontana, CA 92335

As is the case for many schools in unincorporated areas, many neighborhoods do not have the pedestrian and bicycle infrastructure necessary to create a welcome environment for walking and biking to school. The development of a safe routes to school plan will allow the School District and the County to work together, along with parents, students, and the community, to create the blueprint for pedestrian and bicycling infrastructure to encourage more students to walk and bike to school. This will allow schools to reduce the number of vehicles during the morning drop off and afternoon pick up, which will reduce congestion, and greenhouse gas emissions, and promote healthy activity.

Our District will support the proposed planning effort by:

- Providing school data to the planning consultant;
- Facilitating school-based public meetings to support the planning effort and ensure parents and students have the opportunity to provide input and feedback; and
- Distributing meeting notices to parents and students.

BOARD OF EDUCATION

Joe Armendarez
Adam Perez
Jennifer Quezada, Ed.D.
Mary B. Sandoval
Marcelino "Mars" Serna

SUPERINTENDENT

Randal S. Bassett

We look forward to working with the County to create a safe routes to school plan for Fontana area schools and would welcome an award of funding for their plan.

Sincerely,



Randal S. Bassett
Fontana Unified School District
Superintendent of Schools

RSB:cc

BOARD OF EDUCATION

Joe Armendarez
Adam Perez
Jennifer Quezada, Ed.D.
Mary B. Sandoval
Marcelino "Mars" Serna

SUPERINTENDENT

Randal S. Bassett

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



to limited mobility or rising housing costs.⁹ This may require affordable housing close to destinations, good sidewalks and separated bicycle facilities to allow for continued physical activity, access to paratransit or shared ride services equipped to work with older adults to ensure they can remain independent, active and engaged. New developments such as e-bikes may also make it possible for some of these individuals to continue to travel by active modes later into their lives although overall rates of bicycling will likely be lower for the age group as compared to the others.

HEALTH AND PHYSICAL ACTIVITY

There is an opportunity to improve physical activity rates to support reductions in chronic disease rates which have been worsening or are worsening or remaining constant for many of the indicators reported on in the 2016 RTP/SCS. The built environment has a direct effect on opportunities for people to live active lifestyles. Community design factors such as mixed land uses, retail within close proximity, and other essential services help to increase the likelihood for people to engage in physical activities. Other factors such as supportive policies for locating transportation within short distances to homes also helps to encourage and facilitate physical activity.

The U.S. Department of Health and Human Services released new guidelines on physical activity in 2018 recommending adults to engage in moderate intensity cardio for at least 150 minutes a week or at least 75 minutes of vigorous intensity cardio weekly.¹⁰ The guidelines also highlighted that physical activity has many benefits, including reduced risks of chronic diseases such as cardiovascular disease, type 2 diabetes and several types of cancer.¹¹ The benefits of physical activity also increase as intensity and duration of activities increase.

Creating supportive policies, community conditions and facilities that

encourage active transportation provide opportunities for residents to increase their rates of physical activity by walking and bicycling to their destinations. Since public transportation is often accessed by active transportation modes, transit trips also include physical activity at the beginning and end of the trip. Providing communities with mixed land uses and retail options within short distances to people's homes also increases the likelihood they will walk or bicycle for these short trips.

In 2016 SCAG completed an Active Transportation Health and Economic Impact Study,¹² which showed that the investments in the 2016 RTP/SCS would result in an additional \$113 billion in economic outcome for the region over the life of the plan, 70 percent of which would be from reduced health care costs and improved worker productivity. SCAG conducted a similar analysis as part of Connect SoCal and found that the plan, including active transportation and non-active transportation investments, would provide \$352 million in health care savings. Additional information on the physical activity rates and benefits of Connect SoCal is outlined in the Public Health Technical Report.

MICRO-MOBILITY

In recent years, it has become clear that developed economies are entering into a new era of personal mobility that will be uniquely defined by the rapid emergence and evolution of new transportation technologies and business models. A myriad of converging factors, related to both market trends (demand) and advancements in technology (supply), have enabled this shift in personal mobility. Micro-mobility devices including scooters, e-bikes and bike share have expanded across the region over the past few years. The rapid expansion of some of these technologies comes with challenges as well opportunities. On the one hand, cities have had to scramble to develop pilot program and address ADA compliance. On the other hand, these devices are offering a new mobility option that is reducing vehicle trips and expands the constituency for protected lanes for vulnerable road users.

⁹ Arigoni, D. (2018). Preparing for an Aging Population.

¹⁰ U.S. Department of Health and Human Services. (2018). Physical Activity Guidelines for Americans (2nd edition).

¹¹ U.S. Department of Health and Human Services. (2018). Physical Activity Guidelines for Americans (2nd edition).

¹² Southern California Association of Governments. (2016). Active Transportation Health and Economic Impact Study.

for infrastructure or services may need to be evaluated before residential or employment population is increased in a given area. By encouraging regional growth and employing transportation strategies in the 70+ Job Centers throughout the region, Connect SoCal seeks to reinforce regional economic prosperity. SCAG's methodology to identify Job Centers is not all-inclusive and additional potential centers can be identified.

Job Centers represent areas with local employment peaks rather than simply places with the most jobs. Identified Job Centers are present in over 60 percent of the region's cities and contain about one-third of Southern California's jobs – but only cover less than 1 percent of the region's land area. These Job Centers range in size from over 250,000 jobs in the region's most urbanized areas, to roughly 1,500 jobs in rural areas – all with employment densities far higher than neighboring areas. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.

TRANSIT PRIORITY AREAS

Transit Priority Areas (TPAs) are Priority Growth Areas that are within one half mile of existing or planned 'major' transit stops in the region. A 'major' transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where TOD can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives.

Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal's strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation. Although TPAs comprise less than 1 percent of Southern California's land area, around 30 percent of new households are projected to occur within these transit rich areas.

HIGH QUALITY TRANSIT AREAS

High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. Freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA. Like Transit Priority Areas, HQTAs are places where vibrant TOD can be realized and are a cornerstone of land use planning best practice in the SCAG region.

HQTAs represent under 3 percent of the region's acreage but are projected to be home to over 51 percent of new households between 2016 and 2045. Infrastructure investments that support walkable, compact communities that integrate land use and transportation planning for a better functioning built environment are essential within HQTAs. Active transportation and new developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character while providing a balance of modal and housing choices.

NEIGHBORHOOD MOBILITY AREAS

Neighborhood mobility area (NMAs) focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs are Priority Growth Areas with robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging "walkability," active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit.

From 2016 to 2045, nearly 29 percent of new households are projected to be located in NMAs. Although 38 percent of all trips made in the SCAG region are three miles or less, more than 78 percent of these short trips are made

by driving. Improving public health and reducing per-capita VMT, and GHG reductions relies on our region's ability to support safe and convenient short trips at the neighborhood scale—by foot, bicycle, micro-mobility devices and slow speed electric vehicles such as e-bikes, scooters, and neighborhood electric vehicles. Adopting and implementing Complete Streets policies supports safer neighborhood mobility and connected, economically dynamic communities. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future.

LIVABLE CORRIDORS

The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option. The Livable Corridors strategy is comprised of three components that will encourage context sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities:

- **Transit improvements:** Some corridors have been identified as candidates for on-street, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated “BRT-lite” transit. Other corridors have the potential to support features that improve the user experience and bus performance, including enhanced bus shelters, real-time travel information, off-bus ticketing, all-door boarding and longer distances between stops to increase speeds.
- **Active transportation improvements:** Increased investments in Complete Streets within Livable Corridors and intersecting arterials are essential to support safe bicycling and walking. Investments should include protected lanes to encourage safe bicycling and lower speed mobility, improved pedestrian access and bicycle and micro-mobility parking.
- **Land use policies:** Mixed-use retail centers at key nodes along Livable Corridors are essential, as is increasing neighborhood-oriented retail at intersections, and flexible zoning that allows for the replacement of under-performing auto-oriented retail.

SPHERES OF INFLUENCE

Local Agency Formation Commissions, or LAFCOs, are given the authority to determine SOIs for all local governmental agencies, and each county in the SCAG region has an associated LAFCo. An SOI is a planning boundary outside of a local agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area. The intent of an SOI is to promote the efficient, effective and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. A city will periodically annex parcels in an SOI into the city limits to include new developments or areas with infrastructure needs. Some factors considered in an SOI designation focus on current and future land uses and the need and capacity for services.

Decisions made by LAFCOs in the SCAG region can support the implementation of Connect SoCal goals related to infill development, GHG emissions reductions, and climate change resilience. Connect SoCal encourages future unincorporated county growth be prioritized within existing SOIs to discourage urban sprawl and the premature conversion of agricultural and natural lands, support alignment of policies across jurisdictions, and rehabilitate and utilize existing infrastructure. This strategy promotes growth in an efficient manner that limits sprawl and “leapfrog” development and minimizes costs to taxpayers. As a result, 4 percent of the region's future household growth will be located in SOIs outside of incorporated city boundaries from 2016 to 2045.

GREEN REGION

A sustainable, “green” region requires that the built environment and natural resource areas coexist in a well-balanced land use pattern that encourages mutual co-benefits. The quality and range of conservation, natural and agricultural areas present in the region can be reinforced and enhanced by a range of regional and local tools.

Paired with PGAs, Connect SoCal's conservation strategies consider the economic and ecological benefits of preserving natural areas and farmlands, while also maximizing their potential for GHG reduction. New housing and employment development is emphasized in PGAs such as Job Centers, TPAs, HQTAs and NMAs, and away from natural and farm lands on the edges of urban and suburban areas, to incentivize infill development and the concentration

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

ACTIVE TRANSPORTATION

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

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

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

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

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

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

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

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

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

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

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

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

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

CORE VISION COMPLETE STREETS



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

PROGRESS SINCE 2016

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

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

PLANNING FOR 2045

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

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

choose transit over driving alone, facilitating reduction of VMT and regional GHG emissions. **TABLE 5.2** shows transit mode shares by county. These 2045 projections are for work trips and for all trips under Connect SoCal.

ACTIVE TRANSPORTATION MODE SHARE

The Active Transportation Mode Share performance measure reports the share of work trips, and all trips that use active transportation (walking, bicycling, and other human-powered transportation) using the SCAG Activity-Based Model (ABM). Due to the general lack of data collected regarding active transportation infrastructure, SCAG conducted an additional “off-model” analysis for Connect SoCal. This analysis takes into account Safe Routes to School safety enhancements, first-last mile improvements, pedestrian infrastructure improvements, and bike share and micro-mobility. While the ABM shows active transportation mode share of 8.7 percent for walking (all trips) and 2.1 percent for bicycling (all trips), the most accurate Connect SoCal mode share estimate includes an addition of 1.3 percent for walking (all trips) and 0.4 percent for bicycling (all trips) for a total of 10 percent walking mode share (all trips) and 2.5 percent bicycling mode share (all trips). Additional details

on the active transportation off-model analysis can be found in the Active Transportation Technical Report.

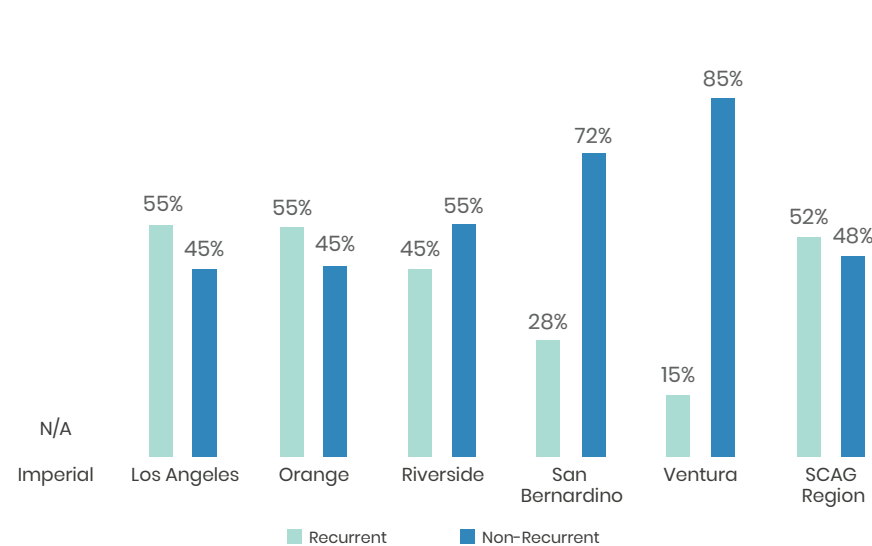
MEAN COMMUTE TIME

Mean commute time is a new performance metric introduced for Connect SoCal. This measure reports the average time it takes for a commuter in the SCAG region to get to work by various travel modes. In 2045, the mean commute time by automobile in the region will improve from 32.1 minutes under the Baseline to 30.2 minutes with Connect SoCal. For transit, the average commute time will decrease from about 71 minutes under the Baseline to 70 minutes under the Plan.

OUTCOME 3: SAFETY & PUBLIC HEALTH

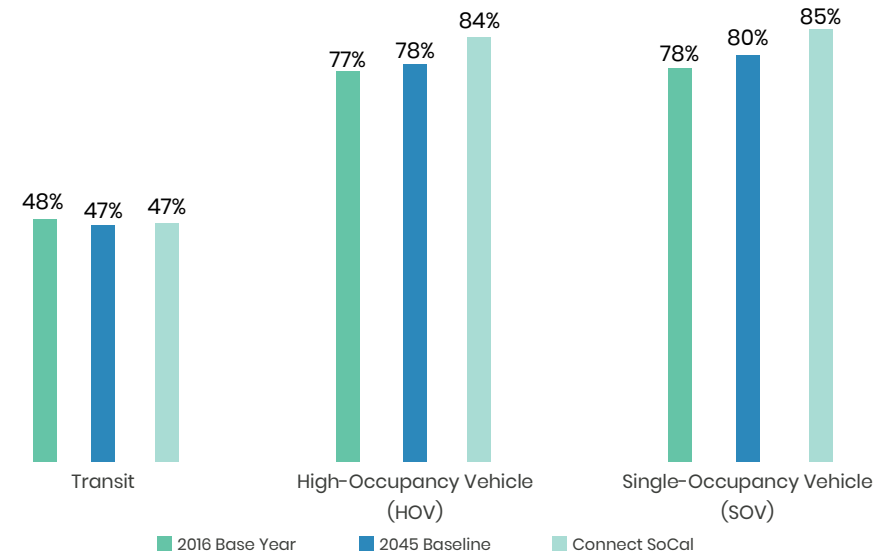
Connect SoCal includes several performance measures to evaluate the ‘Safety and Public Health’ outcome. The totality of impacts of regional transportation improvements on safety and public health are not easily modeled. However, the assessment of the number and severity of collisions occurring on our roadways

FIGURE 5.5 Non-Recurrent Congestion Share by County



Source: SCAG Regional Travel Demand Model

FIGURE 5.6 Work Trips Completed within 45 Minutes, PM Peak Period



Source: SCAG Regional Travel Demand Model

are some equity concerns regarding some ‘smart growth’ strategies as they relate to housing affordability, specifically in as it relates to Transit-Oriented Development (TOD). The concentration of new growth in central cities and towns to limit sprawl may lead to higher household costs. In some cases where improved transit service has spurred significant new TOD, the result has been that people with low and average incomes are no longer able to afford to buy or rent homes in or near the new developments. In response to these concerns, SCAG developed a methodology to model and monitor demographic trends occurring in and around new transit-oriented communities. This measure examines historical demographic and housing trends for areas surrounding rail and transit stations. With this methodology, demographic changes may be tracked over time in key growth areas. The results will help SCAG and our regional partners better understand demographic shifts that have occurred due to development of TOD along transit lines.

3. **Accessibility to Employment & Services:** Accessibility to key destinations is vital for social and economic interactions. As a performance metric, accessibility is evaluated by the spatial distribution of potential destinations, the ease of reaching each destination by various transportation modes and the magnitude, quality and character of the activities at the destination sites. Travel costs are central: the lower the costs of travel, in terms of time and money, the more places may be reached within a specific budget – that is, the greater the accessibility. The number of destination choices that people have is equally crucial: the more destinations and the more varied the destinations, the higher the level of accessibility. This metric analyzes the share of employment and shopping destinations reachable within 30 minutes by automobile or 45 minutes by transit during evening peak periods to determine the accessibility of services in EJ communities
4. **Accessibility to Parks & Schools:** Accessibility to parks is defined as the percentage of park acreage that may be reached within 30 minutes of travel time by automobile or 45 minutes by transit. In support of the Connect SoCal EJ assessment, analysis was conducted to evaluate accessibility to the San Gabriel National Monument. SCAG’s accessibility analysis seeks to determine how the Plan improves residents’ ability to access parks within a designated travel time and distance. This analysis

is discussed in greater detail in the Connect SoCal Environmental Justice Technical Report.

HOW WILL THIS IMPACT HEALTH & SAFETY?

5. **Active Transportation Hazards:** Encouraging a healthier, more active lifestyle in all our communities is one of the featured goals of Connect SoCal. Making walking and bicycling safer and more convenient transportation options is key to attracting more people to choose these healthy alternatives. Bicycling or walking along roadways near motor vehicles is often perceived as dangerous and reducing hazards in the pedestrian and cycling environment is a primary strategy toward achieving our goal of promoting healthier, more active communities. The ‘Active Transportation Hazards’ performance measure evaluates incidences of motor vehicle collisions involving bicyclists and pedestrians in our communities, with the goal of promoting an improved environment for active transportation users and encouraging more residents to make the choice to walk or bicycle in their communities. As with other EJ performance measures, this indicator will be used to identify patterns of active transportation hazards and potential risk disparities among the various communities in the SCAG region. For more information on active transportation safety, please see the Active Transportation Technical Report.
6. **Climate Vulnerability:** The ‘Climate Vulnerability’ performance measure seeks to identify disparities in vulnerability to the impacts of climate change among the various communities in the SCAG region. Of specific interest for this analysis is relative risk for sea level rise and wildfires. It is understood that climate change will impact different regions in different ways. In Southern California, we may expect a general trend toward warmer temperatures, less precipitation and higher sea levels along our coasts. This combination of climatic changes will likely result in increased wildfire danger, particularly in the foothill areas, where our cities adjoin our local mountains. Due to rapidly melting polar ice caps, a steady rise in global sea levels is expected. This may impact the coastal regions of Southern California. This measure will allow SCAG to obtain a better understanding of how these anticipated changes in our local climate may impact our more

Climate Change Mitigation Consists of actions to limit the magnitude of climate change and its related effects. Mitigation addresses the cause of climate change.

CMAQ Congestion Mitigation and Air Quality Program – Federal program initiated by the Intermodal Surface Transportation Efficiency Act of 1991 to provide funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion.

CMP Congestion Management Program – Established by Proposition 111 in 1990, each county is required to develop and adopt a CMP that includes highway and roadway system monitoring, multimodal system performance analysis, transportation demand management program, land-use analysis program, and local conformance.

CO Carbon Monoxide – A colorless, odorless, poisonous gas formed when carbon in fuels is not burned completely and can be harmful when inhaled in large amounts. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels. A variety of items in your home such as unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves also release CO and can affect air quality indoors. CO is one of six “criteria air pollutants” for which the U.S. EPA set national standards pursuant to CAA.

COG Council of Governments – Under state law, a single or multi-county council created by a joint powers agreement.

Complete Communities Suburban communities that provide a mix of land uses in strategic growth areas, wherein most daily needs can be met within a short distance of home. Complete communities provide residents with the opportunity to support their local area and run daily errands by walking or bicycling rather than traveling by automobile.

Complete Streets Streets designed and operated to enable safe access for all roadway users of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders. Complete Streets strategies can include traffic calming, bicycle priority streets (bicycle boulevards) and pedestrian connectivity to increase physical activity, improve connectivity to the regional bikeway/greenway networks, local businesses and parks.

Community Separator A parcel of undeveloped land, sometimes in the form of open space, separating two or more urban areas under different municipal jurisdictions, which has been designated to provide a permanent low-density area preserving the communal integrity of the two municipalities.

Congestion (Cordon Area) Pricing A system of surcharging users/drivers a fee to operate in designated areas, roads or highway corridors as part of a demand management strategy to relieve traffic congestion within that area.

Connected/Automated Vehicles Refers to the interrelated nature of connectivity and automation in new vehicle technology. Connected vehicles are vehicles that use any of a number of different communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle [V2V]), roadside infrastructure (vehicle-to-infrastructure [V2I]) and the “Cloud” to improved safety, user experience and collision avoidance. Please also see “automated vehicles.”

Conservation Easement A voluntary agreement landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values.

Constant Dollars Dollars expended/received in a specific year adjusted for inflation/deflation relative to another time period.

Constrained Projects Constrained are projects that have funding whether committed or reasonably available.

Corridor In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways, as well as transit lines and routes.

CR Commuter Rail – A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas (UZAs), or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices, and usually only one or two stations in a central

Part C: Attachments

Attachment A: Signature Page

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

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

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

Signature: _____

Date: _____

Name: Brendon Biggs

Phone: (909)387-7906

Title: Director of Public Works, San Bernardino County

e-mail: NEED EMAIL ADDRESS FOR THE DIRECTOR

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

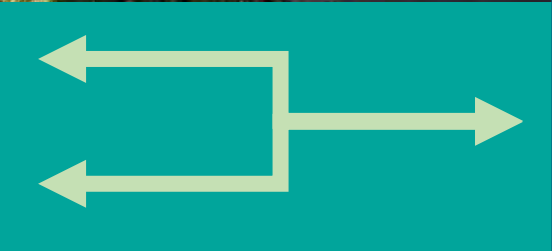
NOT APPLICABLE

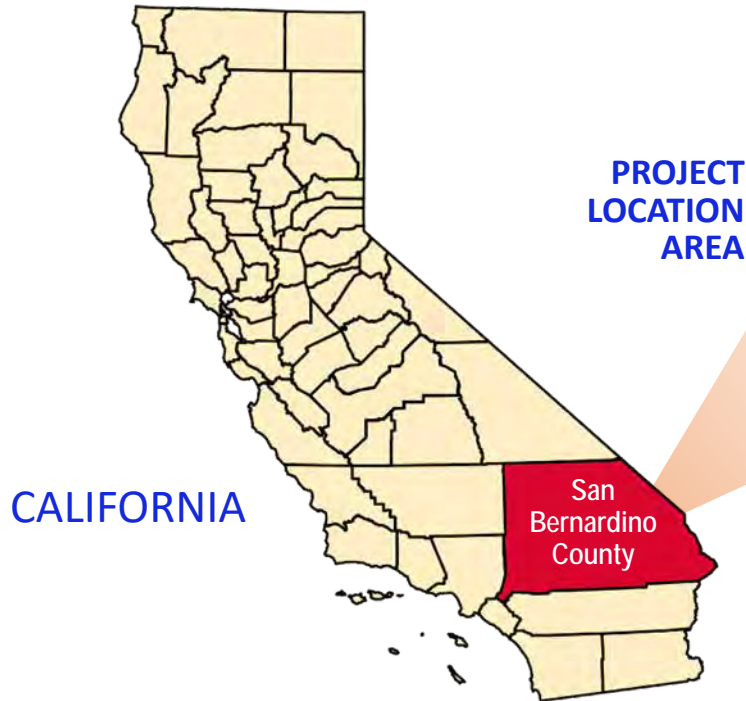


Attachment C:



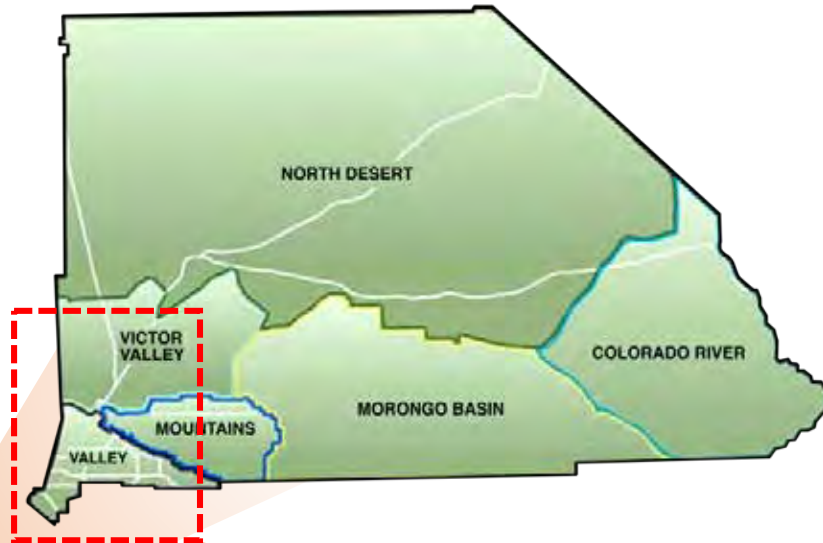
Project Location Maps





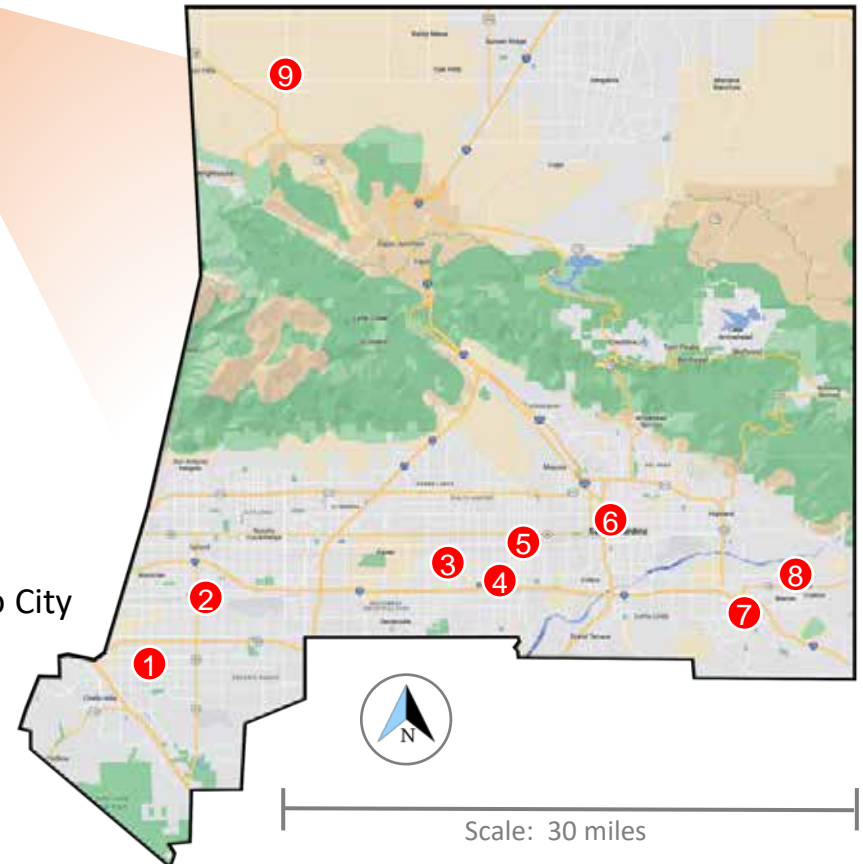
The County of San Bernardino is the largest county in the United States by area at over 20,000 square miles with a mix of geography that includes urban development, fertile farmland, the soaring San Bernardino Mountain range and low/high desert lands reaching to the Nevada state line. The vast majority of the county is unincorporated. The SRTS Plan will focus on 21 schools including unincorporated areas in three communities that are extremely unincorporated (Bloomington, Mentone, Phelan) and six cities that are unincorporated.

