ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	City of Rialto Safe Route to School Program

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

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Attachments

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Attachment 2: Project Site Photos and Video
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Attachment 5: Letter of Support from Rialto Unified School District
Attachment 6: Letters of Support
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I. GENERAL INFORMATION

Project name: City of Rialto Safe Route to School Program

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Rialto	2. PROJECT FUNDING ATP funds Requested $ 1,450,000.00 Matching Funds (If Applicable) $ Other Project funds $ 0.00 TOTAL PROJECT COST $ 1,450,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Susanne Wilcox, Administrative Analyst swilcox@rialtoca.gov, (909) 820-2525 ext. 2062	
4. APPLICANT CONTACT (Address & zip code) 150 S. Palm Avenue, Rialto CA 92376	5. PROJECT COUNTY(IES): San Bernadino
6. CALTRANS DISTRICT #- Click Drop down menu below District 8	7. Application # 1 of 1 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governr
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 08-5205R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00012S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*: N/A	15. Partner Type N/A
16. Contact Information (Name, phone # & e-mail) N/A	17. Contact Address & zip code N/A

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☒ 20. Combined (IF & NI) ☐

Project name: City of Rialto Safe Route to School Program

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☒ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☒ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☐ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☒ Safe routes to school- ☐ Infrastructure ☒ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
Bemis Elementary School, 774 East Etiwanda, Rialto, CA
27. SCHOOL DISTRICT NAME & ADDRESS:
Rialto Unified School District

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
36 67850 0000000	673	87.00
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
15-21%	384	1.9

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☒ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Additional School Information

Q 26. School Name	Address	Q. 29 Total Student Enrollment	Q. 30 Percent of Students Eligible for Free or Reduce Lunch Meals	Q31. Percentage of students that currently walk or bike to school	Q32. Approximate # of students living along school route proposed for improvement	Q33. Project distance from primary or middle school
Bemis Elementary School	774 East Etiwanda, Rialto, CA	673	87%	15-21%	384	1.9
Boyd Elementary School	310 East Merrill, Rialto, CA	550	81%	15-21%	314	1.2
Casey Elementary School	219 North Eucalyptus, Rialto, CA	870	82%	15-21%	496	1.3
Curtis Elementary School	451 South Lilac, Rialto, CA	630	81%	15-21%	359	1.3
Dollahan Elementary School	1060 West Etiwanda, Rialto, CA	626	78%	15-21%	357	1
Dunn Elementary School	830 North Lilac, Rialto, CA	713	85%	15-21%	406	0.9
Fitzgerald Elementary School	2568 West Terra Vista Dr. , Rialto, CA	508	55%	15-21%	290	2.2
Garcia Elementary School	1390 West Randall, Colton, CA	705	71%	15-21%	402	1
Henry Elementary School	470 East Etiwanda, Rialto, CA	550	81%	15-21%	314	1.3
Hughbanks Elementary School	2241 North Apple, Rialto, CA	685	66%	15-21%	390	1.5
Kelley Elementary School	380 South Meridian, San Bernardino, CA	730	82%	15-21%	416	1.7
Morgan Elementary School	1571 North Sycamore, Rialto, CA	489	72%	15-21%	279	1.5
Morris Elementary School	1900 West Randall, Colton, CA	664	80%	15-21%	378	0.9
Myers Elementary School	975 North Meridian, Rialto, CA	632	85%	15-21%	360	1.2
Preston Elementary School	1750 North Willow, Rialto, CA	544	83%	15-21%	310	1
Simpson Elementary School	1050 South Lilac, Rialto, CA	733	78%	15-21%	418	0.9
Trapp Elementary School	2750 North Riverside, Rialto, CA	478	73%	15-21%	272	1.7
Werner Elementary School	1050 W Rialto Ave, Rialto, CA	915	80%	15-21%	522	1.6
Kordyak Elementary School	4580 Mango Ave, Fontana	435	62%	15-21%	248	5.7
Frisbie Middle School	1442 North Eucalyptus, Rialto, CA	1195	77%	15-21%	681	4.5
Jehue Middle School	1500 North Eucalyptus, Colton, CA	1513	73%	15-21%	862	2.4
Kolb Middle School	2351 North Spruce, Rialto, CA	933	76%	15-21%	532	2.9
Kucera Middle School	2140 West Buena Vista Dr., Rialto, CA	1233	68%	15-21%	703	5.0
Rialto Middle School	1262 W. Rialto Ave. , Rialto, CA	1193	81%	15-21%	680	3.3
Eisenhower High School	1321 North Lilac, , Rialto, CA	2381	72%	15-21%	1357	6.0
Rialto High School	595 South Eucalyptus, San Bernardino, CA	3017	61%	15-21%	1720	3.1
Carter High School	2630 North Linden, Rialto, CA	2445	58%	15-21%	1394	4.3
Milor Continuation	266 West Randall, Rialto, CA	321	62%	15-21%	183	11.4
Zupanic Independent Study	266 West Randall, Rialto, CA	121	49%	15-21%	69	11.4
TOTAL		26482	73%		15095	