**PROJECT
LOCATION
AREA**



**PROJECT
LOCATION
CITIES**

- 1 Chino
- 2 Ontario
- 3 Fontana
- 4 Bloomington
- 5 Rialto
- 6 San Bernardino City
- 7 Redlands
- 8 Mentone
- 9 Phelan



1 City of Chino



Doris Dickson ES
3930 Pamela Drive
Chino, CA 91710
Enrollment: 568



Lyle S. Briggs Fundamental
11880 Roswell Avenue
Chino, CA 91710
Enrollment: 794

2 City of Ontario



Mission ES
5555 Howard Street
Ontario, CA 91762
Enrollment: 623

5 City of Rialto



Wilmer Anima Carter HS
2630 North Linden Avenue
Rialto, CA 92377
Enrollment: 2,361

8 City of Mentone



Mentone ES
1320 Crafton Avenue
Mentone, CA 92359
Enrollment: 474

3 City of Fontana



Live Oak ES

9522 Live Oak Avenue
Fontana, CA 92335
Enrollment: 511

Sequoia MS

9452 Hemlock Avenue
Fontana, CA 92335
Enrollment: 1,157

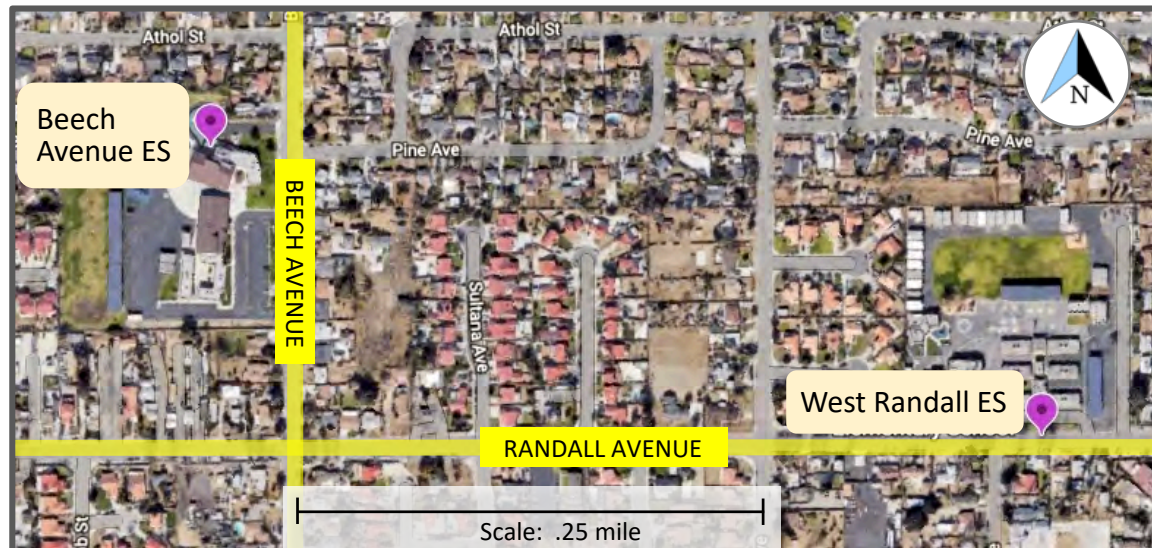
Beech Avenue ES

9206 Beech Avenue
Fontana, CA 92335
Enrollment: 766



Redwood ES

8570 Redwood Avenue
Fontana, CA 92335
Enrollment: 499

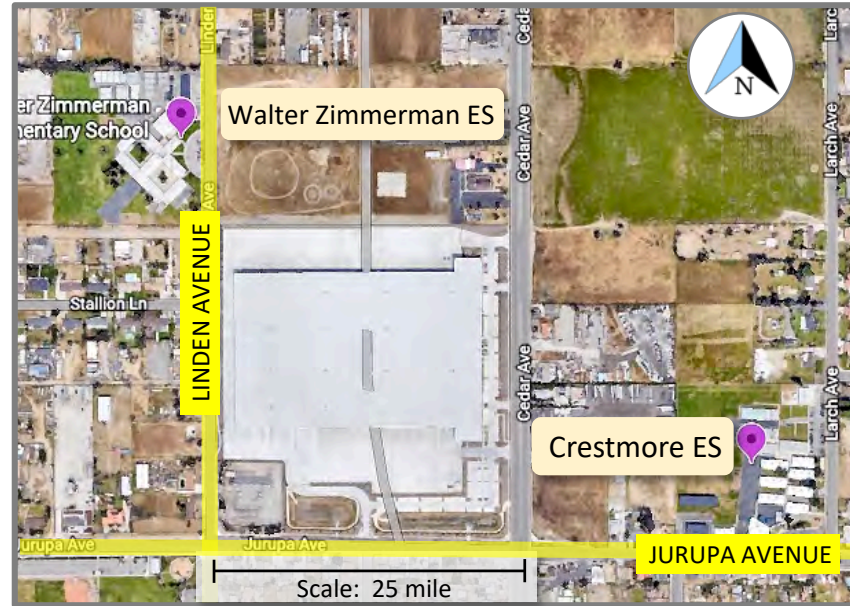


West Randall ES

15620 Randall Avenue
Fontana, CA 92335
Enrollment: 449

4 City of Bloomington

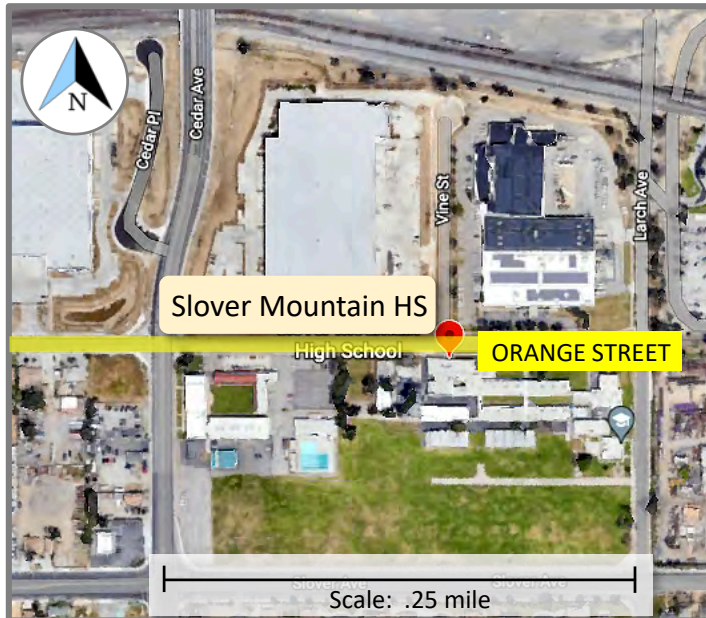
Bloomington HS
10750 Laurel Avenue
Bloomington, CA 92316
Enrollment: 2,375



Walter Zimmerman ES
11050 Linden Avenue
Bloomington, CA 92316
Enrollment: 603

Crestmore ES
18870 Jurupa Avenue
Bloomington, CA 92316
Enrollment: 725

Slover Mountain HS
18829 Orange Street
Bloomington, CA 92316
Enrollment: 250



Ruth O. Harris MS
11150 Alder Avenue
Bloomington, CA 92316
Enrollment: 722

6 City of San Bernardino



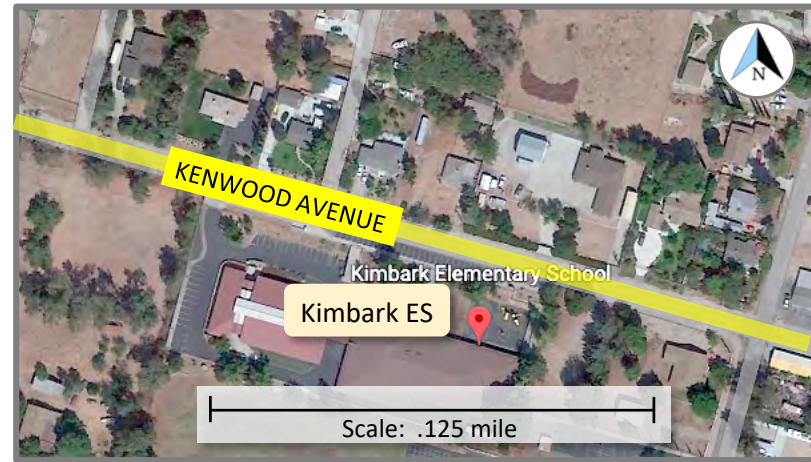
Newmark ES
4121 North 3rd Avenue
San Bernardino, CA 92407
Enrollment: 433



Paakuma K-8
17825 Sycamore Creek Loop Parkway
San Bernardino, CA 92407
Enrollment: 954

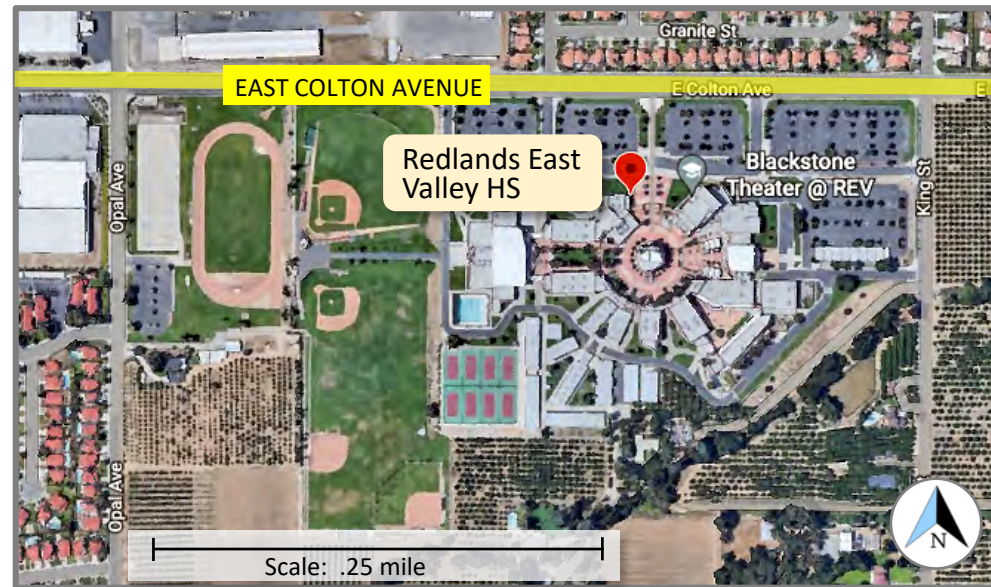


Pacific HS
1020 Pacific Street
San Bernardino, CA 92404
Enrollment: 1,084



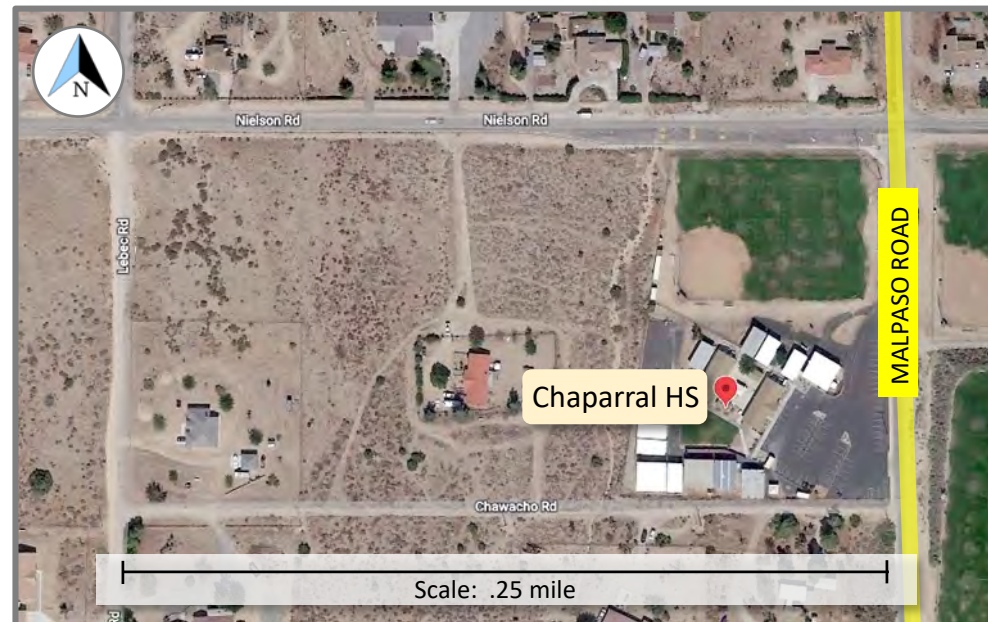
Kimbark ES
18021 Kenwood Avenue
San Bernardino, CA 92407
Enrollment: 352

7 City of Redlands



Redlands East Valley HS
31000 East Colton Avenue
Redlands, CA 92374
Enrollment: 1,970

9 City of Phelan



Chaparral HS
9258 Malpaso Road
Phelan, CA 92371
Enrollment: 149

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Crestmore Elementary (Bloomington, CA).

Bloomington is an entirely unincorporated community. Pictured is a sidewalk gap (on the right) on Jurupa Avenue on the approach to the school, which is located on the left.



Crestmore Elementary (Bloomington, CA).

The school is one block straight ahead on the right. There are no crosswalks at this intersection at 14th Street.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Walter Zimmerman Elementary (Bloomington, CA). This busy intersection (Santa Ana Avenue and Cedar Avenue) was the site of a pedestrian collision that resulted in a fatality. While the intersection has pedestrian signal heads, more can be done to increase safety including high visibility crosswalks, increased signage, and more.



Ruth O. Harris Middle School (Bloomington, CA). There remain unpaved streets in some unincorporated areas of the County including here on Alder Avenue just one-tenth of a mile to the school (ahead on the left). The addition of signage and sidewalks would increase safety for students that take this route to school.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Slover Mountain High (Bloomington CA). There are five locations that lack crosswalks within 0.25 miles of the school at the pictured location.



Bloomington High (Bloomington CA). The school is on the left. The crossing at Otilla Street on the right has faded markings. Sidewalk gaps on the right beyond Otilla force students to cross at this location, but there is no designated place to cross Alder Avenue to the school.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Doris Dickson Elementary (Chino, CA). The school is ahead on the right. Standard crossings could be upgraded to high-visibility markings, e.g., zebra or continental stripes. Curb ramps are missing on the lower left and right corners of the intersection.



Lyle S. Briggs Fundamental (Chino, CA). Pictured is the intersection of Francis and East End Avenues (0.2 miles to the school), the site of a bicycle collision that resulted in a fatality. Numerous improvements could be made including filling sidewalk gaps, new crosswalk markings, signaled crosswalks, increased high-visibility signage, and improved higher-visibility pavement markings.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Live Oak Elementary (Fontana, CA). Live Oak Avenue and Sequoia Avenue was the site of a pedestrian collision. High visibility crosswalks on Live Oak Avenue and Sequoia Avenue will improve safety at this location. The school is on the left.



West Randall Elementary (Fontana, CA). Pictured is Randall Avenue at Poplar Avenue – the school is less than one-tenth of a mile ahead on the right. This area was the site of three pedestrian collisions. The intersection lacks crosswalks, which would greatly enhance pedestrian safety.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Beech Elementary (Fontana, CA). The school is on the left. A sidewalk gap forces children who are walking south into the street. There are also no crossing controls at the bus entrance (pictured).



Beech Elementary (Fontana, CA). Sidewalk gaps on Randall Avenue force children to walk in the small gap behind and beside parked cars. The pictured location is one-tenth of a mile away from the school.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Redwood Elementary School (Fontana, CA). On Valencia Avenue headed west towards the school (in the background). The street lacks sidewalks and there are no crosswalks across Valencia Avenue or Redwood Avenue.



Sequoia Middle School (Fontana, CA). On Beech Avenue at Hawthorne Avenue, the site of a pedestrian collision. The school is located 0.25 miles ahead on the left; students who live in the large residential neighborhood on the right have to cross Beech Avenue but there are no crosswalks.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Mentone Elementary (Mentone, CA).

Mentone is an entirely unincorporated community. The school is ahead on Crofton Avenue, on the right after the intersection with Mentone Boulevard. This busy intersection of two 4-lane arterials was the site of three pedestrian collisions, including one fatality. The crosswalks are signalized, but improved, high visibility pavement markings, flashing lights, and other improvements will increase safety at this location.



Mission Elementary (Ontario, CA). The school is on the right just beyond the intersection, which has faded standard crosswalks, and lacks signage on the approach to the intersection.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Chaparral High (Phelan, CA). Phelan is an unincorporated community in the Victor Valley of the Mojave Desert, and lacks infrastructure including paved streets in some locations. The school is on the right. Students walking north toward the school are walking in the roadway with no separation from cars.



Chaparral High (Phelan, CA). One tenth of a mile north of the school, a student is pictured walking in the roadway (no sidewalks).

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Redlands East Valley High School (Redlands, CA). The school is surrounded by agriculture through which students must cross to get to the school from the south and east. These streets lack sidewalks and crosswalks.



Redlands East Valley High School (Redlands, CA). Olivine Street (pictured) was the site of a pedestrian collision. The location is approximately 0.4 miles from the school, and lacks sidewalks and crosswalks.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Wilmer Amina Carter High (Rialto, CA).

Pictured is North Linden Avenue at W. Wildflower Street, the site of a pedestrian collision. Improvements may include a new crosswalk spanning North Linden Avenue, and a new crosswalk at Wildflower Street (on the right) and at the entrance to the school parking lot on the left.



Pacific High (San Bernardino, CA). Sidewalk gaps and lack of crosswalk are pictured on Garden Drive on approach to Pacific Avenue. The school is just a few blocks west on Pacific Avenue.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Kimbark Elementary (San Bernardino, CA). The school is on the left. Sidewalk gaps at this location force children to share the roadway with cars.



Kimbark Elementary (San Bernardino, CA). The school is located on the right beyond the intersection, which has sidewalk gaps on Muriel Avenue and no crosswalk across Muriel Avenue or Kimbark Avenue.

Attachment E: Photo Pages – Existing Conditions at 21 Targeted Schools



Newmark Elementary School (San Bernardino, CA). The school is less than 0.25 miles from this intersection. Most of the neighborhoods do not have sidewalks, and those like this one – which has a newer sidewalk (on the upper right) – still need to fill sidewalk gaps and add crosswalks so students can get safety to the sidewalk from all other parts of the intersection.



Paakuma K-8 (San Bernardino, CA). This neighborhood has a strong network of sidewalks, but is missing crosswalks at most intersections.