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. **Project Location:** The Safe Route to School Program for the City of Rialto ("Rialto") located in the County of San Bernardino. The program will include 29 schools within the Rialto Unified School District ("District") including 19 elementary schools, 5 middle schools, and 5 high schools. See the Rialto Unified School District map for a list of the school names and locations.

2. **Project Coordinates** Latitude W117.3825 Longitude N34.111389

3. **Project Description :** The City of Rialto supported by the Rialto Unified School District will develop a Safe Route to School (SRTS) Program that promotes the five E's (Engineering, Education, Encouragement, Enforcement and Evaluation) for the 29 schools within the Rialto Unified School District which includes 19 elementary schools; 5 middle schools and 5 high schools. The objective of the Safe Route to School Program is to work with parents, students, schools, community leaders, and elected officials to create a safe and encouraging environment for children to walk or bicycle to school, and to reduce greenhouse gas emission by promoting active modes of transportation that improve the health and wellbeing of the community through walking and bicycling to school.

   Education- Education is one of the complementary strategies in a Safe Routes to School (SRTS) program. Education activities include teaching pedestrian, bicyclist and traffic safety and creating awareness of the benefits and goals of SRTS. While education dovetails with engineering and enforcement, it is most closely linked to encouragement strategies. Planning education strategies includes identifying: who needs to receive information, when the education should be delivered, what information needs to be shared and how the messages will be conveyed.

A Core Team will be established for each of the 29 schools including the project consultant, City Engineer (or designee), school district representative, law enforcement representative, school PTA representative, school principal, a teacher, parents and students. The Core Team will develop the educational strategies and distribute handouts and brochures to students, parents and teachers and will choose 3-6 sites specific training or education programs and events that have the greatest potential to promote the benefits of walking and bicycling to school. The pilot educational safe route to school program currently implemented by the District will be the basis for the development and expansion of a large scale formal education program. If appropriate, educational materials will be presented in other languages, so the message is received by everyone. This will serve to educate parents and students in proper walking and bicycling practices as well as help overcome the real and perceived fears that keep children from walking and bicycling to school.

Engineering – Engineering is a broad concept used to describe the design, implementation, operation and maintenance of traffic control devices or physical measures, including low-cost as well as high-cost capital measures. Various engineering techniques aimed at creating safe routes to school will be reviewed, analyzed and recommended for the needs of each school site to create safe routes by improving paths, creating safer crossings and slowing down traffic. The City Engineer will be a key participant in the Core Teams, giving professional advice and providing suggestions and engineering data to help the Core Teams The program will develop suggested route to school maps for each school and will identify infrastructure deficiencies such as sidewalks, crosswalk treatments, sign and striping upgrades, pedestrian signalization, signalization modification and other physical improvements. An infrastructure inventory together with probable estimate cost will be developed for each school as part of the program, the engineering aspect of the program will provide a master plan of infrastructure improvements required to make the routes safe and accessible. The inventory together with collision histories,

traffic studies, and crime statistics as well as past successful infrastructure SRTS projects will be utilized to develop the suggested routes maps during the evaluation process with the Core Teams. The master plan for infrastructure improvements will be used by the City to identify future safe route to school infrastructure implementation projects and to pursue future active transportation and/or safe route to school grants. The infrastructure improvement recommendations and the development of the suggested route to school map will be instrumental in the promotion of walking and bicycling by removing physical barriers.

Encouragement – Encouragement activities play an important role moving the overall SRTS program forward because they build interest and enthusiasm which can buy support for changes that might require more time and resources, such as constructing a new sidewalk. The Consultant and Core Teams will use all means at their disposal to disseminate the program materials and advertise the special walking/bicycling events. They will take advantage of the existing partnerships with schools to help prepare handouts and brochures in conjunction with other activities to encourage safe walking and bicycling practices. A Multimedia public information campaign using print, social media, web and cable TV will be launched in an effort to change and breakdown the psychological barriers to walking and bicycling to school. Previous activities such as the "Bike rodeo"," Safe Moves" and "Walk Wednesday" activities will serve as the blueprint for planning of future events.

Enforcement – The City's Police Department dedicates 832 man hours for additional enforcement activities surrounding the schools (Equivalent to 2 hours a day for 4 days with 2 officers for 39-52 weeks of the year). Specifically, they utilize community-based policing strategies to discourage undesirable activities and encourage use of the suggested routes to school. Other activities can include crosswalk sting operations, speeding enforcement tag-teams, school area traffic control zone enforcement and participating in public relation activities and safety events organized by the Core Teams. The pilot program already in place by the City of

Rialto's Police department will serve as the blueprint for the enforcement and will built on its heightened presence to change the community's perception that driving is safer than walking and bicycling. The particular enforcement methods that are proven especially effective will be continued after the program is completed.

Evaluation - Evaluation is used to determine if the aims of the strategies are being met and to assure that resources are directed toward efforts that show the greatest likelihood of success. Also, evaluation can identify needed adjustments to the program while it is underway. The SRTS Program, will perform the required evaluation studies and surveys, and conduct before and after interviews pursuant to this program to compare the levels of walking and bicycling to each school and record the methods of commuting used for each school. The education and encouragement methods used by the Core Teams will be evaluated against each other methods to determine effectiveness and applicability when customized for different needs. These findings will be submitted to the National Center for Safe Routes to School. Once the data has been collected and analyzed the Core Team will review the results and make recommendation to modify the program if needed to provide greater results. In addition, the City will continue to monitor collision rates and pedestrian activity near schools to remain proactive in its overall pedestrian safety campaign. The SRTS program will enhance children's safety, health and well-being, ease traffic congestion near the schools, improve air quality and increase the community's overall quality of life.

Project Status :Rialto has been working with the District for the past 3 years developing and implementing various educational and encouragement programs that have been deployed within the school district, and even longer implementing infrastructure projects that promote safe route to school. The existing programs deployed within the school district include, "Safe Move Rodeo Assemblies" and the "Parent Safety Volunteer Academy" will be the foundation for the

encouragement and education component of the program and will be instrumental in developing an implementable and functional educational, encouragement and enforcement components. Furthermore the City of Rialto has been very proactive with infrastructure projects for Bermis Elementary (SR2S Cycle 4), Casey Elementary (SRTS Cycle 2), Trapp Elementary (SR2S Cycle 3), Carter High School (SR2S Cycle 6), Warner Elementary/ Rialto Middle (SRTS Cycle 10), and Eisenhower High School (SR2S 7) within the district and will use previously constructed projects and findings as preliminary components for the suggested route to school map development and as a blueprint for future infrastructure improvements. However, despite the successful outreach and capital improvements accomplished to date, both the City and the District acknowledges that a more comprehensive and cohesive program is needed to identify, plan, program and promote active transportation and safe route to school in the City.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**
   Describe the need for the project and/or funding

The Rialto Unified School District has 26,482 students that attend the 29 schools. The latest 2012 American Community Survey shows that 67% of the population in Rialto is of Hispanic origin, 16% are African American; 12% white and 5% other. The City's school age children make up 23% of the City's population and 18 out of the 29 school have 75% or greater/more of the student population who receive free or reduced price meals. Furthermore Rialto has been identified in the top 10% highest pollution according to CalEnviroScreen rankings with a score of 45.37. In addition the County of San Bernardino is ranked #1 among the smoggiest in America's Counties from the 6 counties that make up the Southern California Association of Governments (SCAG). As demonstrated by key statistical data above, Rialto is a disadvantage community that needs a comprehensive SRTS Program developed to assist in acquiring funding through grant applications and empower its residents to walk and bicycle for a safer and healthier

community. The development of the SRTS Program would be working toward meeting local, county and regional goals, in particular the 4 goals established in the 2011 San Bernardino County Non-Motorized Transportation Plan's (NMTP). The 4 goals include:

- Increased bicycle and pedestrian access - Expand bicycle and pedestrian facilities and provide access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites.
- Increased travel by cycling and walking - Make biking and walking an integral part of daily life in San Bernardino County, particularly (for bicycle) for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.
- Routine accommodation in transportation and land use planning - Routinely consider bicyclists and pedestrians in the planning and design of land development, roadway, transit, and other transportation facilities, as appropriate to the context of each facility and its surroundings.
- Improved bicycle and pedestrian safety - Encourage local and statewide policies and practices that improve bicycle and pedestrian safety.

Furthermore the SRTS program would be implementing the City of Rialto's 2010 General Plan Update implementing bicyclist and pedestrians connectivity and a safe walking environment. It will also reinforce the existing educational and encouragement programs that are currently being performed by the District , the enforcement currently being performed by the Rialto Police Department and the infrastructure project currently being performed by the City.

2. **Consistency with Regional Transportation Plan (100 words or less)**
   Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The development of a Safe Route to School (SRTS) Program would support and implement the goals and objectives of the City of Rialto's 2010 General Plan Update adopted December 2010, 2011 San Bernardino County Non-Motorized Transportation Plan (NMTP), adopted March 2011, the Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) adopted on April 4, 2012. The objective includes: increasing safety, travel and access for bicycle and pedestrians as well as developing regional trails and pathways particularly for trips less than three miles.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. *(0-30 POINTS)*

A. Describe how your project encourages increased walking and bicycling, especially among students.

The Rialto's SRTS program's main objective is to increase walking and bicycling to school with the 5 E's: Education, Engineering, Encouragement, Enforcement and Evaluation. Past programs that have incorporated the 5 E's have shown an increase of up to 30% in walking and bicycling such as the Chagrin Falls, Ohio Safe Routes to School program and Heatherwood Elementary School (Boulder, Co.) as cited by the National Center for Safe Route To Schools.

These programs have shown how instrumental the 5 E's are in eliminating physical and mental barriers for the school's communities. They have incorporated the community's needs by having Core Teams made up of staff, city officials, school administrators, students, parents and police for each school. They have identified special needs for each school and used creativity as a tool to provide a successful walking and bicycling program.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The Rialto Unified School District has 26,482 students; the possible users are students, parents, teacher and residents that surround each school boundary.

The percentage for means of travel to and from School in the County of San Bernardino of children between the ages of 5-15 per the finding from the California - National Household Travel Survey, dated December 2012 are shown in the Table 1.

Table 1

San Bernardino County	Private Vehicle	Walk	School bus	Total Transit	Bicycle	Other	Home Schooled or NR
To School	63.2 %	15.0 %	18.8 %	0.0 %	0.1 %	0.4 %	2.5 %
From School	53.0 %	21.3 %	20.1 %	1.4 %	0.1 %	1.6 %	2.5 %

For the Rialto Unified School District student population of 26,482 (excludes parents and teachers), the data shown in Table 1 translated to the number of students that presently use various modes to travel to and from school are shown in Table 2.

Table 2

San Bernardino County	Private Vehicle	Walk	School bus	Total Transit	Bicycle	Other	Home Schooled or NR
To School	16,736	3972	4979	0	26	106	662
From School	14,035	5641	5323	371	26	424	662

Based on past SRTS Programs performances throughout the United States a successful program per the National Center for Safe Route to Schools has documented an increase in bicycling and walking between 13-30%. For the Rialto Unified School District this would mean an increase of up to 2,800 more walking trips and at least 16 more bicycle trips per day for students not including parents and teachers.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The SRTS program engineering component would develop suggested route to school maps for each school and identify deficiencies in the infrastructure along the routes for improved conditions and safety, which will provide safe connectivity from home to the school and back for both school age children and parents. The suggested routes would provide connectivity to transit facilities and point of interest and parks within the school boundary limits. Furthermore, the enforcement, encouragement and educational components of the program promote active transportation as well as safe walking and bicycling.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The physical and psychological barriers will be removed through the development of an infrastructure upgrade program that will document infrastructure deficiencies and will be used for the development of each schools suggested route to school map. The maps will direct users to use the most direct pedestrian and bicycle friendly route promoting the use of active transportation when traveling to and from school. The identified suggested routes will guide students through a route that has a variety of safety improvements including sidewalks, ADA compliant ramps, bike lanes/routes and traffic control devices and school crossing if applicable. The routes will identify traffic control devices and crossing guard locations. The psychological barrier and fears of the community and parents will be removed through a multi-faceted campaign using the Education, Encouragement and Enforcement aspect of the program, those 3 E's will be aimed at parents, students, churches, community groups, civic leaders, teachers who will aid the schools and city administrators foster safe walking and bicycling to and from school.