Plan Requirements per ATP Guidelines

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Check if included in SOW	If not, explain why not applicable.
A	<u>Mode Share</u> : The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	<input checked="" type="checkbox"/>	
B	<u>Description of Land Use/Destinations</u> : A map and description of existing and proposed land uses which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	<input checked="" type="checkbox"/>	
C	<u>Pedestrian Facilities</u> : A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	<input type="checkbox"/>	
D	<u>Bicycle Facilities</u> : A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	<input type="checkbox"/>	
E	<u>Bicycle Parking</u> : A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of any existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	<input type="checkbox"/>	
F	<u>Wayfinding</u> : A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	<input checked="" type="checkbox"/>	
G	<u>Non-Infrastructure Programs</u> : A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	<input checked="" type="checkbox"/>	
H	<u>Collision Analysis</u> : The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	<input checked="" type="checkbox"/>	
I	<u>Equity Analysis</u> : Identify census tracts that are considered to be disadvantaged or low-income and identify the bicycle and pedestrian needs of those disadvantaged or low-income residents.	<input checked="" type="checkbox"/>	
J	<u>Community Engagement</u> : A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	<input checked="" type="checkbox"/>	
K	<u>Coordination</u> : A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	<input checked="" type="checkbox"/>	
L	<u>Prioritization</u> : A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	<input checked="" type="checkbox"/>	
M	<u>Funding</u> : A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	<input checked="" type="checkbox"/>	
N	<u>Implementation</u> : A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	<input checked="" type="checkbox"/>	
O	<u>Maintenance</u> : A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	<input checked="" type="checkbox"/>	
P	<u>Resolution</u> : A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	<input checked="" type="checkbox"/>	

Exhibit 25-PLAN Plan Scope of Work																						
Agency:	San Bernadino County Public Works																					
Project Name:	San Bernadino County Public Works Active Transportation / Safe Routes to School Plan					Project Start Date:	Sep-23	Project End Date:	Aug-25													
Task Number	Task	Task Description	Start Date	End Date	ATP Cost	Non-ATP Cost	Required Plan Component the Task will Address															
							A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Overall Project and Grant Management																						
1	RFP for Consultant Services	Prepare the RFP for consultant services and execute a contract	Sep-23	Oct-23	\$5,000	\$0	n/a															
2	Coordination Meetings	Hold Monthly coordination meetings with the project team (consultant and city staff)	Nov-23	Jul-25	\$10,000	\$0	n/a															
3	Invoicing and Resorting	Prepare and submit timely invoices and reports to Caltrans	Sep-23	Aug-25	\$5,000	\$0	n/a															
Existing Conditions and Analysis																						
4	Existing Conditions	Gather existing condition information that includes current mode share, description of land use and destinations, existing bicycle parking, existing wayfinding, and existing non-infrastructure projects	Nov-23	May-24	\$50,000	\$0	A, B, E, F, G,															
5	Existing Bicycle and Pedestrian Facilities Map	Develop a map of existing pedestrian facilities and existing bicycle facilities within the project boundary	Nov-23	May-24	\$20,000	\$0	C, D,															
6	Collision Data and Analysis	Gather collision data for bicyclists and pedestrians both in absolute numbers and as a percentage of all collisions and injuries. Perform analysis and set a goal for collision, serious injury, and fatality reduction after implementation of the plan	Nov-23	May-24	\$20,000	\$0	H,															
7	Equity Data and Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify the bicycle and pedestrian needs.	Nov-23	May-24	\$10,000	\$0	I,															
Outreach and Engagement																						
8	Technical Advisory Committee	Porm an advisory committee of identified stakeholders to meet quarterly to guide the plan development.	Nov-23	Aug-25	\$20,000	\$0	J, K,															
9	Website, Social Media, and E-Newsletter	Create a website and use social media for plan announcements and documents to be posted. Distribute a monthly e-newsletter. This task also includes graphic design for these media outlets.	Nov-23	Aug-25	\$50,000	\$0	J,															
10	School Workshops	Host 21 workshops centered on the 21 schools on varying days/times to gain community input on new bicycle and pedestrian facilities. All workshops will include interpreters and child-friendly activities.	Nov-23	Nov-24	\$50,000	\$0	J,															
11	Attend Community Events	Attend multiple community events to gather public input. Events will include farmers markets, school events, neighborhood gatherings, etc.	Nov-23	Nov-24	\$15,000	\$0	J,															
12	Coordination Meetings with SBCTA	Hold bi-annual coordination meeting with SBCTA	Sep-23	Aug-25	\$8,000	\$0	K,															
Implementation																						

13	Analysis of Projects	Create maps for the proposed pedestrian and bicycle facilities, and NI programs based on the community and stakeholder input and the TAC. Description will include estimate mode shift from identified projects and programs.	Mar-24	Jul-24	\$40,000	\$0	A, C, D, G,
14	Project Prioritization Methodology	Develop a methodology for project prioritization and a proposed timeline for implementation.	Jun-24	Oct-24	\$25,000	\$0	L,
15	Identify Financial Needs	Include the financial needs for the 30 priority projects and programs by listing anticipated cost, revenue sources, and potential grant funding	Jun-24	Dec-24	\$15,000	\$0	M,
16	Create an Implementation Strategy	A description of steps necessary to implement each priority project and the Plan overall. Must include design (up to 30%), budget, scope of work, and cross sections, as applicable. Identify the reporting process that will be used to keep the adopting agencies and community informed of the progress being made in implementing the plan. This strategy includes maintenance considerations	Nov-24	Jan-25	\$50,000	\$0	N, O,
Final Plan							
17	Draft Plan	Develop detailed draft plan and budget for feedback and comments. Identify next steps to be competitive for future grants	Nov-24	Apr-25	\$60,000	\$0	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O,
18	Final Plan	Prepare final plan and budget that incorporates comments received on draft plan	Apr-25	Jun-25	\$25,000	\$0	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O,
19	Resolution	Present final plan to each relevant stakeholder for resolution approval, if necessary. The County desires to time the Final Plan adoption to coincide with the next cycle of ATP call for projects so that it may be quickly moved to implementation	Jul-25	Aug-25	\$2,000	\$0	P
20	Grant Funding and Grant Management	Identify grant opportunities to fund activities identified by the Final Plan. Provide grant management assistance during performance period to include reports, requesting reimbursements, ensuring adherence to all grant rules and regulations, preparing for audits, etc.	Nov-24	Apr-25		\$0	M, N,
Total Cost:					\$500,000	\$0	



Attachment I: Support Letters

The following agencies have expressed support for the San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools) Active Transportation Program submittal:

- Ted Alejandre, Superintendent
San Bernardino County Superintendent of Schools
- Shannon Dicus, Sherriff-Coroner
San Bernardino County Sheriff's Department
- Joshua Dugas, Director
San Bernardino County Public Health Administration
- Ginger Koblasz, Sr. Planner/Transportation Development Act Article 3 Project Manager
San Bernardino County Transportation Agency
- Curt Hagman, Fourth District Supervisor
San Bernardino County Board of Supervisors
- Kome Ajise, Director
Southern California Association of Governments

Sample Support Letter
Active Transportation Program – Cycle 6
Action Requested by May 26, 2022

INSTRUCTIONS:

1. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.
 2. Do not send the letter directly to Caltrans.
 3. Any questions? Please contact Stephen Martinez at 909-387-8169.
 4. Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to
 5. Thank you for supporting efforts to secure funding to implement this program. This letter does not commit you to any future responsibilities and is intended only to show your support.
-

May XX, 2022

Caltrans, Division of Local Assistance
Office of Active Transportation and Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Re: Support for San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

To Whom It May Concern:

As the San Bernardino County Superintendent of Schools, one of my top priorities is the well-being of our 399,356 students. Not only do I aspire to provide the highest quality educational services, but I also want to ensure our students are healthy and safe. The San Bernardino County Department of Public Works' (SBCPW) ATP application is aligned with my priorities, as they seek to continue efforts to develop safe routes to school infrastructure plans for 21 County schools, all of which are located in unincorporated areas of the San Bernardino Valley.

The proposed project complements other recent SRTS projects that were supported by my office and our school districts including:

- SBCTA's Safe Routes to School Strategy Plan completed in 2015;
- The San Bernardino County Regional SRTS Plan (Phase II), completed in November 2017 and formally adopted the summer of 2018 (which developed SRTS plans for 55 of the County's schools);
- Phase I: County-wide SRTS program at 24 targeted schools; and
- Phase II: County-wide SRTS program, soon to be underway (delayed due to pandemic) at 33 targeted schools.

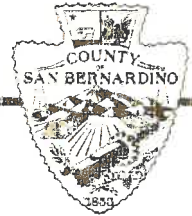
We want to educate and encourage children to walk or bike to school in a safe manner, and safer routes to school help make this a reality. Having appropriate signage, marked crosswalks, and complete sidewalk networks are just a few of the types of projects that will be identified and prioritized during the proposed planning process.

Sample Support Letter
Active Transportation Program – Cycle 6
Action Requested by May 26, 2022

Given the opportunity to create a safer environment for our students and families, I enthusiastically support this application to further fund SRTS infrastructure planning at 21 schools. We are committed to sustaining the partnership with SBCPW to enhance the walkability of communities within San Bernardino County.

Sincerely,

Ted Alejandre
San Bernardino County Superintendent of Schools



SHANNON D. DICUS, SHERIFF - CORONER
May 31, 2022

Caltrans, Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

SUBJ: ATP Cycle 6 – San Bernardino County's Mary B. Lewis and Gerald A. Smith Elementary Schools
Safe Routes to School Project

To Whom It May Concern:

It is with great pleasure that I provide this letter of support for the San Bernardino County Department of Public Works' application for Active Transportation Program funding to construct pedestrian safety improvements around Mary B. Lewis and Gerald A. Smith elementary school in the Bloomington community of unincorporated San Bernardino County. This grant would provide funding to construct sidewalk, Americans with Disabilities Act compliant curb ramps, ladder style crosswalks, and other safety improvements for students attending these schools to make walking and biking to school safer and more accessible.

According to ten-year SWITRS data for the area around the 21 targeted schools, collisions between cars and pedestrian/bicyclists resulted in 287 serious injuries and 20 fatalities. The State's Office of Traffic Safety rankings show that three of the eight cities ranked among the 3rd, 4th, and 5th worst of all cities of their size for collisions involving pedestrians under the age of 15.

It is our priority to reduce collisions wherever possible by providing improved safety measures and enforcement. However, safe routes to school plans that guide decision-making for effective infrastructure projects will further increase safety on our local streets. For this reason, I strongly support the County's project to make walking and biker safer for our children and their families. Thank you for your favorable consideration of the County's application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shannon D. Dicus".

Shannon D. Dicus, Sheriff-Coroner



Public Health Administration

Joshua Dugas, MBA, REHS
Director

Jennifer Osorio, REHS
Assistant Director

Michael A. Sequeira, M.D.
Health Officer

May 27, 2022

Caltrans, Division of Local Assistance
1120 N Street, MS 1
Office of Active Transportation and Special Programs
Sacramento, CA 95814

SUBJ: ATP Cycle 6 – San Bernardino County's Safe Routes to School Planning Project

To Whom It May Concern:

It is with great pleasure that I provide this letter of support for the San Bernardino County Department of Public Works' application for Active Transportation Program funding to develop Safe Routes to Schools (SRTS) infrastructure plans. This grant would provide funding to develop SRTS infrastructure plans at 21 schools, all located in unincorporated areas of the San Bernardino Valley. The SRTS plans will include robust community outreach in each of the 21 communities, detailed walk and bike audits of the routes near the schools, and development of prioritized lists of projects that will make walking and biking to school safer and more accessible.

The San Bernardino County Department of Public Health is committed to making the County a healthier place to live, work and play. One of our organizational goals is to *promote communities and environments that support healthy lifestyles*. The proposed SRTS planning project aligns with this goal, as biking and walking are known to improve the health and well-being of school children and their families. Focusing on community-level behaviors is critical. Our 2020 *Community Health Status Assessment* found:

- The number of traffic collisions and fatalities is increasing, and most collisions (57%) happen on local streets, which will be the focus on the proposed planning project.
- The top community-identified health problems include obesity/overweight, low physical activity, and diabetes, all of which are positively impacted by increased walking and biking.

BOARD OF SUPERVISORS

COL PAUL COOK (RET.)
First District

JANICE RUTHERFORD
Second District

DAWN ROWE
Vice Chair, Third District

CURT HAGMAN
Chairman, Fourth District

JOE BACA, JR.
Fifth District

Leonard X. Hernandez
Chief Executive Officer

SUBJECT
DATE
PAGE 2 of 3

The Department, including our Health Communities Program and the Community Vital Signs (CVS) Initiative, fully supports this application and looks forward to the implementation of the project. We ask that you join us in supporting the County's efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Dugas", with a stylized flourish at the end.

Joshua Dugas
Director



May 31, 2022

Caltrans, Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

Re: Cycle 6 Active Transportation Program
San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

To Whom It May Concern:

On behalf of the San Bernardino County Transportation Authority (SBCTA), please accept our letter of support for the San Bernardino County Department of Public Works' (County) request for funding to conduct safe routes to schools (SRTS) infrastructure planning at 21 schools in unincorporated areas in the San Bernardino Valley.

Together, SBCTA and the County are working to develop SRTS plans for all county schools. SBCTA's proposed project aligns with previous SRTS planning projects conducted by SBCTA, most recently our 2017 Regional Safe Routes to School Planning Project (Phase I and II) which targeted 55 of the County's schools. The County's goal is to conduct SRTS infrastructure planning at all county schools, and together, SBCTA and the County are working toward that important goal.

SBCTA's project also complements SBCTA's proposed Cycle 6 ATP application which requests funds to implement SRTS programming at 15 schools. SBCTA and County officials met during the development of our applications to coordinate efforts.

We thank you, in advance, for your favorable consideration of San Bernardino County's ATP application. If you have any questions, please contact me at gakoblasz@gosbcta.com.

Sincerely,

Ginger Koblasz
Sr. Planner/Transportation Development Act Article 3 Project Manager

Sample Support Letter
Active Transportation Program – Cycle 6
Action Requested by June 3, 2022

INSTRUCTIONS:

1. *Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.*
2. *Do not send the letter directly to Caltrans.*
3. *Any questions? Please contact Stephen Martinez at 909-387-8169.*
4. *Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to*
5. *Thank you for supporting efforts to secure funding to implement this program. This letter does not commit you to any future responsibilities and is intended only to show your support.*

May **X**, 2022

Caltrans, Division of Local Assistance
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874, MS-1
Sacramento, CA 95814

Re: ATP GRANT APPLICATION FOR SAN BERNARDINO VALLEY SAFE ROUTES TO SCHOOL PLAN (UNINCORPORATED SCHOOLS)

To Whom it May Concern:

On behalf of the San Bernardino County Board of Supervisors, I write in support of the San Bernardino County Department of Public Works (SBCPW) application for a Safe Routes to School (SRTS) infrastructure plan which will focus on unincorporated areas in the County's Valley region. The proposed SRTS Plan will identify priority infrastructure projects to make the active transportation routes to schools safer for students and families.

Walking is one of the simplest, most effective, and most affordable ways for kids and adults to build physical activity into their lives. One mile of walking translates to two-thirds of the recommended 60 minutes of physical activity each day. The benefits of walking extend beyond health; studies show that there are links between physical activity and academic achievement, proving that physically active kids perform better in school. The SRTS Plan will ensure safer walking and biking routes in 21 disadvantaged schools located in eight unincorporated communities in the County. The funding will move the County one step closer to having a SRTS plan for each County school.

For these important reasons, the San Bernardino County Board of Supervisors supports this effort to continue developing SRTS plans for County schools, and we encourage you to fund the SBCPW application. If you have any questions regarding the County's position, please contact Brad Jensen, Director of Legislative Affairs for the County at bradley.jensen@cao.sbcounty.gov or (909) 387-4821.

Sincerely,

Curt Hagman
Fourth District Supervisor
Chairman, San Bernardino County Board of Supervisors

Sample Support Letter
Active Transportation Program – Cycle 6
Action Requested by June 3, 2022

1. *Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to Stephen Martinez at smartinez@dpw.sbcounty.gov and/or Kristin Clarke at kclarke@blaisassoc.com by Friday, June 3, 2022.*
2. *Do not send the letter directly to Caltrans.*
3. *Any questions? Please contact Stephen Martinez at 909-387-8169.*
4. *Please review, edit to your liking, sign, print on agency letterhead, and then email the letter to*
5. *Thank you for supporting efforts to secure funding to implement this program. This letter does not commit you to any future responsibilities and is intended only to show your support.*

May X, 2022

California Department of Transportation
Active Transportation Resource Center
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Subject: ATP Cycle 6: San Bernardino County's Request to Fund SRTS Planning in Unincorporated Areas of San Bernardino Valley

To Whom It May Concern:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for San Bernardino County Department of Public Works' Active Transportation Program application for regional Safe Routes to School (SRTS) infrastructure planning at 21 disadvantaged schools in unincorporated San Bernardino Valley.

The project aligns with San Bernardino County's 2015 and 2017 SRTS Strategy and Regional Plan, along with the active transportation goals and strategies outlined in SCAG's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The project will identify and prioritize safety and active transportation infrastructure improvements for approximately 16,000 students and their families who live near the 21 targeted schools, and thus will encourage and support more walking and biking in these communities once constructed.

We look forward to seeing SRTS infrastructure planning advance in San Bernardino County, and I respectfully request that you give favorable consideration to this important project. If you have any questions, please do not hesitate to contact Mr. Cory Wilkerson, Program Manager, Active Transportation at 213-236-1992 or by email at wilkerson@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

INSTRUCTIONS:

1. Please review, print on agency letterhead, sign, and then email the letter to Kristin Clarke at kclarke@blaisassoc.com and dterrell@blaisassoc.com by **Friday, June 10, 2022**.

June 10, 2022

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

SUBJECT: Request for ATP State-Only Funding

The San Bernardino County Department of Public Works (County) hereby requests ATP State-only funding for the following project:

PROJECT NAME: San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools)

PROJECT DESCRIPTION: Develop a Safe Routes to School (SRTS) Plan to create strategic, prioritized recommendations for safer walking and biking infrastructure around the 21 identified schools in the unincorporated portion of the San Bernardino Valley.

JUSTIFICATION:

A. Type of Work: Plan

B. Project cost: \$500,000

C. Status of Project: There are no SRTS plans at any of the targeted 21 schools.

1. **Beginning and Ending Dates of the Project:** July 1, 2023 to August 31, 2025
2. **Environmental Clearance Status:** Not applicable
3. **R/W Clearance Status:** Not applicable
4. **Status of Construction:** Not applicable

D. Total Project Funding Plan by Fiscal Year: ATP Funding in 23/24 Fiscal Year.

E. Specific reasons for requesting State-Only fund and why Federal funds should not be used on the project: This proposal is for a Safe Routes to School Plan estimated at \$500,000. The project has a relatively simple, non-infrastructure scope that does not have an impact on the environment. The Federal funding process will greatly extend the length of time to allocate and implement the project. However, the County understands that some SRTS funding comes from the Federal government, thus if necessary, our agency does not have any issues in receiving Federal funds for this project.

REGIONAL AGENCY CONCURRENCE:

San Bernardino County Department of Public Works is the applicant and the regional agency, and we concurs with this request for an exception to the Project Funding Policy.

Sincerely,

Brendon Biggs
Director



Attachment K.1

TIMS Collision Analysis: Targeted Schools

The San Bernardino Valley Safe Routes to School Plan (Unincorporated Schools) includes the following 21 targeted schools:

1. Beech Avenue Elementary School
2. Bloomington High School
3. Chapparal High School
4. Slover Mountain High School
5. Crestmore Elementary School
6. Dickson Elementary School
7. Kimbark Elementary School
8. Live Oak Elementary School
9. Wilmer Amina Carter High School
10. Lyle S. Briggs Fundamental
11. Mentone Elementary School
12. Mission Elementary School
13. Pacific High School
14. Newmark Elementary School
15. Paakuma K-8
16. Redlands East Valley High School
17. Redwood Elementary School
18. Ruth O. Harris Middle School
19. Sequoia Middle School
20. Walter Zimmerman Elementary School
21. West Randall Elementary School

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

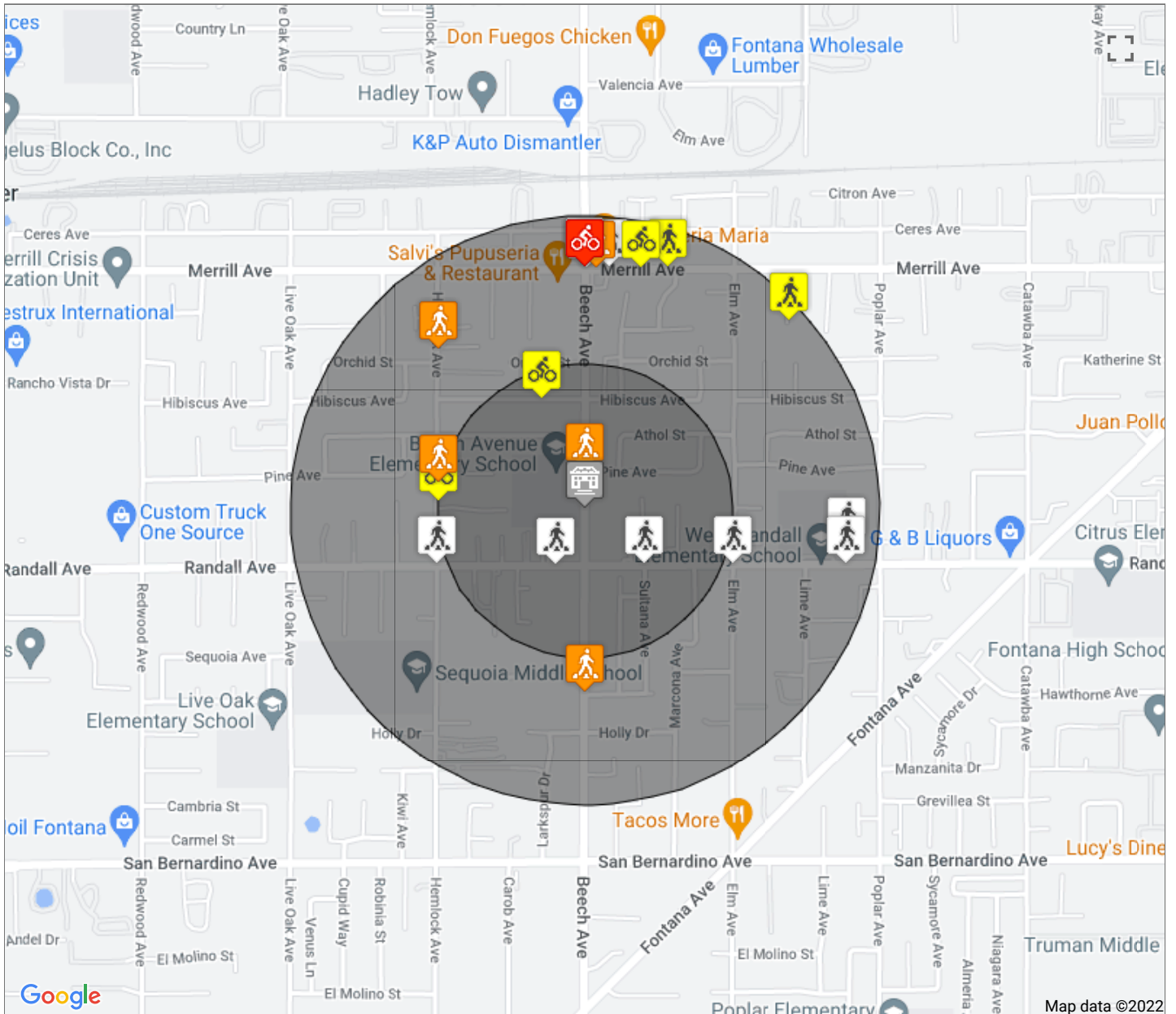
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Beech Avenue Elementary

9206 Beech Avenue | Fontana | San Bernardino County | CDS: 36677100113944



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	1	2	2	3	2	5
<i>¼ - ½ mi.</i>	1	4	3	7	12	3	15
<i>Total</i>	1	5	5	9	15	5	20

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5223911	2011-06-09	13:45	EUGENIA AV	RANDALL AV	159.00	N	No	Yes
5836042	2012-09-30	19:05	MERRILL AV	BEECH AV	220.00	E	No	Yes
6741971	2014-08-28	22:20	MERRILL AV	BEECH AV	0.00	-	Yes	No
6917343	2014-11-05	15:11	HIBISCUS AV	BEECH AV	400.00	W	Yes	No
90106618	2016-01-24	21:45	BEECH AVE. (9000 BLOCK)	HAWTHORNE AVE. (15000 BLOCK)	15.00	N	No	Yes
90566275	2017-10-01	20:55	LIME COURT (8000 BLOCK)	MERRILL AVE.	478.00	S	No	Yes
90598348	2017-11-09	07:35	MERRILL AVE.	BEECH AVE.	102.00	E	No	Yes
91087504	2019-09-22	13:10	HEMLOCK AVE.	LOS NIETOS CT.	50.00	N	Yes	No
91188772	2020-02-10	16:58	RANDALL AVE.	BEECH AVE.	250.00	W	No	Yes
91437042	2021-02-11	19:15	HEMLOCK AVE.	QUAIL LN	88.00	S	No	Yes
4668323	2010-04-01	13:35	BEECH AV	PINE AV	9.00	S	No	Yes
5084486	2011-02-11	19:25	MERRILL AV	SULTANA AV	90.00	W	No	Yes
5318468	2011-09-01	00:20	RANDALL AV	ELM AV	10.00	W	No	Yes
5406735	2011-11-22	06:15	RANDALL AV	HEMLOCK AV	6.00	W	No	Yes
5829394	2012-09-07	19:35	BEECH AV	MERRILL AV	18.00	N	No	Yes
5910542	2013-06-15	17:12	BEACH AV	MERRILL AV	0.00	N	Yes	No
6913826	2015-04-28	15:25	RANDALL AV	EUGENE AV	10.00	W	No	Yes
90281225	2016-09-28	19:20	RANDALL AVE.	SULTANA AVE.	0.00	-	No	Yes
90635499	2017-12-24	19:05	MERRILL AVE.	BEECH AVE.	500.00	E	Yes	No

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
91064012	2019-08-22	17:00	HEMLOCK AVE.	GRANADA AVE	300.00	S	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Bloomington High

10750 Laurel Avenue | Bloomington | San Bernardino County | CDS: 36676863631322



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	1	0	1	1	2
¼ - ½ mi.	2	2	2	2	5	3	8
<i>Total</i>	2	3	3	2	6	4	10

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5390794	2011-10-16	19:30	LOCUST AV	ROSE ST	71.00	N	No	Yes
90794330	2018-06-24	20:35	SLOVER AVENUE	LOCUST AVENUE	478.00	E	No	Yes
5327173	2011-09-10	19:50	LOCUST AV	SANTA ANA AV	465.00	S	Yes	No
5912207	2013-11-24	17:25	LOCUST AV	SANTA ANNA AV	193.00	S	No	Yes
6832096	2015-01-29	18:05	LOCUST AV	SANTA ANA AV	1056.00	S	No	Yes
90032645	2015-10-03	05:20	SANTA ANA AVE. (17900 BLOCK)	LAUREL AVE.	185.00	W	No	Yes
90339781	2016-11-23	17:30	LOCUST AVE. (SOUTHBOUND)	SLOVER AVE	50.00	S	Yes	No
90755951	2018-06-11	14:15	LOCUST AVE	SANTA ANA AVE.	650.00	S	No	Yes
91337276	2020-10-23	09:20	LAUREL AVE	SANTA ANA AVE.	60.00	N	Yes	No
91598726	2021-10-11	07:20	SANTA ANA AVE.	LOCUST AVE.	0.00	-	Yes	No

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

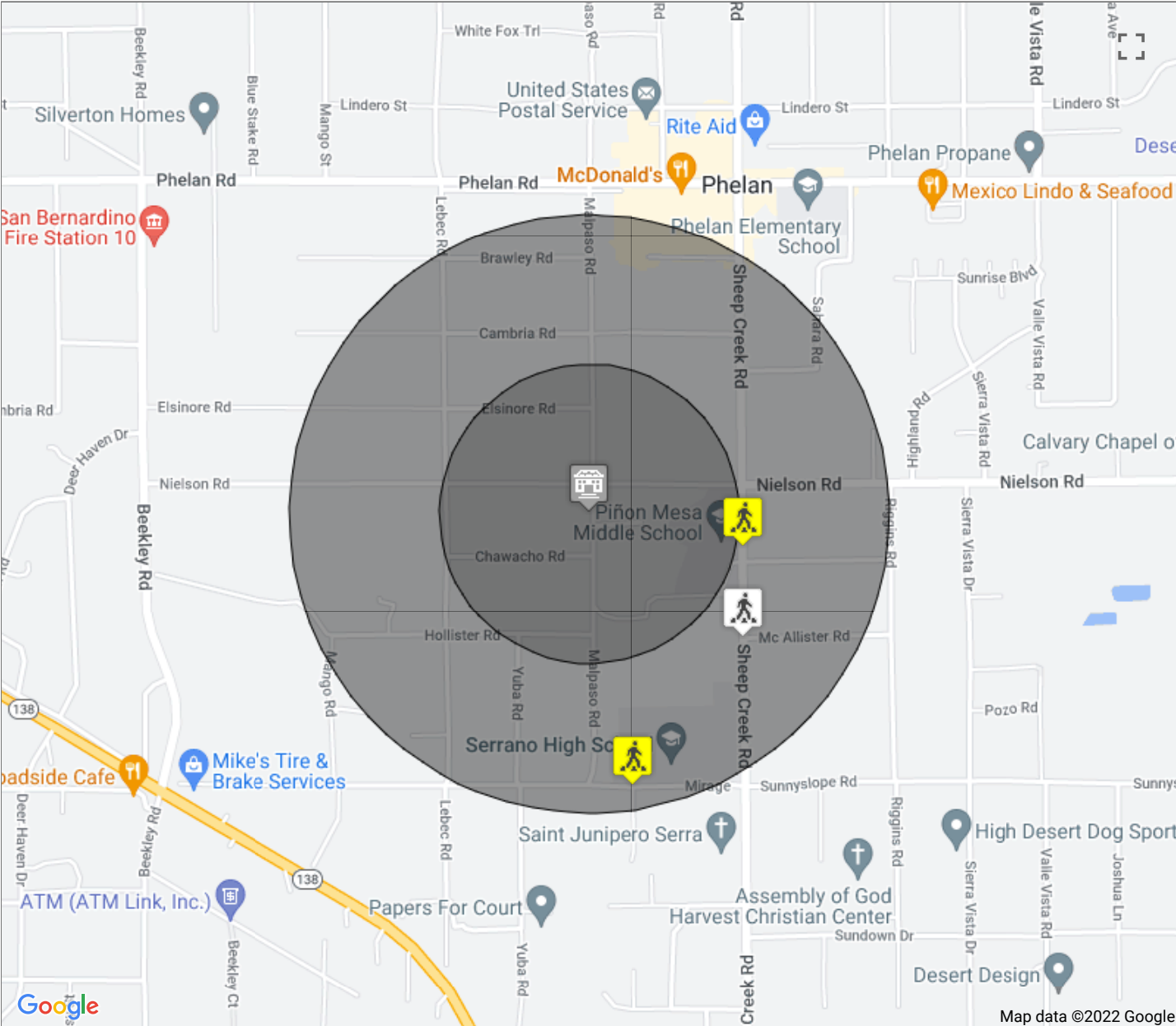
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Chaparral High

9258 Malpaso Road | Phelan | San Bernardino County | CDS: 36739573630365



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	0	2	1	3	0	3
<i>Total</i>	0	0	2	1	3	0	3

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
90210526	2016-06-20	12:00	SUNNYSLOPE RD	SHEEP CREEK RD	995.00	W	No	Yes
6980277	2015-06-23	10:00	SHEEP CREEK RD	NIELSON RD	550.00	S	No	Yes
90741591	2018-05-30	09:19	SHEEP CREEK	MC ALLISTER RD	10.00	S	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

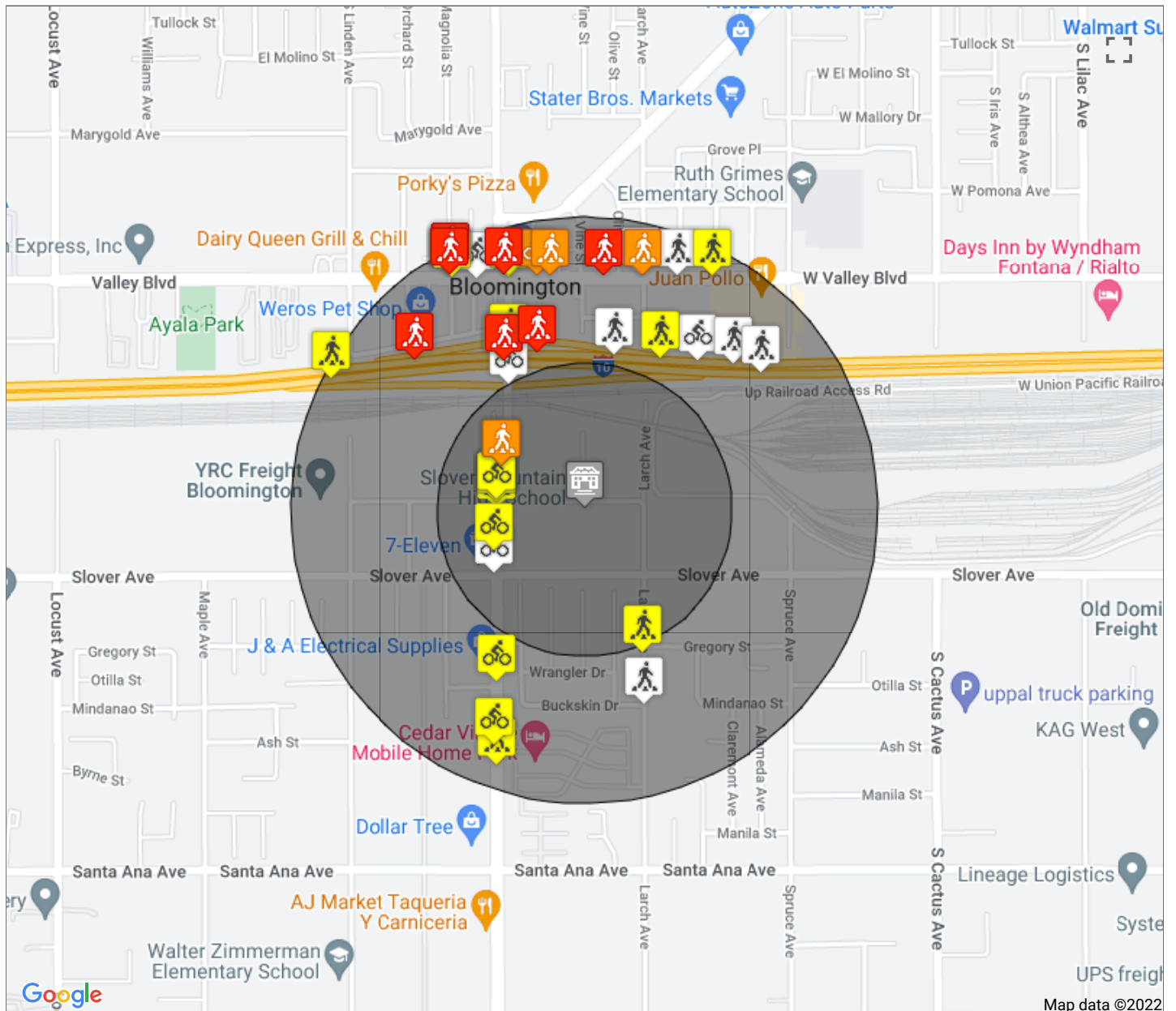
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

User Entered Address

18829 Orange St, Bloomington, CA 92316, USA



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	1	6	4	4	7	11
<i>¼ - ½ mi.</i>	7	3	13	9	24	9	32
<i>Total</i>	7	4	19	13	28	16	43

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5068891	2011-01-30	11:10	LARCH AV	GREGORY ST	77.00	S	No	Yes
5471992	2011-11-29	12:38	VALLEY BL	CEDAR AV	251.00	W	Yes	No
5757029	2012-07-24	21:17	VALLEY BL	MAGNOLIA ST	0.00	W	No	Yes
6214844	2013-08-29	06:45	RT 10	CEDAR AV	4.00	E	Yes	No
6241512	2013-10-07	16:40	CEDAR AV	SLOVER AV	0.00	-	Yes	No
6247287	2013-09-07	14:50	VALLEY BL	MAGNOLIA ST	4.00	E	Yes	No
6290096	2013-08-30	22:22	VALLEY BL	CEDAR AV	4.00	E	No	Yes
6291158	2014-01-28	01:35	CEDAR AV	RT 10	200.00	S	No	Yes
6292585	2015-06-09	20:51	VALLEY BL	VINE ST	200.00	E	No	Yes
6455672	2014-04-02	06:10	CEDAR AV	ORANGE ST	5.00	S	Yes	No
6560419	2014-06-26	15:20	CEDAR AV	ORANGE SHOW LN	68.00	S	No	Yes
6597135	2014-07-08	16:21	RT 10	CEDAR AV	60.00	E	No	Yes
6979816	2015-05-01	00:50	RT 10	CEDAR AV	1584.00	W	No	Yes
7006040	2015-04-03	25:00	MAGNOLIA ST	VALLEY BL	65.00	N	No	Yes
90133186	2016-03-01	18:52	CEDAR AVE	ORANGE ST	25.00	S	Yes	No
90287148	2016-10-01	05:25	VALLEY BLVD	CEDAR AVE	0.00	-	No	Yes
90346733	2016-12-14	17:50	CEDAR AVE	I-10	20.00	N	No	Yes
90441482	2017-04-14	00:00	CEDAR AVE.	VALLEY BLVD.	10.00	N	Yes	No
90460201	2017-05-14	22:50	CEDAR AVE.	OTILLA ST	40.00	N	Yes	No

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
90655816	2018-01-29	07:35	I-10 E/B TO CEDAR AVENUE	CEDAR AVENUE	4.00	W	Yes	No
90706488	2018-04-07	08:07	INTERSTATE 10 WESTBOUND	CEDAR AVENUE	1660.00	E	No	Yes
90856948	2018-10-31	10:15	ORANGE ST	CEDAR AVE	3.00	E	Yes	No
90877716	2018-11-30	17:05	CEDAR AVE	SANTA ANA AVE	940.00	N	No	Yes
91030097	2019-07-08	22:05	VALLEY BLVD	MAGNOLIA ST	6.00	E	No	Yes
91442575	2021-04-02	13:55	LARCH AVE	BUCKSKIN DR	0.00	-	No	Yes
91531747	2021-02-20	19:17	INTERSTATE 10 WESTBOUND	CEDAR AVENUE	700.00	W	No	Yes
91534003	2021-07-20	19:39	VALLEY BLVD.	BLOOMINGTON WAY.	10.00	W	Yes	No
4585366	2010-01-07	17:00	CEDAR AV	OTILLA ST	528.00	S	Yes	No
5189686	2011-05-15	01:28	VALLEY BL	MAGNOLIA AV	5.00	E	No	Yes
5253376	2011-07-13	07:43	CEDAR AV	SLOVER AV	205.00	N	Yes	No
5253466	2011-07-09	05:40	RT 10	CEDAR AV	1320.00	E	No	Yes
5822879	2012-09-07	07:50	VALLEY RD	LARCH AV	5.00	W	Yes	No
5938663	2013-02-15	07:15	RT 10	CEDAR AV	4.00	E	No	Yes
6706740	2014-10-16	04:05	CEDAR AV	RT 10	123.00	S	Yes	Yes
6758139	2014-11-26	17:35	VALLEY BL	CHURCH ST	99.00	E	No	Yes
6832658	2015-02-07	19:20	VALLEY BL	LARCH AV	0.00	-	No	Yes
7058225	2015-08-13	13:35	CEDAR AV	ORANGE ST	0.00	-	Yes	No
90251593	2016-08-17	19:16	ORANGE STREET	CEDAR AVENUE	8.00	E	No	Yes
90663728	2018-02-10	11:10	VALLEY BLVD	LARCH AVE	310.00	E	No	Yes

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
91188873	2020-02-15	02:20	VALLEY BOULEVARD	CLAREMONT AVENUE	40.00	W	No	Yes
91246426	2020-05-24	01:20	CEDAR AVE.	CEDAR PL.	55.00	N	No	Yes
91247238	2020-05-22	21:47	CEDAR AVE	CEDAR PL	49.00	N	No	Yes
91428136	2021-02-03	04:45	INTERSTATE 10 WESTBOUND	CEDAR AVENUE	225.00	E	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

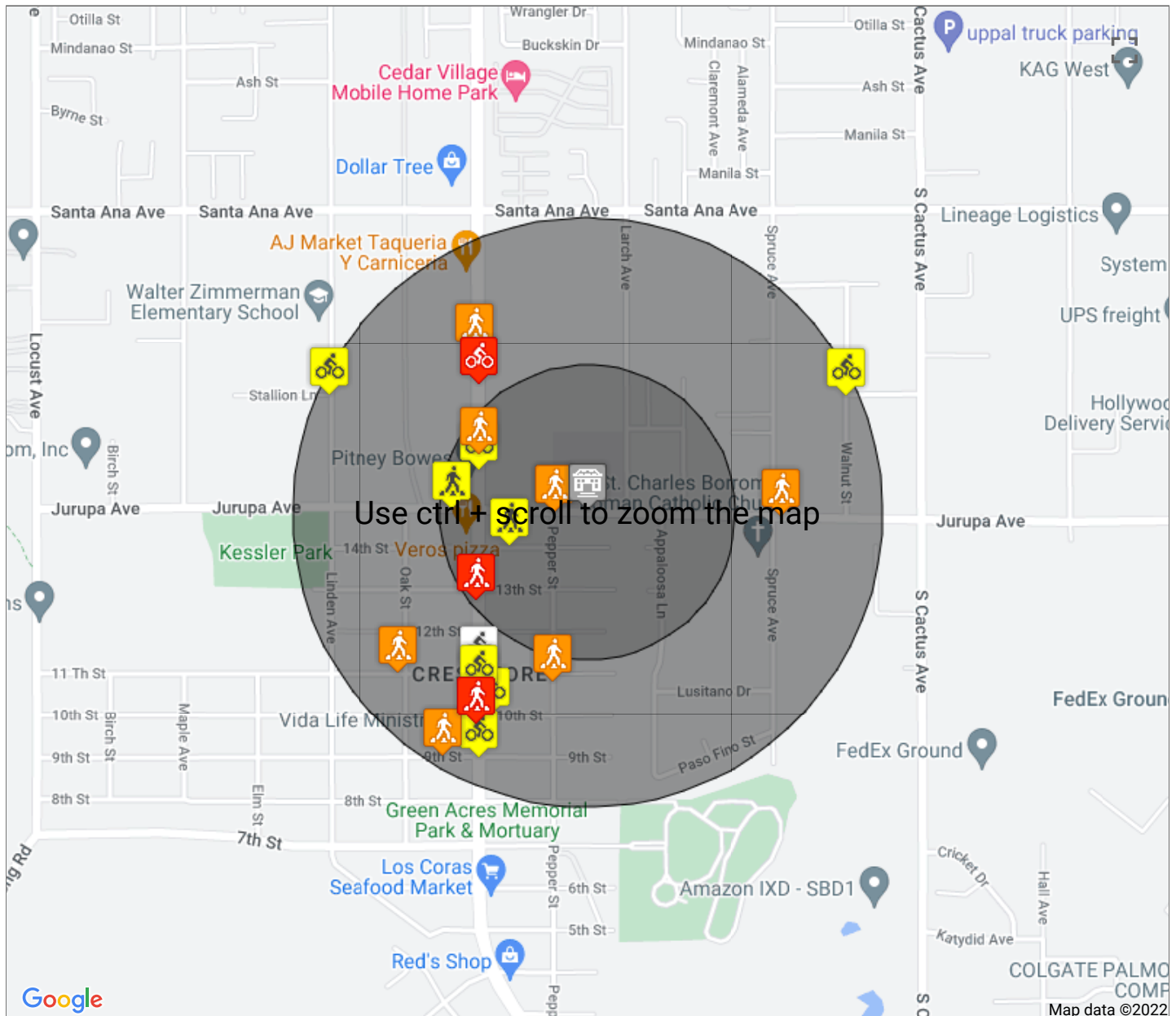
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Crestmore Elementary

18870 Jurupa Avenue | Bloomington | San Bernardino County | CDS: 36676866035604



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	3	3	0	6	1	7
¼ - ½ mi.	2	5	5	2	6	8	14
<i>Total</i>	3	8	8	2	12	9	21

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4990086	2010-11-03	19:10	CEDAR AV	10TH ST	86.00	S	No	Yes
4990657	2011-01-21	18:02	CEDAR AV	13TH ST	106.00	S	No	Yes
5317983	2011-08-26	20:45	9TH ST	CEDAR AV	300.00	W	No	Yes
6241380	2013-09-26	15:15	14TH ST	CEDAR AV	300.00	E	No	Yes
6834588	2015-01-27	09:53	PEPPER ST	11TH ST	95.00	S	No	Yes
90063725	2015-11-23	17:50	CEDAR AVE	10TH ST	150.00	N	Yes	No
90168125	2016-04-25	18:15	10TH ST	CEDAR AVE	110.00	E	Yes	No
90274459	2016-09-19	19:14	CEDAR AVE	9TH ST	0.00	-	Yes	No
90274970	2016-09-09	12:03	JURUPA AVE	PEPPER ST	9.00	E	No	Yes
90340641	2016-11-28	22:24	CEDAR AVE. N/B	JURUPA AVE	495.00	N	No	Yes
90634456	2017-12-30	19:20	11TH ST.	OAK ST.	80.00	W	No	Yes
91093380	2019-09-28	03:30	WALNUT ST	MAYWOOD ST	20.00	S	Yes	No
91262379	2020-06-26	14:40	CEDAR AVE	JURUPA AVE	350.00	N	Yes	No
91284821	2020-07-31	21:00	JURUPA AVE	CEDAR AVE	250.00	W	No	Yes
91552105	2021-08-06	25:00	JURUPA AVE	SPRUCE AVE	70.00	E	No	Yes
5894702	2012-10-18	20:10	LINDEN AV	STALLION LN	10.00	S	Yes	No
6289307	2013-10-20	20:05	CEDAR AV	SANTA ANNA AV	1278.00	S	No	Yes
6292246	2015-04-22	18:42	CEDAR AV	JURUPA AV	1121.00	N	Yes	No
90051181	2015-10-18	20:55	JURUPA AVE	PEPPER AVE	14.00	E	No	Yes
90290040	2016-10-11	06:55	11TH STREET	CEDAR AVE	0.00	-	Yes	No
90481555	2017-06-01	12:42	CEDAR AVENUE	11TH STREET	171.00	S	Yes	No

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

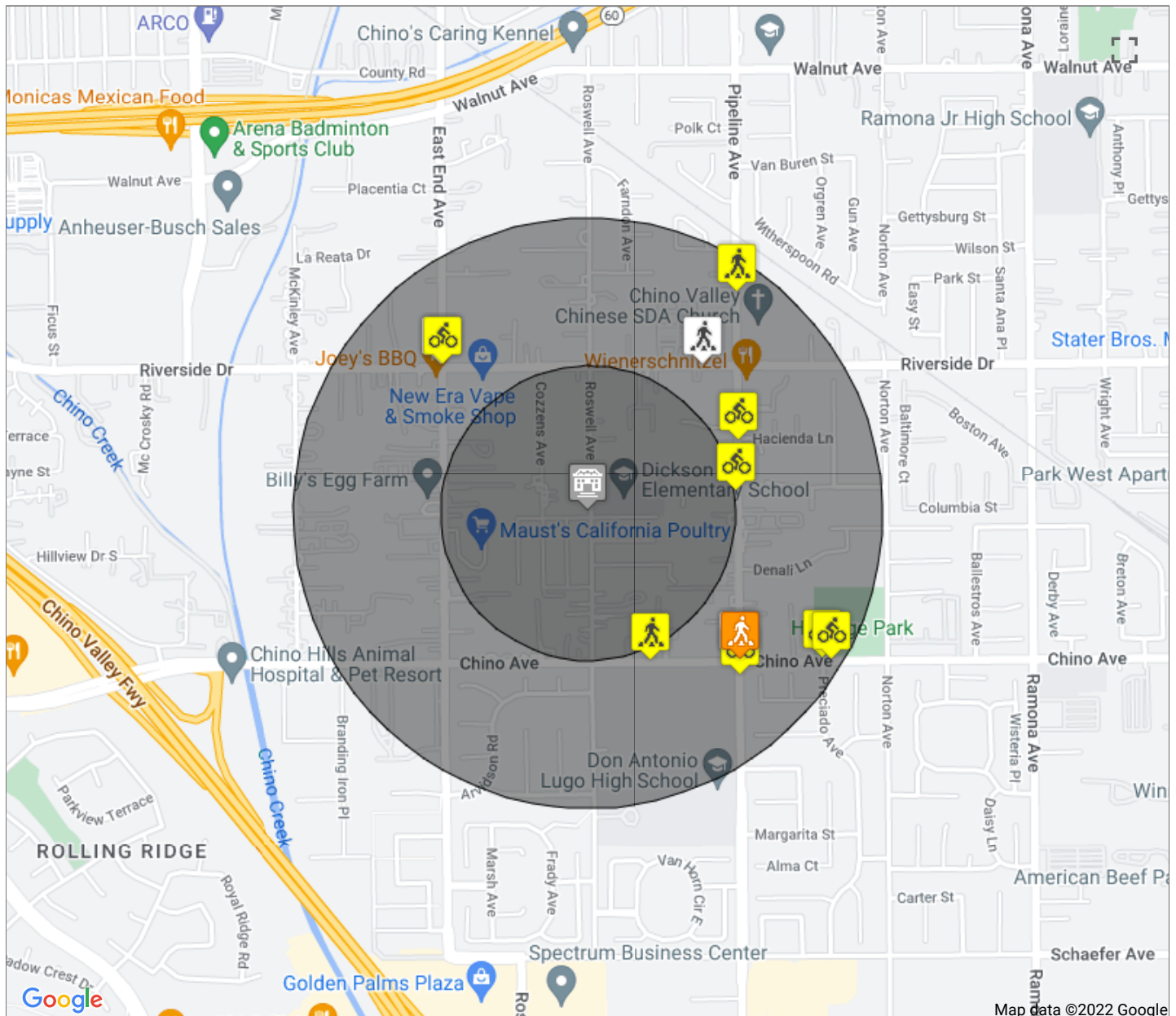
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Dickson Elementary