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

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The comprehensive SRTS Program will reduce pedestrian and bicycle injuries or fatalities through the 5 E's: Engineering, Education, Encouragement, Enforcement and Evaluation successfully. SRTS Programs that have been successful in California and have increased walking and bicycling to school by up to 30% through implementing programs that include all components. The Engineering E removes physical barriers; the Education, Encouragement and Enforcement E's remove the psychological barrier and fears of the community and parents through multi-faceted campaigns aimed parents, students, churches, community groups, civic leaders, teachers who will aid the schools and city administrators foster safe walking and bicycling to and from school.

B. Describe if/how your project will achieve any or all of the following:

Engineering – The development of the suggested route to school map will identify a safe, direct route to and from school with sidewalks, ADA access ramp, traffic control devices, traffic calming devices, high visibility crosswalks, crossing guards as well as bike lanes and/or routes. The development of the suggested route will provide an infrastructure inventory on deficiencies when implemented will promote safety and encourage walking and bicycling to school. The projects infrastructure inventory and deficiencies will address sidewalk gap closures, bike lane installation, upgrades to pedestrian crossing with current pedestrian countdowns, bulb outs and traffic control devices and/or high visibility crosswalks, etc. The development of the suggested route to school map together with future infrastructure improvements will begin eliminating physical barriers that make it hazardous to walk and bike to school. The recommendations for the infrastructure improvements will be used by the City to identify future safe route to school infrastructure implementation and to pursue future active transportation and/or safe route to school grants. The removal of these barriers would eliminate accidents, reduce speeds and address any inadequate traffic control devices, bicycle facilities, crosswalks and sidewalks. To

prioritize the schools with the greatest need, the program will utilize the National Safe Route to School safety-based prioritization of schools for Safe Routes to School infrastructure projects guidelines.

Education – The development and implementation of the educational component would reduce accidents and eliminate mental barriers parents and students face through outreach and the distribution of handouts and brochures to educate the stakeholder on the benefit of walking and bicycling to and from school. The outreach will be trailered to the Rialto's ethnically diverse population. Involving parents and gaining their support is instrumental for the successful implementation of the program to promote and encourage active transportation.

Encouragement – The development and implementation of the encouragement component would reduce accidents; eliminate the physical and mental barriers as well as fears, by promoting activities that encourage safe walking and bicycling practices. This will include successful events that have been held in the past by the City and the District such as the "Walk to School Wednesday" and "Safe Move Rodeo Assemblies" events. Similar encouragement programs like the one held by Alpine, Utah SRTS program: Alpine Elementary saw a reduction in traffic during the morning drop off school hours. The Boulder, Colorado: Bear Creek Elementary SRTS Program, saw a 36 percent reduction in car traffic and an increase from 25 percent to 70 percent of students who walked and bicycled to school daily.

Enforcements – This component will operate community-based policing to discourage undesirable activities and conditions on the suggested routes to school and improve compliance with local traffic laws. Some activities may include crosswalk sting operations, speeding enforcement tag-teams, school area traffic control violations and participating in public relation activities and safety events.

Evaluation – This component is essential to the success of the SRTS Program. Understanding what educational and encouragement events are encouraging walking and bicycling to school

will help eliminate the physical and mental barriers and promote the program within each school. This will be instrument toward reaching the programs goals. The evaluation component will utilize the Federal Highway Administration 2013 traffic monitoring guide for collection of bicycle and pedestrian count methodologies.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

There is a history of pedestrian and bicycle accidents surrounding each of the 29 schools in the Rialto School District. We used TIMS (Transportation Injury Mapping System) data from 2003-2012 to show the severity and number of accidents within a half a mile around each school. This data displayed that there has been 27 fatalities, 40 severe injuries, 204 visible injuries, and 141 minor injuries within 10 years in areas surrounding the 29 schools. This data displays that there is a history of pedestrian and bicycle accidents in the area and there is a present need for a SRTS program that will remove both the physical and psychological barriers that provide a safe environment for walking and biking to school.

3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The District in conjunction with the City has developed a pilot education program that would serve as the foundation for the Safe Route to School education component.

The present educational program encourages walking and bicycling to school throughout the District. The District has held multiple educational safety meetings every year since 2011 at parent summits where they promote parent and students walking and bicycling and riding the bus to and from school. The information is distributed through various means such as flyers, presentations and school events (i.e. back to school night, school fairs, etc.). These educational

meetings have served as a forum for parents, students, teachers and local officials to provide input, express concerns and get educated on safety for both pedestrians and bicyclists.

In the past three years, 13 of the 19 Elementary schools in the District have held a safe walking and bicycling to school presentation. The educational program continues to set high goals and exceed them. Presently they hold up to 2 trainings per month for one school.

The City of Rialto and the District have police and safety officers that patrol different school areas during morning and afternoon hours. Although they don't have the staff to have an officer assigned for each school, the monitoring is rotated and random. This daily enforcement is present to promote safe walking and bicycling to and from schools. Police and safety officers frequently coordinate efforts in targeted schools where parents, teachers and school administrators have raised concerns regarding safety. Furthermore the District, City and Police Department have held various events to promote safe walking and bicycling to school, such events include:

- "Safe Move Rodeo Assemblies" event held on October 11-13 at Werner Elementary, the Safe Moves consultants held individual classroom workshops for Werner students to teach them safety strategies including how to cross streets safely (K-5 grades), and how to ride skateboards and bikes to school (4-5 grades only).
- "Walk to School Wednesday" event held on February 8, 2012 at Georgia F. Morris Elementary School. The Rialto Unified School District assisted by the City's Police Department held the event. The program walked with local parents and students and educated them on traffic safety.
- "The Parent Safety Volunteer Academy", this is a year round event, the academy trains volunteer parents on various safety measures when bicycling and walking to school.
- "The Bike Ride/Bike Rodeo" event held on Saturday, August 17, 2013. The City of Rialto together with Healthy Rialto co-sponsored the event. Kids ages 3 to 12 were taught bike

safety and skills through games and activities. They also provided helmet checks, health resources and incentivized children and parents to ride bicycles by giving away free bicycles.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Through the various educational monthly meetings and encouragement events such as The "Bike Ride/Bike Rodeo", "The Parents Safety Volunteer Academy", "Walk to School Wednesday" and the "Safe Moves Rodeo" events, input has been received from parents, students, teachers, school administrators, and local officials. Furthermore, the City's Mayor has held on-site visits with schools such as Myers Elementary school to bring awareness to safe ways to access the school during morning drop off and afternoon pick up times. This input has helped City officials, School administrators and enforcement officials understand that walking and bicycling to school has mental barriers as well as physical barriers. To eliminate these barriers a SRTS program would work as the foundation and the map that incorporates the 5 E's: Engineering, Education, Encouragement, Enforcement and Evaluation. A Safe Route to School program would ease the psychological barriers and fears of the community and parents. The campaign material will be tailored to the individual needs of each school. The educational material prepared and distributed through the project will serve as the hammer that breaks down the resistance. The encouragement activities are intended to turn the tide making it acceptable to walk and bike to school again. The enforcement activities will clear the streets of the perceived or real reasons not to walk or bike

C. Is the project cost over $1 Million? Y/N - Yes, the Program does cost over $1 Million.

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N **Y**

The development of a SRTS Program supports the goals and objectives of the City of Rialto's 2010 General Plan Update adopted December 2010, the 2011 San Bernardino County Non-

Motorized Transportation Plan (NMTP), adopted March 2011, the Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) adopted on April 4, 2012. The objectives include: increasing safety, travel and access for bicycle and pedestrians as well as developing regional trails and pathways particularly for trips less than three miles.