3930 Pamela Drive | Chino | San Bernardino County | CDS: 36676786098347



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	1	8	3	6	6	12
<i>Total</i>	0	1	8	3	6	6	12

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5750051	2012-07-27	13:15	BISCAYNE ST	PIPELINE AV	18.00	W	Yes	No
8199877	2016-11-10	08:12	PIPELINE AV	HACIENDA LN	13.00	S	Yes	No
8571775	2018-02-13	07:18	PIPELINE AV	CHINO AV	136.00	S	Yes	No
90022439	2015-08-30	19:43	RIVERSIDE DR.	EAST END AVE.	10.00	W	No	Yes
91521301	2021-07-04	23:12	CHINO AVE.	ROSWELL AVE.	514.00	E	No	Yes
5378213	2011-10-13	05:35	RIVERSIDE DR	PIPELINE AV	300.00	W	No	Yes
5585303	2012-03-13	07:30	CHINO AV	PRECIADO AV	0.00	-	Yes	No
5936979	2012-12-13	07:49	CHINO AV	PIPELINE AV	0.00	-	No	Yes
6735100	2014-09-22	09:59	RIVERSIDE DR	EAST END AV	0.00	-	Yes	No
6894983	2015-02-17	06:50	CHINO AV	PIPELINE AV	818.00	E	Yes	No
90039354	2015-10-13	18:05	PIPELINE AVE.	RIVERSIDE DR.	639.00	N	No	Yes
9127075	2020-08-22	10:43	PIPELINE AV	CHINO AVE	0.00	-	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Kimbark Elementary

18021 West Kenwood Avenue | San Bernardino | San Bernardino County | CDS: 36678766067078



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	0	0	0	0	0	0
<i>¼ - ½ mi.</i>	0	0	0	0	0	0	0
<i>Total</i>	0	0	0	0	0	0	0

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
---------	------	------	---------	-----------	----------	-----------	------	-----

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

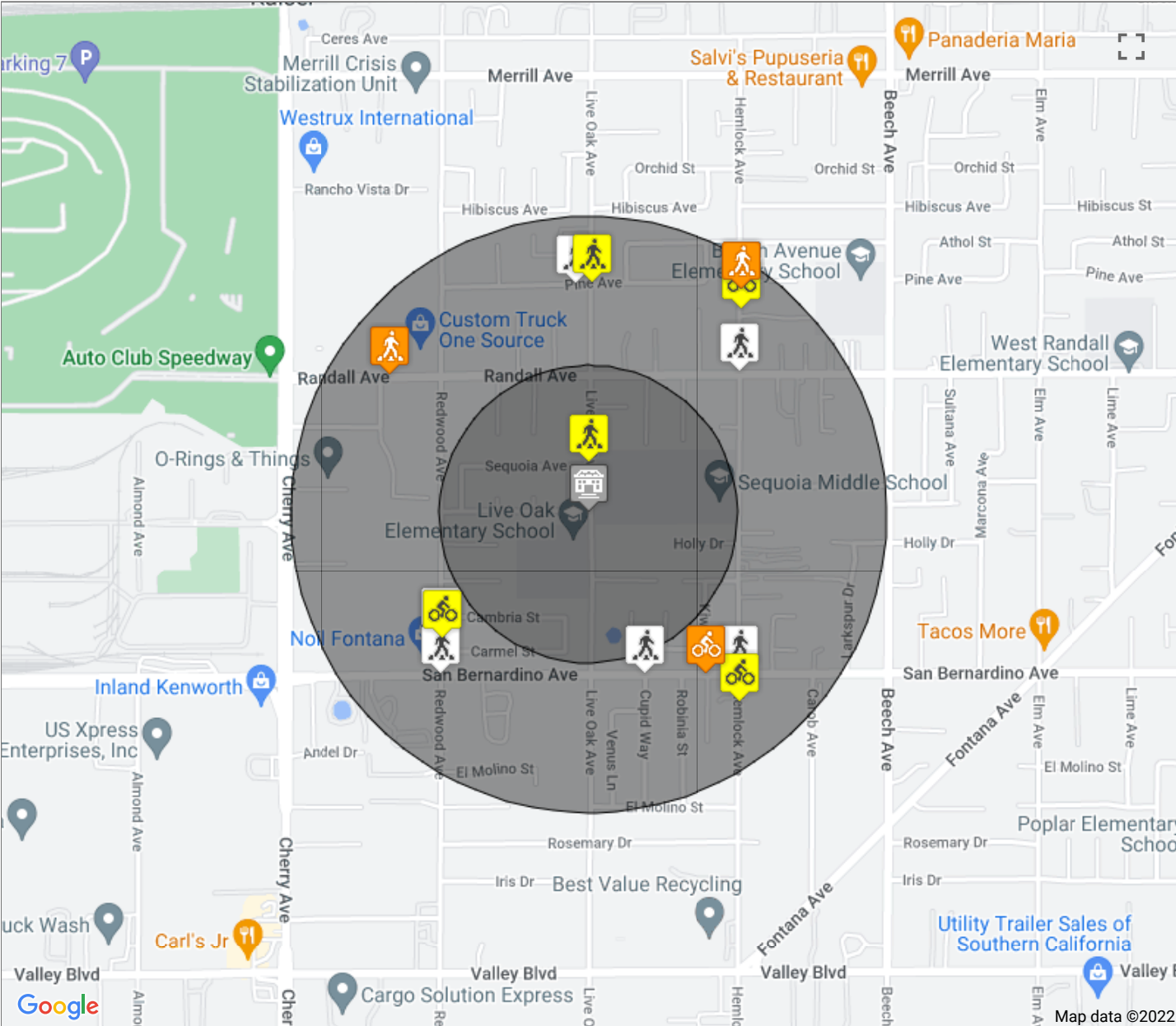
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Live Oak Elementary

9522 Live Oak Avenue | Fontana | San Bernardino County | CDS: 36677106035810



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	1	0	1
¼ - ½ mi.	0	3	4	6	9	4	13
<i>Total</i>	0	3	5	6	10	4	14

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4857841	2010-08-14	11:58	REDWOOD AV	CARMEL ST	123.00	N	No	Yes
6000241	2013-01-15	07:35	REDWOOD AV	SAN BERNARDINO AV	0.00	-	No	Yes
90022435	2015-08-27	19:57	REDWOOD AVE. (9000 BLOCK)	CARMEL ST.	118.00	N	Yes	No
90025671	2015-09-12	16:40	SAN BERNARDINO AVE.	KIWI AVE.	0.00	-	Yes	No
90883150	2018-11-28	16:41	HEMLOCK AVE (9700 BLOCK)	SAN BERNARDINO AVE.	250.00	S	Yes	No
90905963	2019-01-10	08:00	PINE AVE (14000 BLK)	LIVE OAK AVE.	150.00	W	No	Yes
91437042	2021-02-11	19:15	HEMLOCK AVE.	QUAIL LN	88.00	S	No	Yes
91624794	2021-11-05	16:15	LIVE OAK AVE.	PINE AVE.	0.00	-	No	Yes
4686449	2010-04-26	07:10	SAN BERNARDINO AV	CUPID AV	4.00	W	No	Yes
5382097	2011-10-18	07:30	SEQUOIA AV	LIVE OAK AV	10.00	W	No	Yes
5406735	2011-11-22	06:15	RANDALL AV	HEMLOCK AV	6.00	W	No	Yes
5845265	2012-09-27	02:21	RANDALL AV	RESEND AV	74.00	E	No	Yes
6506322	2014-04-21	07:05	SAN BERNARDINO AV	HEMLOCK AV	5.00	W	No	Yes
91087504	2019-09-22	13:10	HEMLOCK AVE.	LOS NIETOS CT.	50.00	N	Yes	No

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

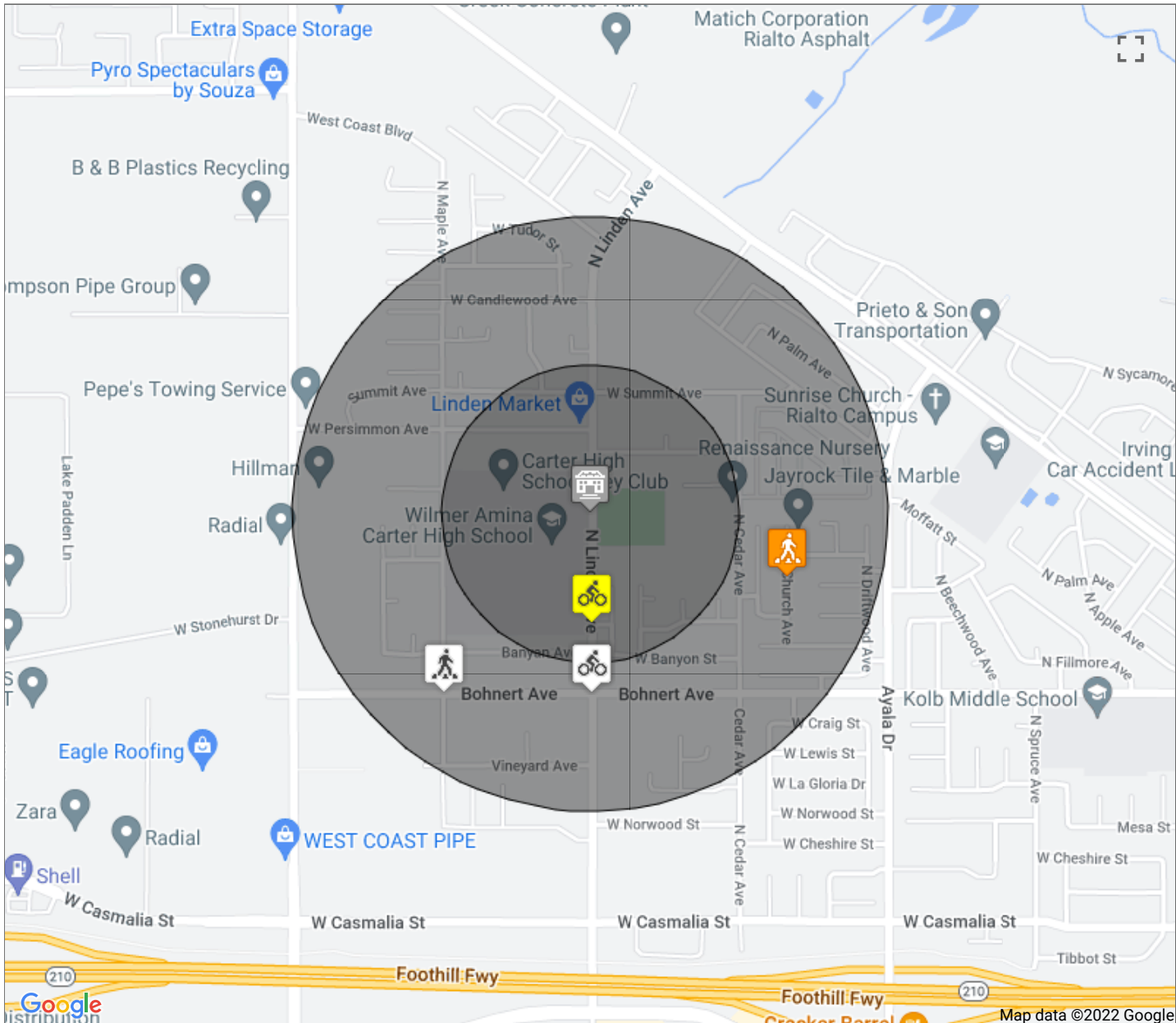
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Wilmer Amina Carter High

2630 North Linden Avenue | Rialto | San Bernardino County | CDS: 36678500102830



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	0	1	1
¼ - ½ mi.	0	1	0	3	3	1	4
<i>Total</i>	0	1	1	3	3	2	5

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5477316	2011-12-08	07:16	BOHNERT AV	MAPLE ST	15.00	E	No	Yes
6207984	2013-09-23	07:27	LINDEN AV	BOHNERT AV	0.00	-	No	Yes
6288732	2013-11-14	07:29	LINDEN AV	WILDFLOWER ST	0.00	N	Yes	No
8120722	2016-08-24	14:23	LINDEN AV	BOHNERT AV	0.00	-	Yes	No
8840549	2019-04-13	13:20	CHURCH AV	WILDFLOWER ST	330.00	N	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

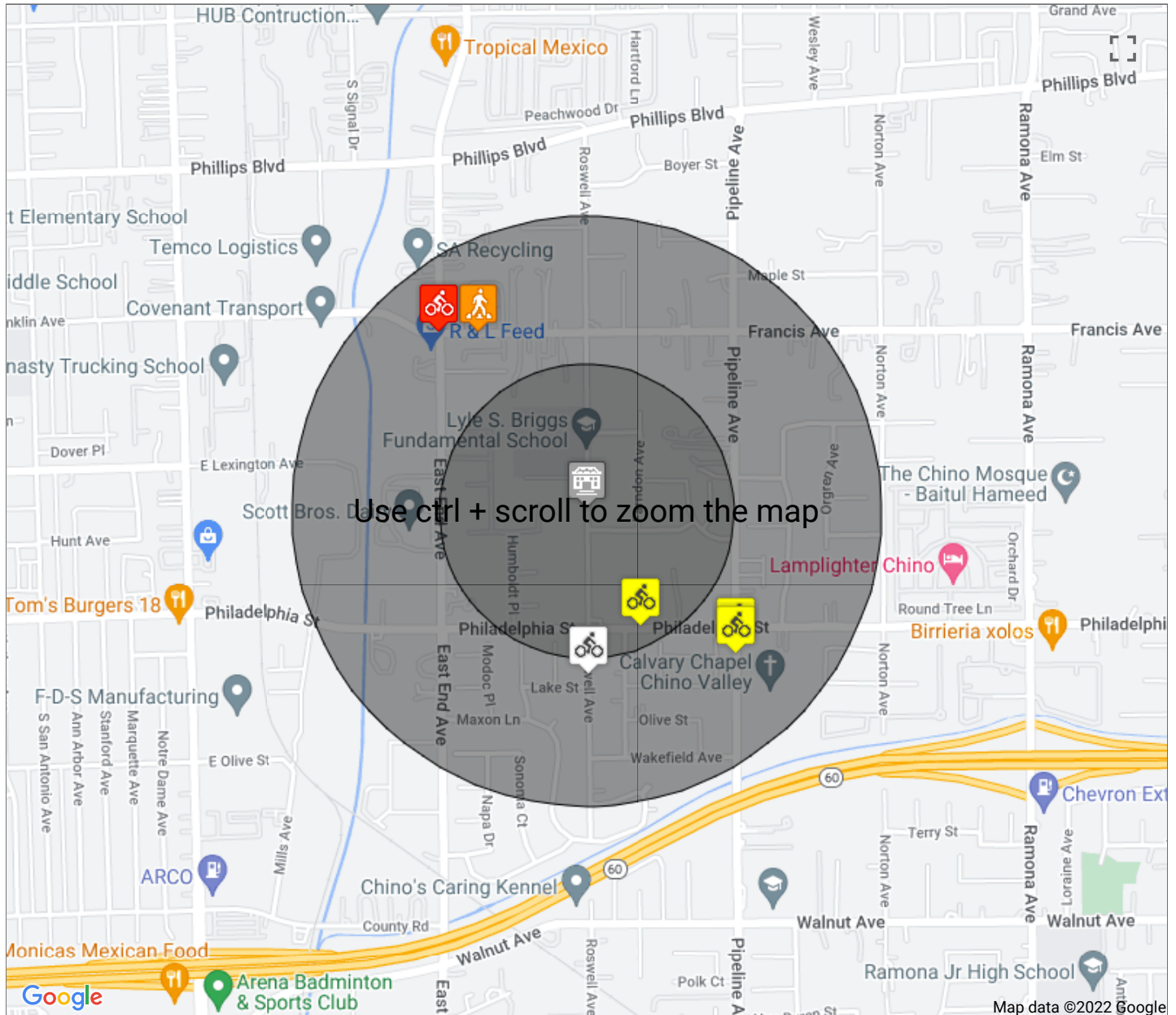
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Lyle S. Briggs Fundamental

11880 Roswell Avenue | Chino | San Bernardino County | CDS: 36676786102974



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	0	1	1
¼ - ½ mi.	1	1	2	1	1	4	5
<i>Total</i>	1	1	3	1	1	5	6

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5130189	2011-03-21	17:49	ROSWELL AV	LAKE AV	88.00	N	Yes	No
5319047	2011-09-16	06:10	PHILADELPHIA ST	FARNDON AV	150.00	E	Yes	No
6869808	2015-02-02	08:16	PIPELINE AV	PHILADELPHIA ST	178.00	S	Yes	No
6896494	2015-03-19	08:05	PIPELINE AV	PHILADELPHIA ST	249.00	S	Yes	No
90729256	2018-05-17	12:55	EAST END AVENUE	FRANCIS AVENUE	0.00	-	Yes	No
91586448	2021-09-20	05:10	FRANCIS AVE.	EAST END AVE.	347.00	E	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

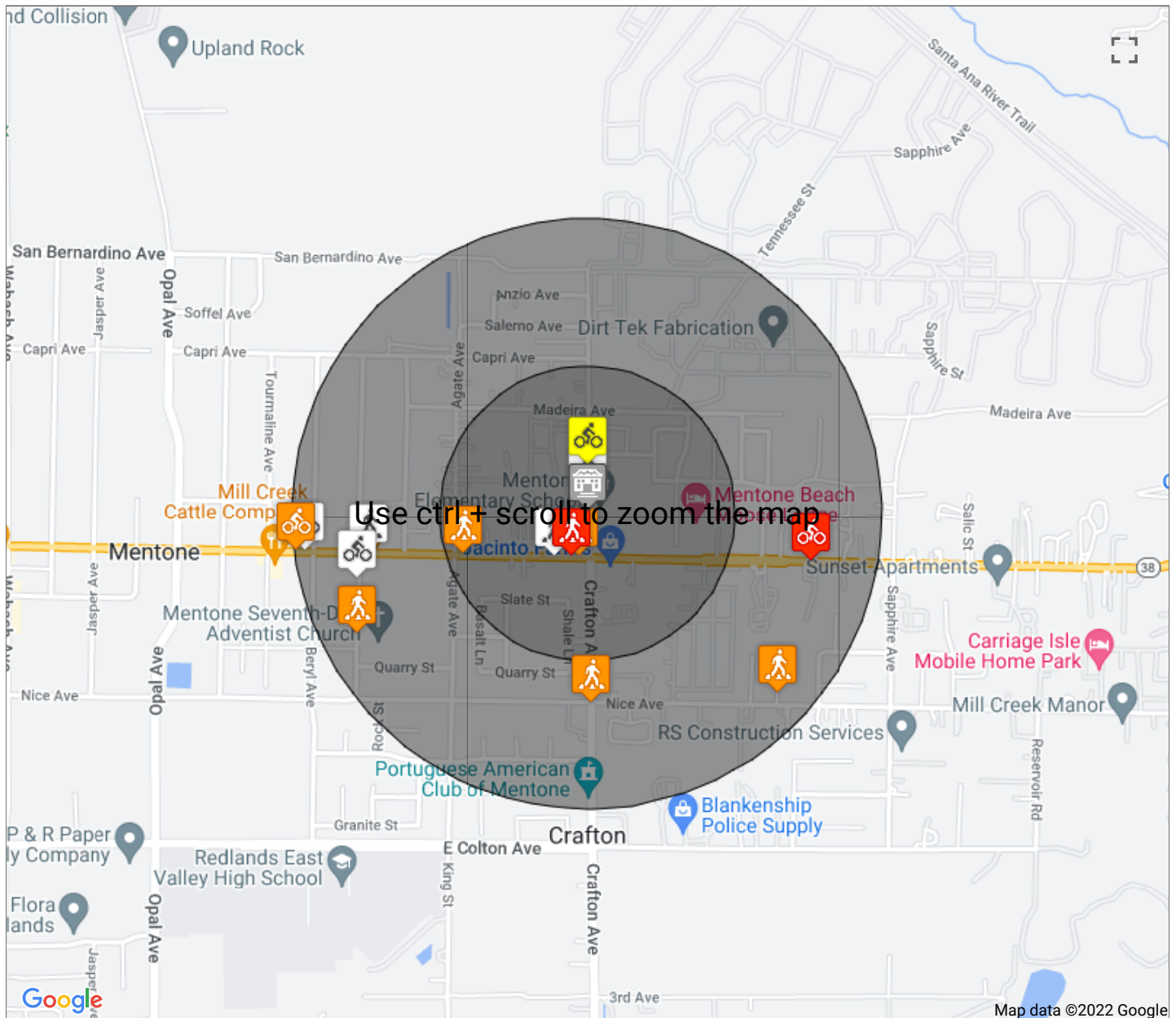
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Mentone Elementary

1320 Crafton Avenue | Mentone | San Bernardino County | CDS: 36678436036560



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	2	1	2	5	1	6
¼ - ½ mi.	1	4	0	3	4	4	8
<i>Total</i>	2	6	1	5	9	5	14

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5609957	2012-04-10	07:05	CRAFTON AV	RT 38	528.00	N	No	Yes
5639989	2012-10-23	18:40	RT 38	CRAFTON AV	133.00	E	No	Yes
5894708	2012-10-03	19:45	RT 38	MALACHITE AV	0.00	-	No	Yes
6125091	2013-05-24	10:49	RT 138	BERYL AV	230.00	E	Yes	No
6876883	2015-03-20	15:05	RT 38	CRAFTON AV	140.00	W	No	Yes
90219496	2016-07-03	13:00	OLIVINE AVENUE	QUARRY STREET	280.00	N	No	Yes
90279271	2016-09-21	18:10	SR-38 (MENTONE BLVD)	AGATE AVE	0.00	-	No	Yes
90454049	2017-05-02	11:30	OLIVINE AVE	SR-38	150.00	S	Yes	No
90846578	2018-08-17	01:50	STATE ROUTE 38 (MENTONE BOULEVARD)	PLUMWOOD LANE	425.00	E	Yes	No
91159328	2019-12-27	16:30	NICE AVE	CRAFTON AVE	0.00	-	No	Yes
91570892	2021-09-01	19:35	SR-38 (MENTONE BLVD.)	BERYL AVE.	135.00	W	Yes	No
4906410	2010-09-25	19:10	RT 38	CRAFTON AV	0.00	-	No	Yes
5390209	2011-10-31	07:45	CRAFTON AV	SIERRA PINE DR	110.00	S	Yes	No
90647590	2018-01-16	17:45	ANSLEY LANE	NICE AVENUE	121.00	N	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

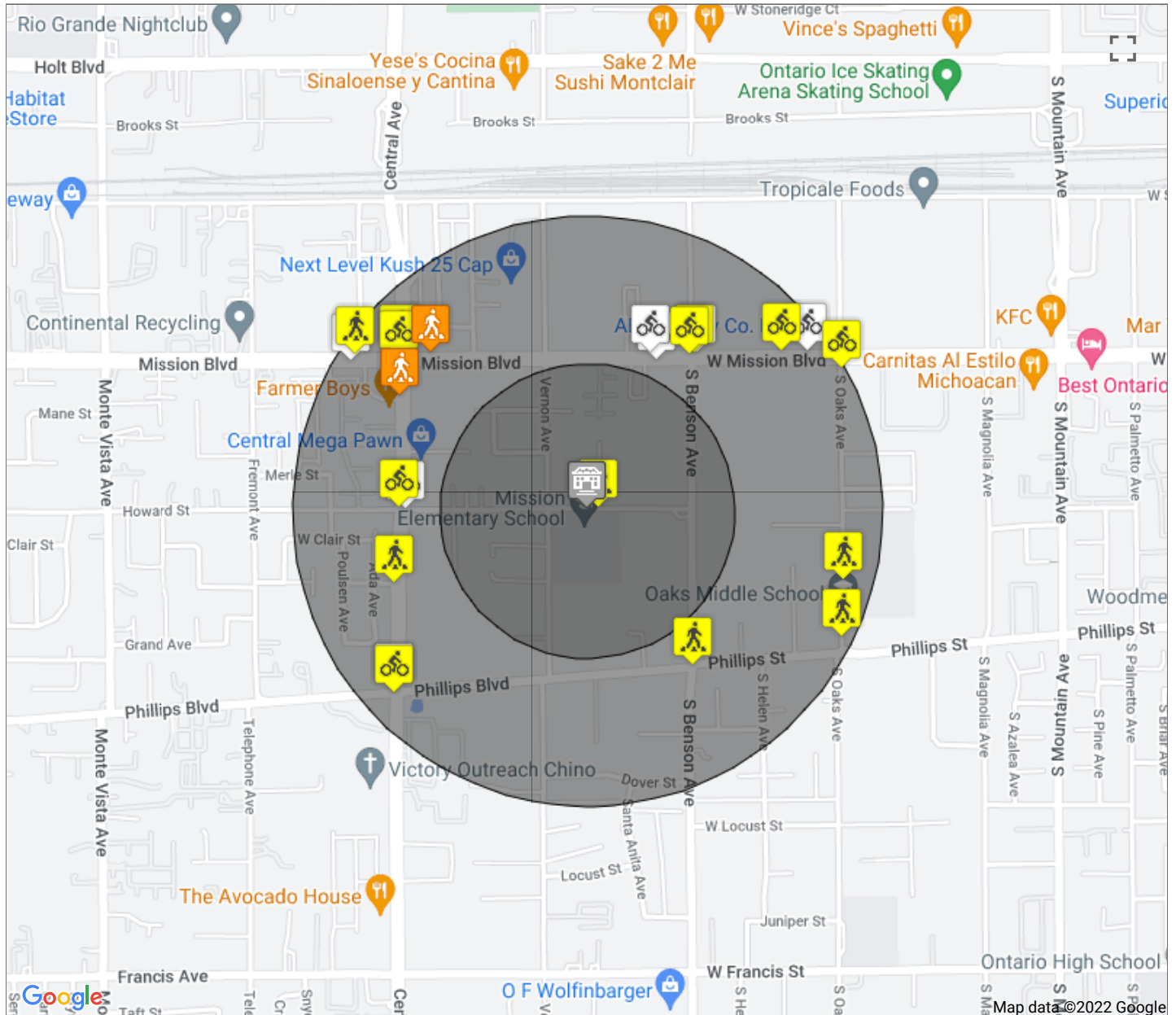
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Mission Elementary

5555 Howard Street | Ontario | San Bernardino County | CDS: 36678196036354



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	1	0	1
¼ - ½ mi.	0	2	13	8	9	14	23
<i>Total</i>	0	2	14	8	10	14	24

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4899778	2010-10-01	07:30	HOWARD ST	BEL AIR AV	0.00	-	No	Yes
5545104	2012-01-27	14:20	OAKS AV	PHILLIPS ST	150.00	N	No	Yes
5806448	2012-08-08	14:37	HOWARD ST	CENTRAL AV	0.00	-	Yes	No
6055143	2013-03-24	19:06	OAKS AV	MISSION BL	150.00	S	Yes	No
6633568	2014-06-18	17:45	CENTRAL AV	MISSION BL	0.00	-	Yes	No
6860754	2015-02-24	19:12	MISSION BL	BENSON AV	800.00	E	Yes	No
7002985	2015-06-09	20:52	MISSION BL	OAKS AV	300.00	W	Yes	No
8097543	2016-07-20	08:27	CENTRAL AV	PHILLIPS AV	17.00	S	Yes	No
8691171	2018-08-16	19:28	SADDLEBACK ST	CENTRAL AV	2.00	W	No	Yes
9030249	2019-09-05	17:38	MISSION BL	BENSON AV	20.00	E	No	Yes
90460853	2017-05-13	02:30	CENTRAL AVENUE N/B	MISSION BLVD.	50.00	S	Yes	No
91482093	2021-05-18	16:07	CENTRAL AVENUE	HOWARD AVENUE	0.00	-	Yes	No
4716281	2010-05-11	16:40	MISSION BL	BENSON AV	300.00	W	Yes	No
4841940	2010-08-10	16:26	MISSION BL	CENTRAL AV	428.00	W	Yes	No
5454994	2011-12-14	17:25	CENTRAL AV	PHILLIPS AV	9.00	S	No	Yes
5797576	2012-08-01	13:31	BENSON AV	MISSION BL	3.00	S	Yes	No
6104163	2013-05-29	15:50	MISSION BL	ADA AV	25.00	W	No	Yes
6338053	2013-10-24	15:25	MISSION BL	CENTRAL AV	5.00	E	Yes	No
81424838	2021-03-05	05:37	BENSON AV	PHILLIPS ST	0.00	-	No	Yes
8999261	2018-04-27	16:45	MISSION BL	BENSON AV	50.00	E	Yes	No
8999418	2018-08-16	15:24	OAKS AV	CLAIR ST	500.00	S	No	Yes
90187060	2016-05-16	14:39	5611 MISSION BOULEVARD	BENSON AVENUE	378.00	W	Yes	No
90853223	2018-10-25	18:56	MISSION BLVD.	CENTRAL AVE.	285.00	E	No	Yes
91390996	2021-01-11	18:30	CENTRAL AVE.	MISSION BLVD.	395.00	S	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

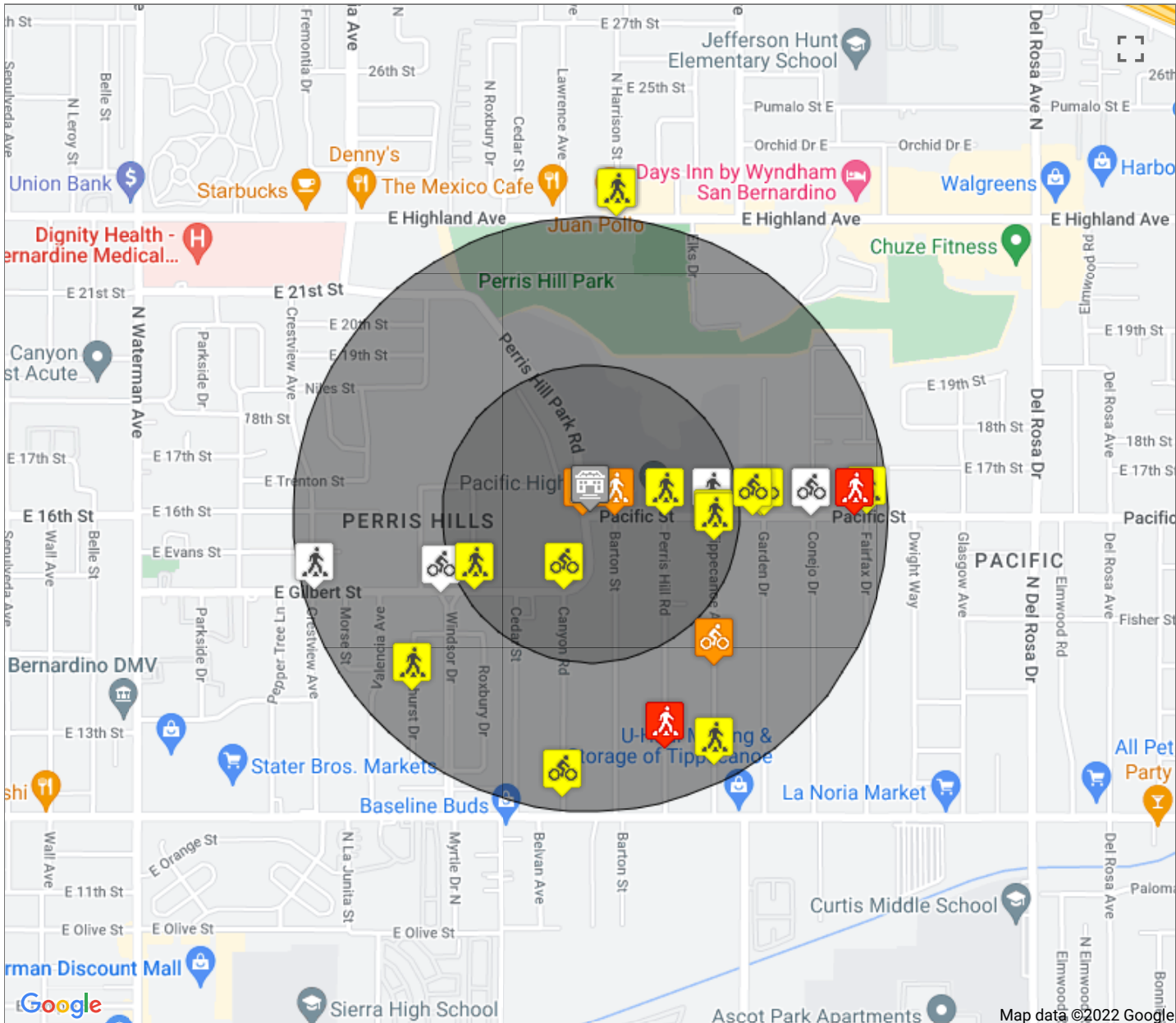
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Pacific High

1020 Pacific Street | San Bernardino | San Bernardino County | CDS: 36678763634680



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	2	5	2	7	2	9
<i>¼ - ½ mi.</i>	2	1	8	5	9	7	16
<i>Total</i>	2	3	13	7	16	9	25

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4844808	2010-08-10	07:10	TIPPECANOE AV	PACIFIC ST	200.00	S	Yes	No
5045753	2010-02-28	11:00	CANYON RD	BASELINE ST	157.00	N	Yes	No
5873822	2012-06-09	18:05	CONEJO ST	PACIFIC ST	5.00	S	Yes	No
6021759	2013-02-12	16:30	CONEJO DR	PACIFIC ST	8.00	S	Yes	No
6077543	2013-02-18	12:04	GARDEN DR	PACIFIC ST	0.00	-	No	Yes
7006189	2015-09-01	18:01	PERRIS HILL RD	BASELINE ST	592.00	N	No	Yes
8025408	2016-03-02	07:53	E GILBERT ST	CRESTVIEW AV	8.00	E	No	Yes
5095302	2011-01-26	13:00	PACIFIC ST	PERRIS HILL PARK RD	0.00	-	No	Yes
5962036	2012-12-07	17:10	PACIFIC ST	FAIRFAX DR	11.00	E	No	Yes
5964060	2012-05-31	18:06	OAKHURST DR	N OAKHURST DR	555.00	S	No	Yes
6291920	2014-11-20	19:54	E PACIFIC ST	N FAIRFAX ST	101.00	W	No	Yes
7189458	2015-10-22	13:17	GILBERT ST	ANTON ST	0.00	-	No	Yes
8012475	2016-03-15	13:20	PACIFIC ST	GARDEN DR	0.00	-	Yes	No
8414407	2017-08-28	13:26	NORTH ANTON ST	EAST GILBERT ST	0.00	-	No	Yes
8045949	2015-07-21	01:40	PACIFIC ST	BARTON ST	0.00	-	No	Yes
8047232	2016-04-22	14:55	N CANYON RD	E GILBERT ST	0.00	-	Yes	No
90459062	2017-05-04	09:20	TIPPECANOE AVENUE	BASELINE STREET	1320.00	N	Yes	No
90542535	2017-09-03	04:07	TIPPECANOE AVE	PACIFIC ST	222.00	S	No	Yes
90668861	2018-02-17	18:19	TIPPECANOE AVE	BASELINE ST	450.00	N	No	Yes
9147965	2020-08-10	20:34	N WINDSOR DR	E GILBERT ST	21.00	S	Yes	No
91671117	2021-12-23	08:20	PACIFIC ST.	TIPPECANOE AVE.	11.00	W	No	Yes
8525022	2017-12-02	19:02	E PACIFIC ST	GARDEN DR	101.00	W	Yes	No
8726340	2018-10-07	18:03	EAST HIGHLAND AV	HARRISON ST	11.00	W	No	Yes
8810070	2019-01-30	14:55	EAST HIGHLAND AV	N HARRISON ST	0.00	-	No	Yes
90679352	2018-03-09	14:55	PACIFIC STREET	PERRIS HILL RD	10.00	E	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

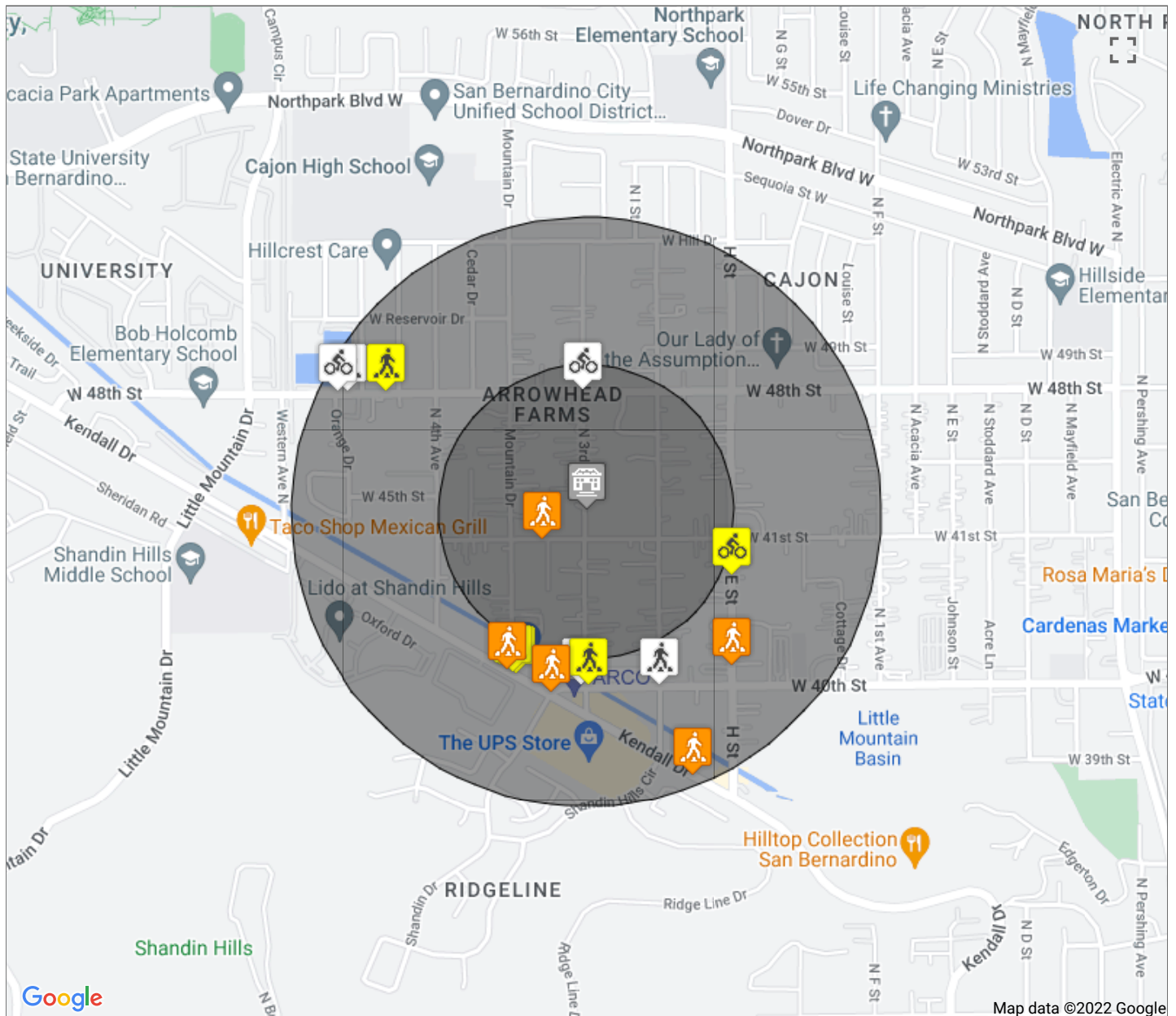
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Newmark Elementary

4121 North Third Avenue | San Bernardino | San Bernardino County | CDS: 36678766037055



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	0	1	1	1	2
¼ - ½ mi.	0	4	5	4	11	2	13
<i>Total</i>	0	5	5	5	12	3	15

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5041393	2010-01-09	17:40	KENDALL DR	MOUNTAIN DR	50.00	W	No	Yes
5148758	2011-02-18	22:40	48TH ST	CYPRESS DR	120.00	W	No	Yes
5467617	2011-10-14	07:59	48TH ST	MAGNOLIA DR	120.00	W	No	Yes
5491526	2012-02-18	10:40	E ST	41ST ST	330.00	S	Yes	No
6341484	2013-11-07	07:12	48TH ST	ORANGE DR	126.00	E	Yes	No
7108299	2015-09-22	20:32	40TH ST	3RD AV	44.00	W	No	Yes
8640277	2018-05-10	12:04	W 40TH ST	3RD AV	21.00	E	No	Yes
8810487	2019-02-01	07:45	W KENDALL DR	MOUNTAIN DR	30.00	E	No	Yes
90198667	2016-05-29	15:30	H STREET	40TH STREET	150.00	N	No	Yes
91366036	2020-12-10	18:20	41ST ST.	MOUNTAIN AVE	275.00	E	No	Yes
9177096	2020-09-15	19:20	W KENDALL DR	N SHANDIN HILLS DR	0.00	-	No	Yes
5605156	2011-12-07	17:08	W KENDALL DR	N MOUNTAIN DR	0.00	-	No	Yes
6178776	2013-04-18	17:10	48TH ST	3RD AV	0.00	-	Yes	No
9197070	2020-10-10	12:03	W 40TH ST	N F ST	0.00	-	No	Yes
9315408	2021-07-08	20:36	W KENDALL DR	SHANDIN HILLS CIR	357.00	E	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

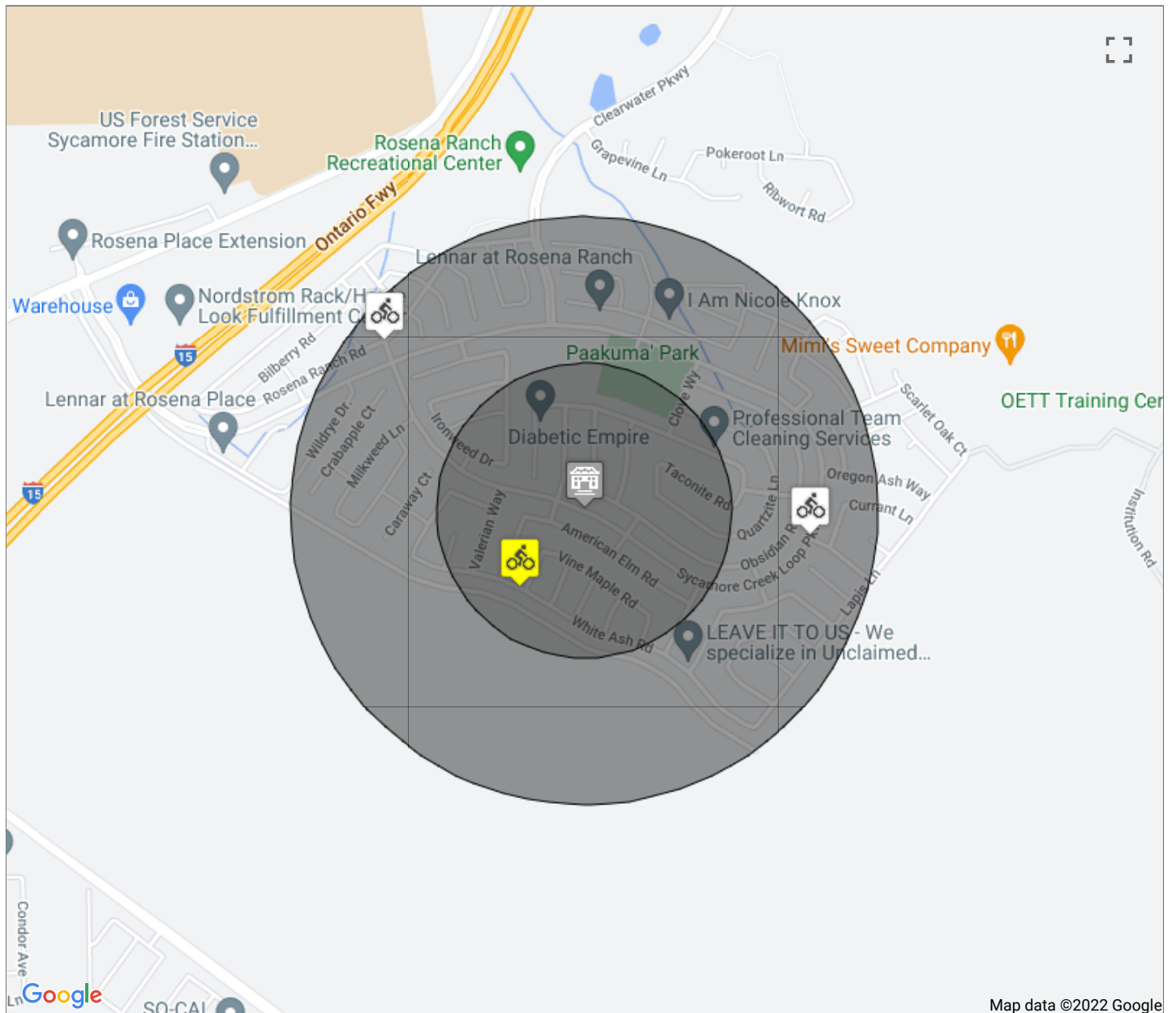
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Paakuma K-8

17875 Sycamore Creek Loop Parkway | San Bernardino | San Bernardino County | CDS: 36678760128918



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	0	0	1	1
¼ - ½ mi.	0	0	0	2	0	2	2
<i>Total</i>	0	0	1	2	0	3	3

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
91303504	2020-09-04	16:30	ROSENA RANCH ROAD	PERILLA DRIVE	0.00	-	Yes	No
6479700	2014-04-16	18:25	SYCAMORE CREEK LOOP	BLACK COTTONWOOD WY	0.00	-	Yes	No
91012932	2019-06-08	01:50	WHITE ASH ROAD	WHITE WILLOW WAY	50.00	N	Yes	No

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

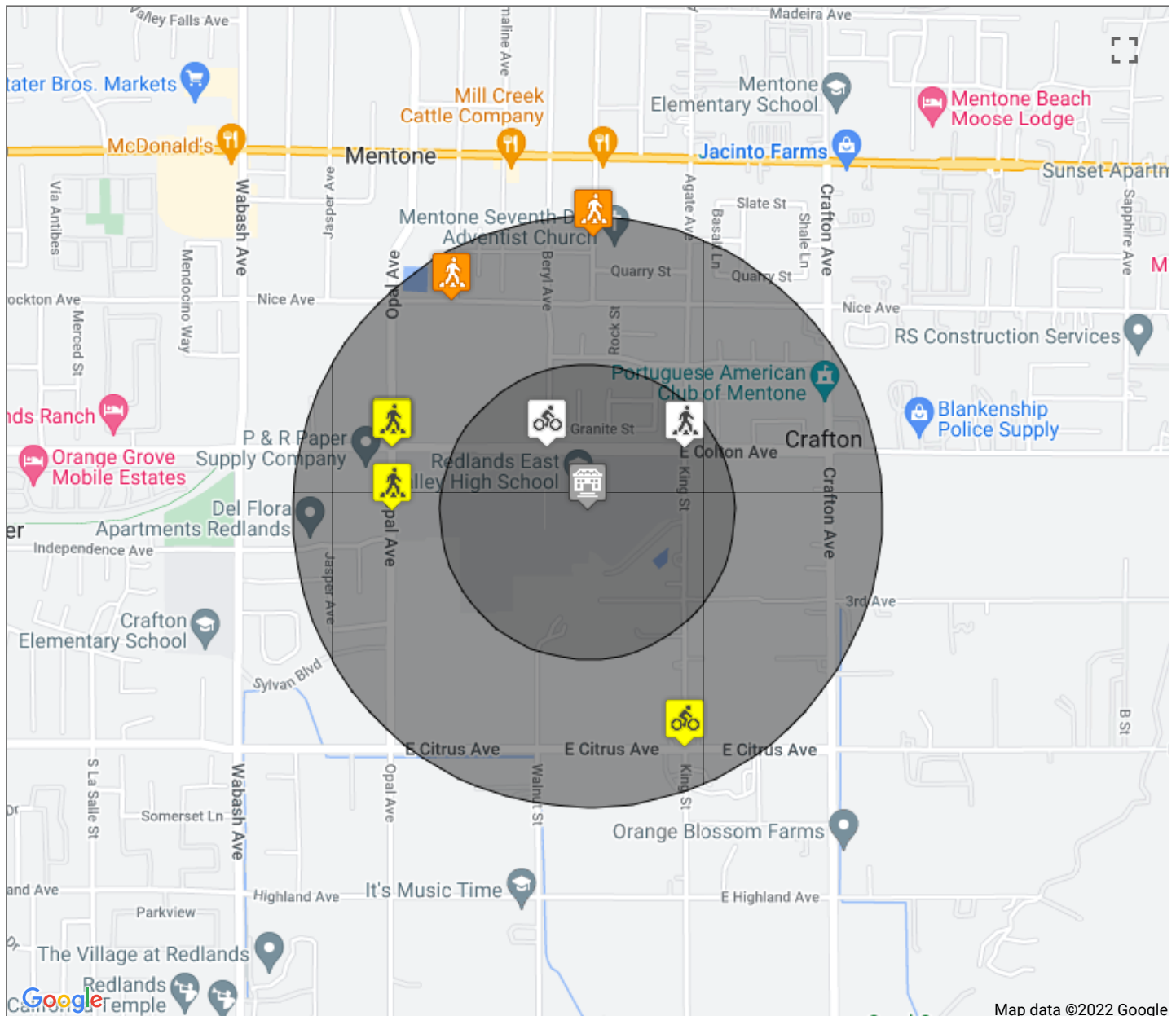
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Redlands East Valley High

31000 East Colton Avenue | Redlands | San Bernardino County | CDS: 36678433630779



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	2	1	1	2
¼ - ½ mi.	0	2	4	1	4	3	7
<i>Total</i>	0	2	4	3	5	4	9

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5381631	2011-10-20	14:50	COLTON AV	BERYL AV	0.00	-	Yes	No
90219496	2016-07-03	13:00	OLIVINE AVENUE	QUARRY STREET	280.00	N	No	Yes
90399481	2017-02-15	18:03	COLTON AVE	KING ST	0.00	-	No	Yes
90779539	2018-07-21	09:30	COLTON AVE	OPAL AVE	0.00	-	Yes	No
90862402	2018-11-08	18:40	OPAL AVE	COLTON AVE	6.00	S	Yes	No
90613733	2017-11-29	07:20	NICE AVE	OPAL AVE	528.00	E	No	Yes
90795714	2018-08-13	07:16	CITRUS AVE	KING ST	0.00	-	Yes	No
91534149	2021-07-22	07:56	OPAL AVE	COLTON AVE	580.00	S	No	Yes
91566746	2021-08-30	14:45	OPAL AVE.	COLTON AVE.	10.00	S	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

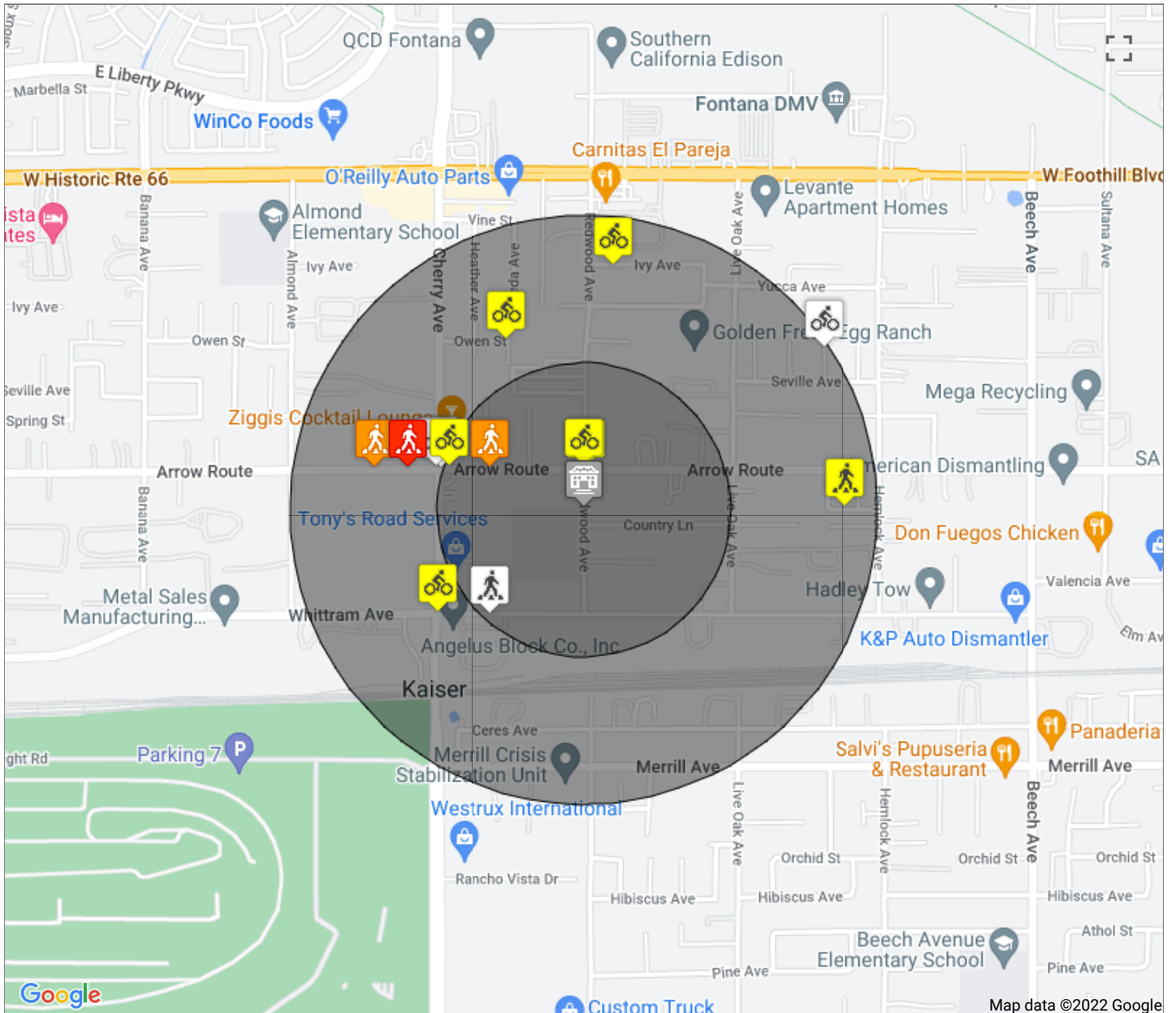
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Redwood Elementary

8570 Redwood Avenue | Fontana | San Bernardino County | CDS: 36677106035885



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	3	1	2	3	5
¼ - ½ mi.	1	1	4	4	5	5	10
<i>Total</i>	1	2	7	5	7	8	15

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5266526	2011-07-18	19:18	OWEN ST	RESEDA AV	35.00	W	Yes	No
6912091	2015-03-06	18:09	CHERRY AV	ARROW RTE	25.00	N	No	Yes
90071541	2015-12-08	09:36	ARROW RTE.	REDWOOD AVE.	0.00	-	Yes	No
90081395	2015-11-30	11:24	CHERRY AVE.	WHITTRAM AVE.	0.00	-	Yes	No
90104813	2016-01-09	18:55	ARROW BLVD. (14500 BLOCK)	RESEDA AVE.	366.00	W	No	Yes
90766473	2018-07-04	18:28	8327 DURRA LANE	SEVILLE AVE	285.00	N	Yes	No
90866562	2018-11-08	12:50	ARROW ROUTE (14500 BLOCK)	CHERRY AVE.	20.00	E	No	Yes
4625005	2010-03-27	10:05	ARROW RTE	CHERRY AV	0.00	-	Yes	No
5628489	2012-05-10	13:05	ARROW RTE	REDWOOD AV	8.00	W	Yes	No
5850341	2012-08-20	14:00	ARROW HWY	CHERRY AV	125.00	E	Yes	No
6691886	2014-07-04	23:00	ARROW RTE	CHERRY AV	589.00	W	No	Yes
8382766	2017-04-17	18:51	IVY AV	REDWOOD DR	191.00	E	Yes	No
90645100	2017-09-09	21:55	ARROW ROUTE	CHERRY AVENUE	281.00	W	No	Yes
90646233	2017-12-25	22:50	WHITTRAM AVE.	CHERRY AVE.	475.00	E	No	Yes
91319027	2020-09-28	07:05	VALENCIA AVENUE (15000 BLOCK)	ROBINIA STREET	147.00	E	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Ruth O. Harris Middle

11150 Alder Avenue | Bloomington | San Bernardino County | CDS: 36676866111108



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	0
¼ - ½ mi.	0	1	2	1	3	1	4
<i>Total</i>	0	1	2	1	3	1	4

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4713069	2010-05-13	14:57	UNDERWOOD	MAHOGONY	121.00	W	No	Yes
7133686	2015-11-08	18:53	EUCALYPTUS ST	SEGA LN	89.00	E	No	Yes
90032645	2015-10-03	05:20	SANTA ANA AVE. (17900 BLOCK)	LAUREL AVE.	185.00	W	No	Yes
91337276	2020-10-23	09:20	LAUREL AVE	SANTA ANA AVE.	60.00	N	Yes	No

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

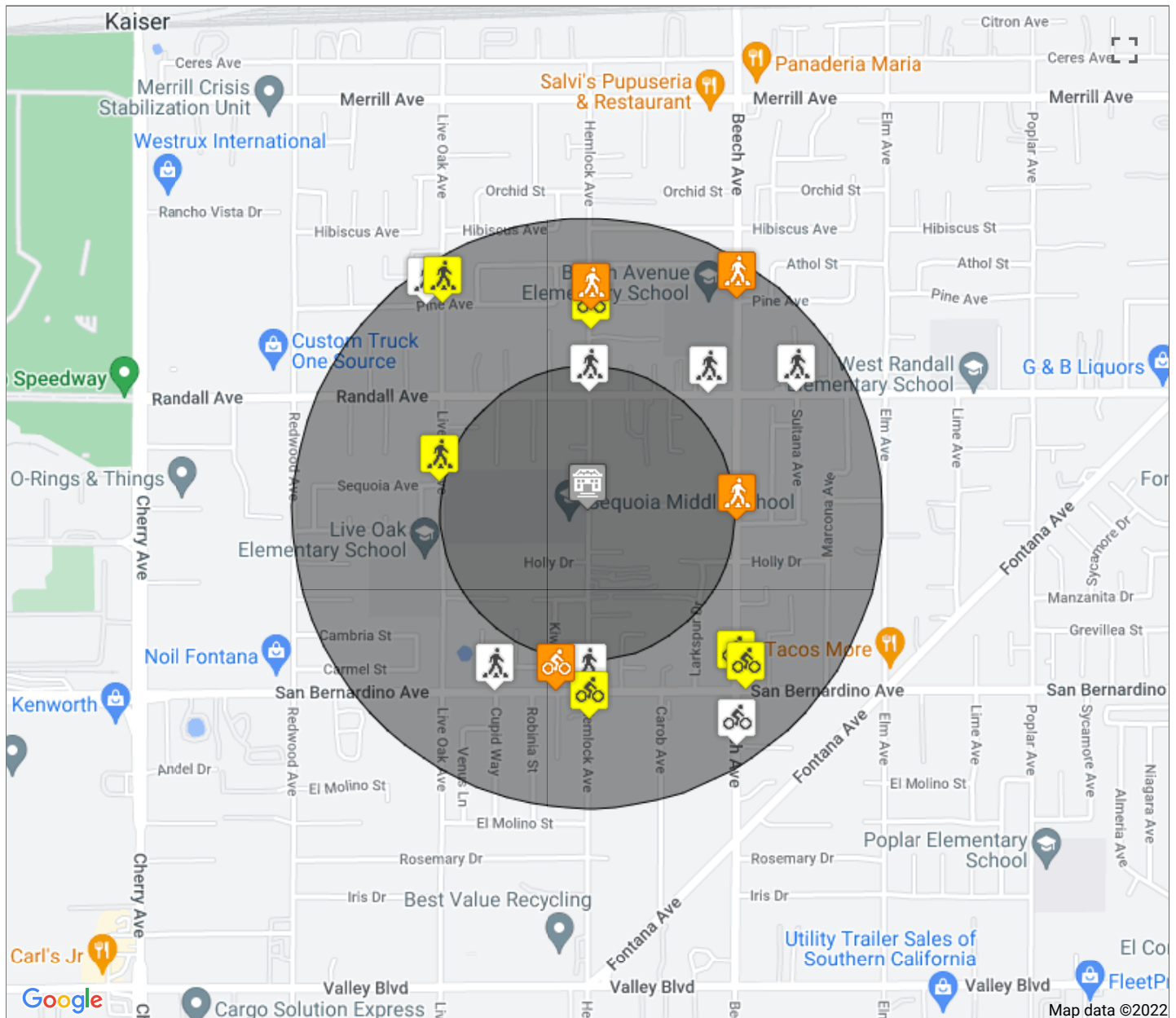
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Sequoia Middle

9452 Hemlock Avenue | Fontana | San Bernardino County | CDS: 36677106061865



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	0	0	1	1	0	1
<i>¼ - ½ mi.</i>	0	4	6	6	10	6	16
<i>Total</i>	0	4	6	7	11	6	17

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
6506322	2014-04-21	07:05	SAN BERNARDINO AV	HEMLOCK AV	5.00	W	No	Yes
90281225	2016-09-28	19:20	RANDALL AVE.	SULTANA AVE.	0.00	-	No	Yes
90307681	2016-10-22	10:55	BEECH AVE.	YEW CT	0.00	-	Yes	No
90361908	2016-12-23	16:35	BEECH AVE.	SAN BERNARDINO AVE.	100.00	N	Yes	No
91188772	2020-02-10	16:58	RANDALL AVE.	BEECH AVE.	250.00	W	No	Yes
4668323	2010-04-01	13:35	BEECH AV	PINE AV	9.00	S	No	Yes
4686449	2010-04-26	07:10	SAN BERNARDINO AV	CUPID AV	4.00	W	No	Yes
5382097	2011-10-18	07:30	SEQUOIA AV	LIVE OAK AV	10.00	W	No	Yes
5406735	2011-11-22	06:15	RANDALL AV	HEMLOCK AV	6.00	W	No	Yes
90025671	2015-09-12	16:40	SAN BERNARDINO AVE.	KIWI AVE.	0.00	-	Yes	No
90106618	2016-01-24	21:45	BEECH AVE. (9000 BLOCK)	HAWTHORNE AVE. (15000 BLOCK)	15.00	N	No	Yes
90883150	2018-11-28	16:41	HEMLOCK AVE (9700 BLOCK)	SAN BERNARDINO AVE.	250.00	S	Yes	No
90905963	2019-01-10	08:00	PINE AVE (14000 BLK)	LIVE OAK AVE.	150.00	W	No	Yes
91087504	2019-09-22	13:10	HEMLOCK AVE.	LOS NIETOS CT.	50.00	N	Yes	No
91437042	2021-02-11	19:15	HEMLOCK AVE.	QUAIL LN	88.00	S	No	Yes
91588578	2021-08-08	07:05	SAN BERNARDINO AVE. (15300 BLOCK)	BEECH AVE.	88.00	E	Yes	No
91624794	2021-11-05	16:15	LIVE OAK AVE.	PINE AVE.	0.00	-	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

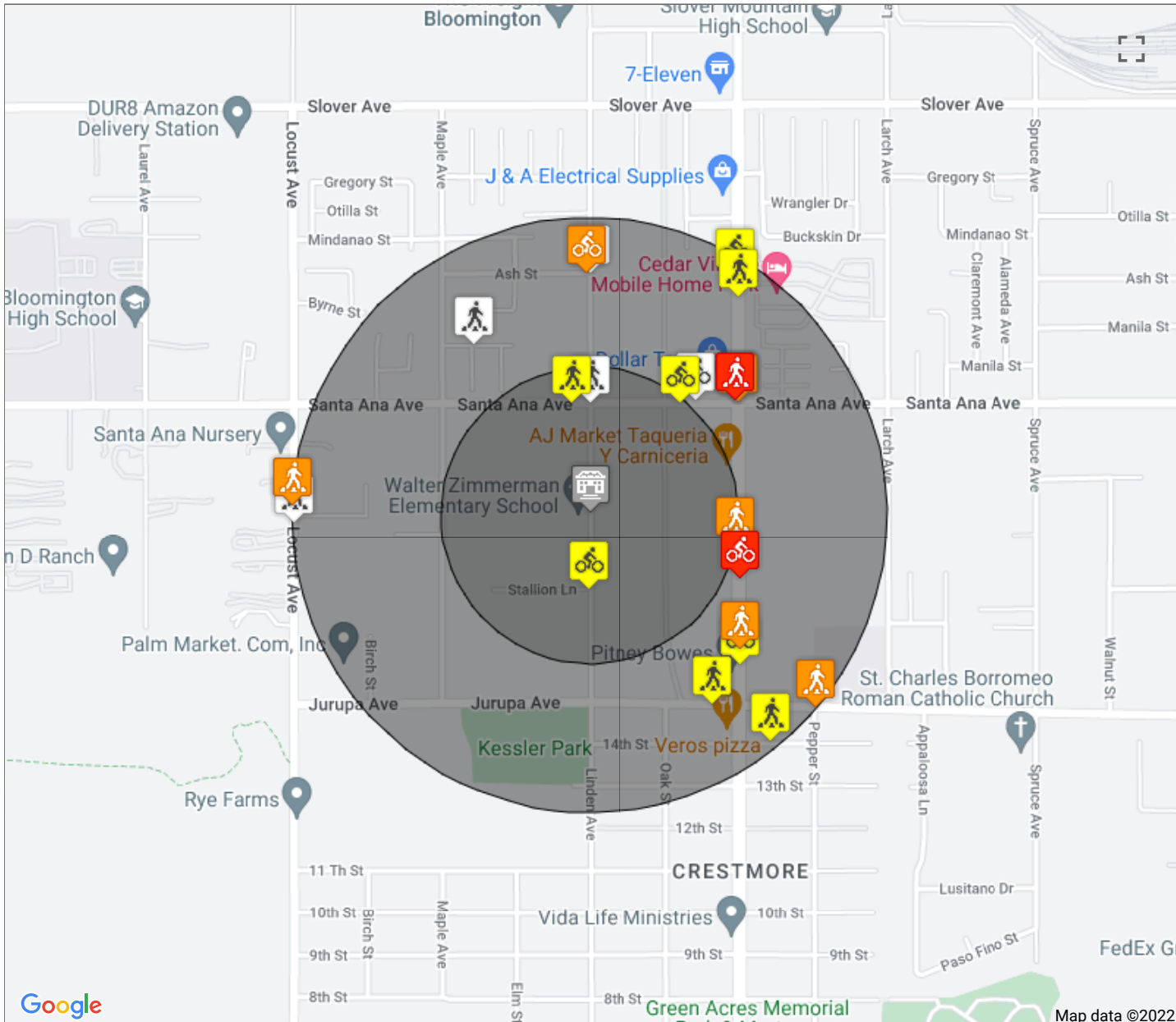
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

Walter Zimmerman Elementary

11050 Linden Avenue | Bloomington | San Bernardino County | CDS: 36676866035729



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	3	1	2	2	4
¼ - ½ mi.	2	6	5	6	13	6	19
<i>Total</i>	2	6	8	7	15	8	23

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4585366	2010-01-07	17:00	CEDAR AV	OTILLA ST	528.00	S	Yes	No
5448481	2011-12-07	14:15	CEDAR AV	SANTA ANA AV	0.00	-	Yes	No
5894702	2012-10-18	20:10	LINDEN AV	STALLION LN	10.00	S	Yes	No
5950134	2012-11-05	17:40	SANTA ANA AV	CEDAR AV	350.00	W	Yes	No
6940555	2015-04-19	20:28	ASH ST	LINDEN AV	6.00	W	No	Yes
90599428	2017-11-13	06:55	MIAMI AVE	MANILA ST	0.00	-	No	Yes
91042497	2019-07-12	22:45	SANTA ANA AVE	CEDAR AVE	528.00	W	Yes	No
91151018	2019-12-12	15:05	ASH ST	LINDEN AVE	35.00	W	Yes	No
91262379	2020-06-26	14:40	CEDAR AVE	JURUPA AVE	350.00	N	Yes	No
91284821	2020-07-31	21:00	JURUPA AVE	CEDAR AVE	250.00	W	No	Yes
5390794	2011-10-16	19:30	LOCUST AV	ROSE ST	71.00	N	No	Yes
5910380	2012-11-04	21:15	CEDAR AV	SANTA ANA AV	0.00	S	No	Yes
6241380	2013-09-26	15:15	14TH ST	CEDAR AV	300.00	E	No	Yes
6289307	2013-10-20	20:05	CEDAR AV	SANTA ANNA AV	1278.00	S	No	Yes
6292246	2015-04-22	18:42	CEDAR AV	JURUPA AV	1121.00	N	Yes	No
6794966	2014-12-15	18:00	SANTA ANA AV	CEDAR AV	1490.00	W	No	Yes
6832096	2015-01-29	18:05	LOCUST AV	SANTA ANA AV	1056.00	S	No	Yes
6924708	2015-05-12	20:00	SANTA ANA AV	LINDEN AV	0.00	-	No	Yes
90096667	2016-01-07	25:00	CEDAR AVE	SANTA ANA AVE	3.00	N	No	Yes
90274970	2016-09-09	12:03	JURUPA AVE	PEPPER ST	9.00	E	No	Yes
90340641	2016-11-28	22:24	CEDAR AVE. N/B	JURUPA AVE	495.00	N	No	Yes
90877716	2018-11-30	17:05	CEDAR AVE	SANTA ANA AVE	940.00	N	No	Yes
91494526	2021-05-20	21:25	CEDAR AVE S/B	SANTA ANA AVE	15.00	N	No	Yes

Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

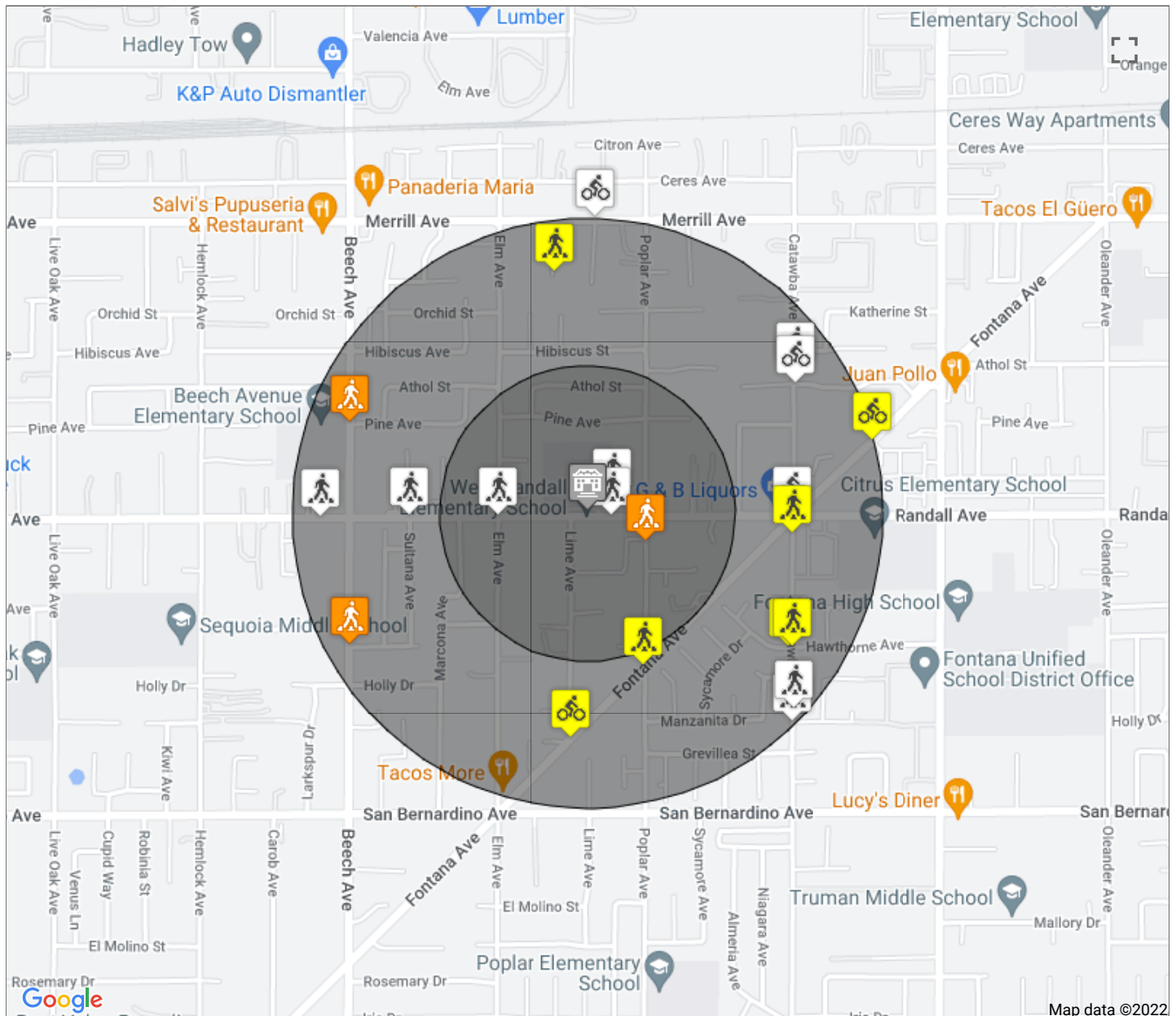
Types of Crashes: ☒ Bicycle ☒ Pedestrian

Crash Severity: ☒ Fatal ☒ Severe Injury ☒ Other Visible Injury ☒ Complaint of Pain

Years: 2010 - 2021 (2020 - 2021 data is provisional and subject to change.)

West Randall Elementary

15620 Randall Avenue | Fontana | San Bernardino County | CDS: 36677106035919



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i><¼ mi.</i>	0	1	0	3	4	0	4
<i>¼ - ½ mi.</i>	0	2	7	8	12	5	17
<i>Total</i>	0	3	7	11	16	5	21

Crash List

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4854665	2010-08-08	11:30	MERRILL AV	GUAVA CT	0.00	-	Yes	No
5223911	2011-06-09	13:45	EUGENIA AV	RANDALL AV	159.00	N	No	Yes
5318468	2011-09-01	00:20	RANDALL AV	ELM AV	10.00	W	No	Yes
5837350	2012-09-13	10:53	FONTANA AV	POPLAR AV	30.00	W	No	Yes
6553912	2014-05-10	16:00	HAWTHORNE AV	SEQUOIA AV	357.00	W	No	Yes
6716352	2014-10-09	14:13	CATAWBA AV	RANDALL AV	159.00	S	No	Yes
8127789	2016-08-26	16:49	CATAWBA AV	ATHOL ST	120.00	N	No	Yes
8193630	2016-12-14	17:49	POPLAR AV	DILL LN	52.00	S	No	Yes
8902974	2019-07-09	05:06	CITRUS AV	FONTANA AV	0.00	-	Yes	No
90106618	2016-01-24	21:45	BEECH AVE. (9000 BLOCK)	HAWTHORNE AVE. (15000 BLOCK)	15.00	N	No	Yes
4668323	2010-04-01	13:35	BEECH AV	PINE AV	9.00	S	No	Yes
4915119	2010-09-17	13:55	CATAWBA AV	MANZANITA DR	0.00	-	No	Yes
5684636	2012-06-10	15:49	FONTANA AV	LIME ST	0.00	-	Yes	No
6456698	2014-04-17	15:02	RANDALL AV	FONTANA AV	0.00	-	Yes	No
6721364	2014-10-07	22:38	CATAWBA	ATHOL	0.00	-	Yes	No
6913826	2015-04-28	15:25	RANDALL AV	EUGENE AV	10.00	W	No	Yes
8169937	2016-10-25	05:50	CATAWBA AV	MANDANITA DR	118.00	N	No	Yes
8622754	2018-05-15	15:09	HAWTHORN AV	CATAWBA AV	0.00	-	No	Yes
90281225	2016-09-28	19:20	RANDALL AVE.	SULTANA AVE.	0.00	-	No	Yes

Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
90566275	2017-10-01	20:55	LIME COURT (8000 BLOCK)	MERRILL AVE.	478.00	S	No	Yes
91188772	2020-02-10	16:58	RANDALL AVE.	BEECH AVE.	250.00	W	No	Yes



Attachment K.2

Example of School-Specific Information and Content for the Proposed SRTS Plan

(from San Bernardino County Transportation Authority's 2017 SRTS Plan)

Vermont Elementary School

Vermont Elementary School is a San Bernardino City Unified School District (SBCUSD) school located in a low-density residential neighborhood within the unincorporated community of Muscoy, near the City of San Bernardino. The school is situated at the intersection of 2nd Avenue and Vermont Street. The walk audit at Vermont Elementary School took place on October 28, 2016 from 2:00PM to 4:00PM, during the after-school Fall Carnival. The inner quad was used as the setting for an assessment session incorporating large format maps and participant feedback to identify problem areas in the transportation network of the surrounding neighborhood. Over 150 participants' feedback was solicited, directing attention to the following streets: Vermont Street, 2nd Avenue, 3rd Avenue, June Street, Bronson Street, and Ogden Street.

"Cars usually drive fast. There are no sidewalks for pedestrians."

"My daughters and I walk from school sometimes when the weather is not too hot, but they never walk without an adult."

****All remarks received from walk audit participants at Vermont Elementary****



Vermont Elementary School Survey and Tally Data



Number of Students Assessed in Tally	72
Number of Tallies	379
» Morning (To School)	201
» Afternoon (From School)	178

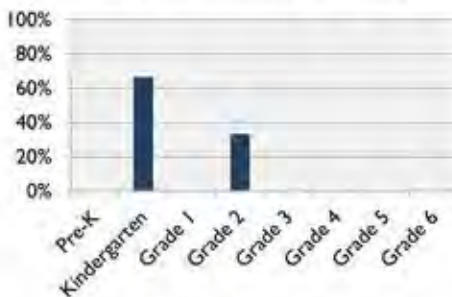
Number of Surveys Received	91
-----------------------------------	-----------

Data source: KOA Corporation. Data and figures accurate as of Fall 2016.

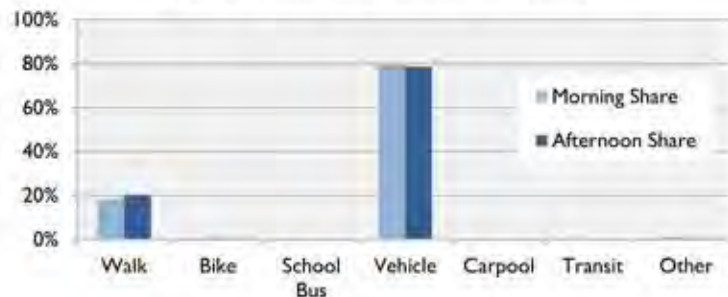
Tallies were conducted by teachers in three classes on a consecutive Tuesday, Wednesday, and Thursday, assessing students' trips both to and from school that day. The number of tallies is ideally six times the number of students. **Surveys** were printed on two-page forms and distributed to parents to take home.

Students who walk or bike to school	6.9%
Students who don't walk/bike but have asked parents for permission	+ 29.9%
Students who walk/bike or have asked parents for permission	36.8%
Student enrollment	x 763
Potential walking/biking student base	281

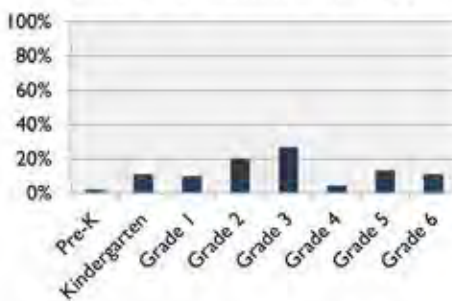
Grade Distribution of Tallies



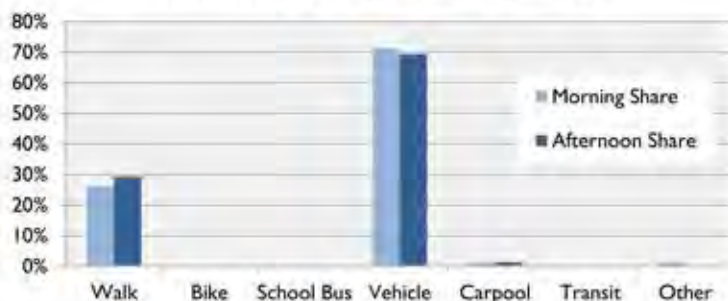
Travel Mode Distribution of Tallies



Grade Distribution of Surveys

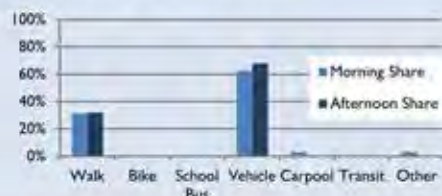


Travel Mode Distribution of Surveys



Students Living Less than ¼ Mile from School

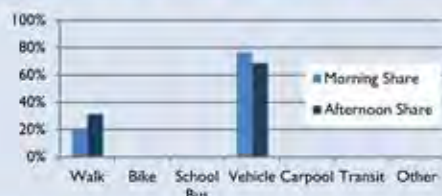
45%
of survey responses



Top 5 Issues Affecting Likelihood to Walk/Bike:
 Safety of Intersections & Crossings – 32%
 Violence or Crime – 32%
 Speed of Traffic Along Route – 29%
 Sidewalks or Pathways – 26%
 Amount of Traffic Along Route – 16%

Students Living Between ¼ and ½ Mile from School

23%
of survey responses



Top 5 Issues Affecting Likelihood to Walk/Bike:
 Sidewalks or Pathways – 42%
 Violence or crime – 42%
 Distance – 32%
 Speed of Traffic Along Route – 32%
 Amount of Traffic Along Route – 26%

Students Living Between ½ and 1 Mile from School

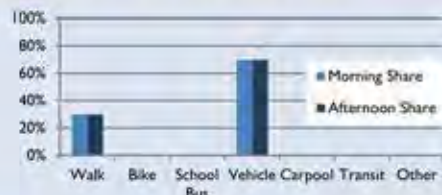
14%
of survey responses



Top 5 Issues Affecting Likelihood to Walk/Bike:
 Sidewalks or Pathways – 50%
 Violence or Crime – 42%
 Speed of Traffic Along Route – 33%
 Safety of Intersections & Crossings – 33%
 Weather or Climate – 33%

Students Living Between 1 and 2 Miles from School

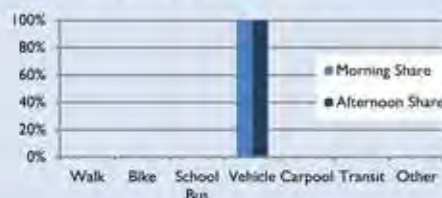
13%
of survey responses



Top 5 Issues Affecting Likelihood to Walk/Bike:
 Distance – 55%
 Speed of Traffic Along Route – 55%
 Violence or Crime – 55%
 Safety of Intersections & Crossings – 45%
 Amount of Traffic Along Route – 27%

Students Living Farther than 2 Miles from School

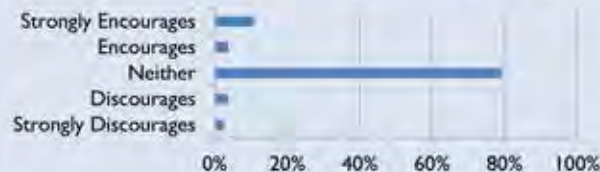
5%
of survey responses



Top 5 Issues Affecting Likelihood to Walk/Bike:
 Distance – 25%
 Violence or Crime – 25%
 (No other issues ranked.)

Parents' Perspectives

Whether School Encourages Walking/Biking



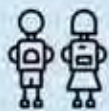
79%
consider walking/biking healthy or very healthy.

71%
would not feel comfortable having their child walk/bike at any age with current conditions.

VERMONT ELEMENTARY SCHOOL - Fact Sheet

OVERVIEW

General Information:



Jurisdiction - Unincorporated
School Enrollment - 763
Free or Reduced Lunch - 95.00%

Environmental Indicators:



Cal Enviro Score % Range - 91-95%
Cal Enviro Score (CES2.0*) - 54.41

*CES2.0: Screening method that identifies communities that are disproportionately burdened by multiple sources of pollution.

Walk Audit Highlights

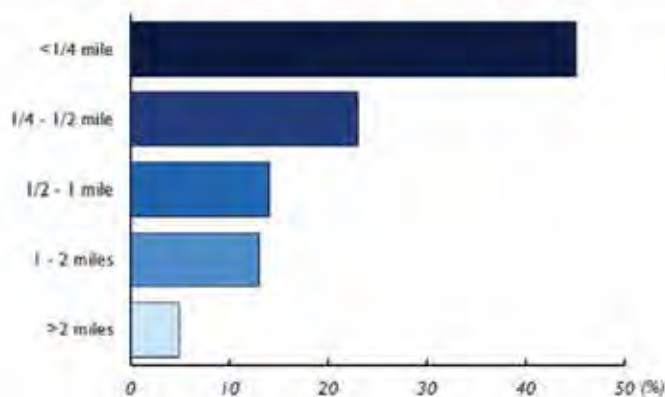


of Walk Audit Participants - 150+
of Surveys Received - 91

WALKSHED (1/4 and 1/2 mile)



COMMUTE DISTANCE (%)



Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

COLLISION ANALYSIS

Pedestrian Related Collisions



1 within 1/4 mile
4 within 1/2 mile
0 fatal within (1/2 mile)

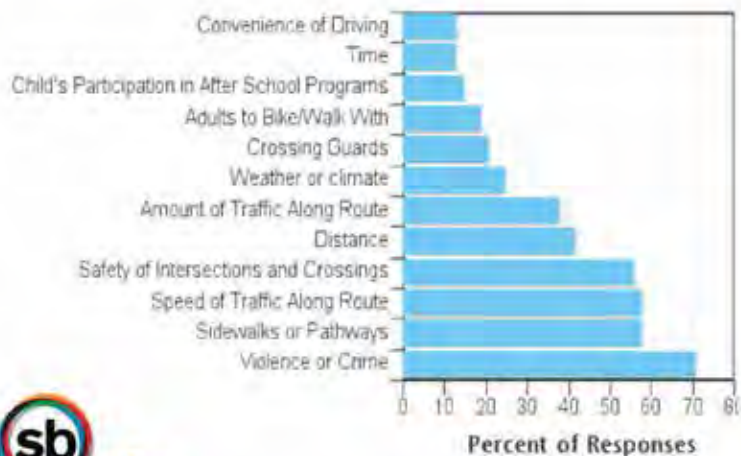
Bicyclist Related Collisions



2 within 1/4 mile
3 within 1/2 mile
0 fatal within (1/2 mile)

Source: <https://www.berkley.edu/> (Years: 2010 - 2016)

REASONS FOR NOT WALKING/BIKING



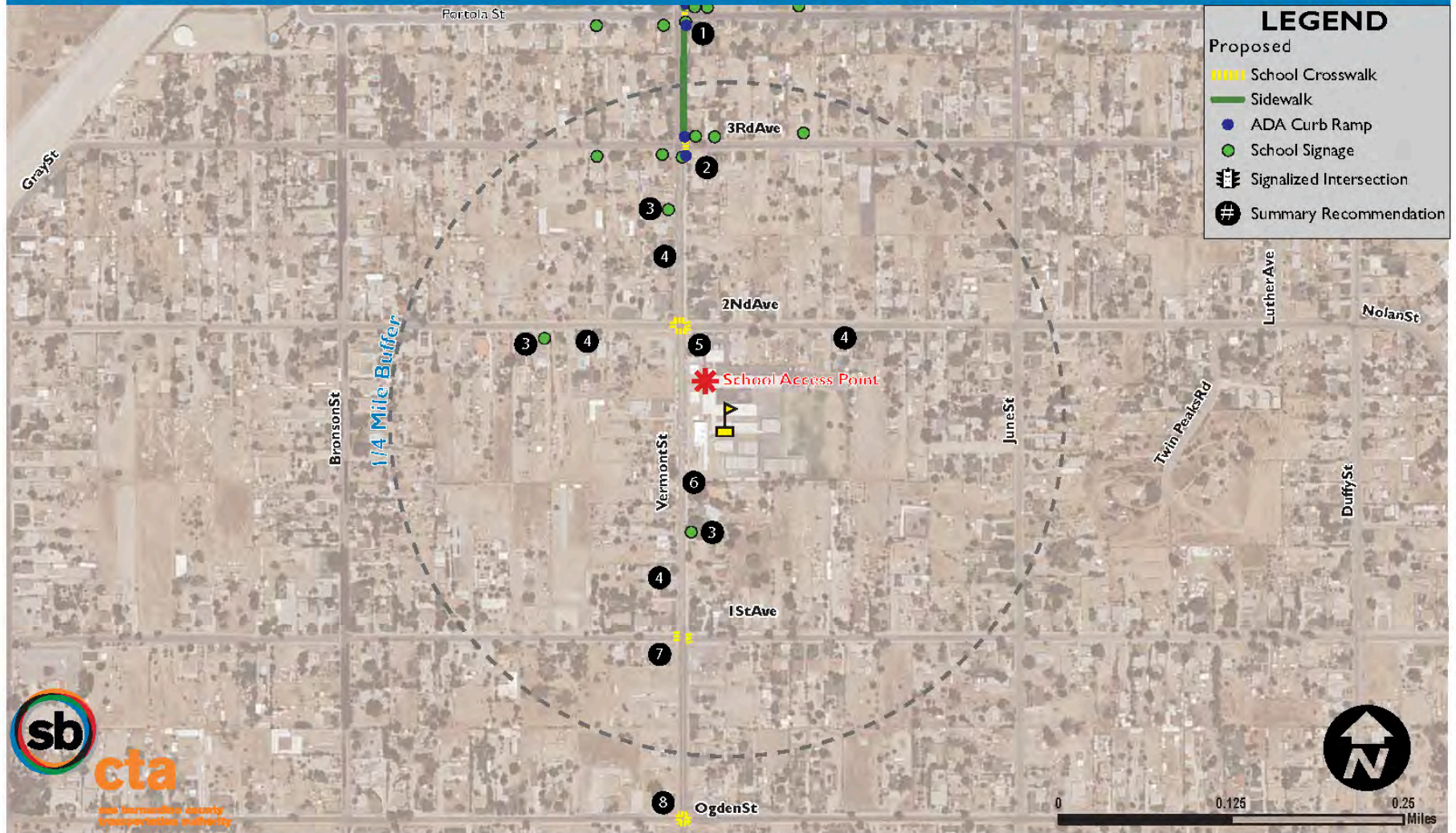
Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

TRAVEL MODE BEHAVIOR

		morning	afternoon
	walk	26%	29%
	bike	0%	0%
	bus	0%	0%
	vehicle	71%	69%
	carpool	1%	1%
	transit	0%	0%
	other	1%	0%

Source: SBCTA SRTS Consultant Team - School Specific National SRTS Center Data

SBCTA SRTS PHASE II: VERMONT ELEMENTARY SCHOOL, UNINCORPORATED



PROPOSED ENGINEERING RECOMMENDATIONS

- 1 **Vermont Street and Portola Street:** Install high visibility ladder style crosswalk on the east leg along with ADA compliant curb ramps to join with proposed sidewalk network. Install SW24-2 (CA) Assembly B signage on either side of the east leg for both west and eastbound traffic. Install R1-5 signs 20-50ft from crossing as well as SW24-3 (CA) Assembly D signage leading into crossing for eastbound and westbound traffic.
- 2 **Vermont Street and 3rd Street:** Install high visibility ladder style crosswalk on the east leg along with ADA compliant curb ramps to join with proposed sidewalk network. Install SW24-2 (CA) Assembly B signage on either side of the east leg for both west and eastbound traffic. Install R1-5 signs 20-50ft from crossing as well as SW24-3 (CA) Assembly D signage leading into crossing for eastbound and westbound traffic.
- 3 Install flashing yellow beacons to existing school warning signage place at this location leading towards the school site.
- 4 **Surrounding School Area:** Install sidewalk within school zone to connect proposed recommendations with school facility. Focus should be placed on Vermont Street and 2nd Avenue.
- 5 **Vermont Street and 2nd Avenue:** Install high visibility ladder style crosswalk along all legs of the intersection.
- 6 **Vermont Street:** Install red curbs to ensure adequate visibility of pedestrians in school area is provided.
- 7 **Vermont Street and 1st Street:** Install high visibility ladder style crosswalk on the east and west legs.
- 8 **Vermont Street and Ogden Street:** Install high visibility ladder style crosswalk on all legs of intersection.

Background/Discussion of the Engineering Recommendations

Vermont Elementary School	Recommendation #	Location	Improvement	Background/Discussion
	1	Vermont Street and Portola street	High visibility ladder style crosswalk, school signage and sidewalk	Improvements located at this intersection per comments received during the walk audit regarding vehicular speeds and safety issues for pedestrians. Improvements fall along primary walking route to school (noted during field observation). Adherence to MUTCD Part 7 guidelines to increase driver awareness of pedestrians along Hawthorne Ave, a primary walking route to school (noted during field observation). See below, "General - sidewalks"
	2	Vermont Street and 3rd Street	High visibility ladder style crosswalk and school signage	Improvements located at this intersection per comments received during the walk audit regarding vehicular speeds and safety issues for pedestrians. Improvements fall along primary walking route to school (noted during field observation). Adherence to MUTCD Part 7 guidelines to increase driver awareness of pedestrians along Hawthorne Ave, a primary walking route to school (noted during field observation).
	3	Along 2nd Ave and Vermont Street	Flashing yellow beacons	The three locations fall along primary walking route to school (noted during field observation). School-wide survey comments describe this uncontrolled intersection as unsafe due to vehicle speeds.
	4	Surrounding School	Sidewalk	See below, "General - sidewalks"
	5	Vermont Street and 2nd Ave	High visibility ladder style crosswalk	Improvements located at this intersection per comments received during the walk audit regarding vehicular speeds and safety issues for pedestrians. Improvements fall along primary walking route to school (noted during field observation).
	6	Vermont Street	Red curb	See below, "General - red curb."
	7	Vermont Street and 1st Street	High visibility ladder style crosswalk	Improvements located at this intersection per comments received during the walk audit regarding vehicular speeds and safety issues for pedestrians. Improvements fall along primary walking route to school (noted during field observation).
	8	Vermont Street and Ogden Street	High visibility ladder style crosswalk	Improvements located at this intersection per comments received during the walk audit regarding vehicular speeds and safety issues for pedestrians. Improvements fall along primary walking route to school (noted during field observation).
	General	School area	Red curb	Red curbs are recommended for driveways/intersections for primary walking routes to school (noted during field observation) to increase visibility of pedestrians and vehicles.
		School area	Sidewalk	Sidewalks recommended along primary walking routes to school within ¼ mile radius of the school to close gap in existing sidewalk network. Recommendation attends to comments received on the walk audit and during school-wide surveying.

Cost Estimates: Vermont Elementary School

The following cost estimation table details the Vermont Elementary School network engineering recommendations by corridor.

CORRIDOR	IMPROVEMENT	UNIT	COST	QTY	TOTAL
Vermont St.	Pedestrian Flashing Beacon (Post/Pole Mount)	Each	\$9,056	2	\$18,113
	High Visibility Ladder Crosswalk	Each	\$1,788	12	\$21,456
	ADA Curb Ramps	Each	\$3,623	4	\$14,490
	Concrete Sidewalk (1 side of street)	Per Linear Foot	\$52	777	\$40,344
	Concrete Curb and Gutter (1 side of Street)	Per Linear Foot	\$36	450	\$16,301
Segment Total					\$110,704
W. 3rd Ave.	New Sign on Post	Each	\$181	6	\$1,087
	Segment Total				
W. 2nd Ave.	Pedestrian Flashing Beacon (Post/Pole Mount)	Each	\$9,056	1	\$9,056
	Segment Total				
ALL SEGMENTS					\$120,847