4. COST EFFECTIVENESS *(0-10 POINTS)*

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Since 2002 Rialto in partnership with the District has successfully implemented various Safe Route to School infrastructure projects designed to improve various routes to school. The lessons learned through the implementation of past project was to include education, encouragement, enforcement and input from major stakeholders in order to successfully implement a project true to the SRTS program goal. On the last cycle of the SRTS applications the City and the District included the educational and encouragement components to promote walking and bicycling to school to implement a successful infrastructure project. Furthermore, the District's educational pilot program together with the Rialto Police Department' s enforcement program have taught City and School Officials that all 5 E's are instrumental in the promotion of walking and bicycling to school. The next logical step was to look at the big picture and include all the schools within the District and develop a comprehensive program that would provide greater results by developing an infrastructure deficiency inventory, suggested route to school maps, a standard education and enforcement program that would evaluate the results and create an active culture within the District and promote the healthy habits from an early age.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested

To calculate the ratio of the benefits of the project we used the Transportation Injury Mapping System (TIMS) and took a conservative approach for the SRTS program. The accident data used

was from 1/1/2003 through 12/31/2012 and only included pedestrian and bicycle accidents within a ½ mile radius of each school. We know the SRTS Program can eliminate and/or reduce accidents within a greater distance but most studies show that school age children tend to walk and bike to school more often within the ½ mile radius. We used three countermeasure for the benefit cost analysis R36- Bike Lanes, R26- upgrade signs with new fluorescent sheeting, and R37 – install sidewalk/pathway. We assumed that the 5 high schools would have a greater safety benefit by utilizing bicycle lanes. The elementary schools and middle schools where excluded for the bike lane countermeasure since most children in that age range may be considered too young to bike to school. We allocated 15% of the cost to installing bike lanes around the high schools in the school district. Since this program will prioritize future infrastructure needs we used the upgrade of signs in and around the school area countermeasure for safety improvement for the elementary and middle school age children and allocated 70% of the cost. We allocated the last 15% of the cost to installing sidewalks and pathways to 21 out of the 24 elementary and middle schools in the district. These schools have surrounding zones along the route to school that presently do not have sidewalks and will benefit from that countermeasure. We assumed each school will be allocated $50,000 for the 5 E's with 29 schools participating in the program a budget of $1,450,000 will be required. The benefits in dollars calculated by TIMS are $218,029,275. The benefit is based on the three countermeasures selected which represent the cost saving in accident reduction due to the implementation of the SRTS program .

Benefit	Cost	B-C Ratio
$218,029,275	$1,450,000	150.37

The benefit cost analysis considered how the safety would be greatly improved through the encouragement of bicycling and walking to school with the SRTS Program encouraging.

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The SRTS Program will directly improve public health through the promotion of walking and bicycling to school. Studies have proven that promoting active transportation reduces the usage of vehicles as a mode of transportation which in turn reduces vehicles miles traveled and greenhouse gas emissions. Currently the County of San Bernardino is ranked #1 for most smog out of 6 Counties that make up the Southern California Association of Governments (SCAG) region per the American Lung Association, 2012 State of Air Report. Those mostly at risk are residents with lung and heart disease particularly children and the elderly. In San Bernardino County, more than 150,000 adults and children have asthma, 60,000 residents have chronic bronchitis, 23,000 have emphysema, and 420,000 suffer from heart disease. Furthermore 28% of adults in San Bernardino County are obese and obesity is on the rise per the 2013 County Health Ranking and Roadmaps data. Studies have shown that walking and bicycling for recreational, work and school travel, can result in increased recreational opportunities, improvements to individuals' health and decreased healthcare costs, therefore providing an overall improvement in quality of life.

6. BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

A. I. Is the project located in a disadvantaged community? Y/N [Y]

II. Does the project significantly benefit a disadvantaged community? Y/N [Y]

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: $49,428. The income in Rialto is less than 80% of the California Median income per the 2012 United States census bureau.

- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 45.37. This score puts the City of Rialto in the category of a community that is within the most disadvantaged with the 10% highest pollution in the state.

- For projects that benefit public school students, percentage of student's eligible for the Free or Reduced Price Meals Programs: 73%. The SRTS Program will benefit all 29 public schools in the District with a population totaling 26,482. Based on the total student population for the Rialto Unified School District, 73 % of the student population is eligible for the free or reduced price meals program. Furthermore, when looked at on a per school basis, 18 out of the 29 schools have a 75% or greater public school students eligible to receive free or reduced price meals.

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

N/A

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The SRTS Program funding will benefit at a minimum 26,438 students (29 schools) which is 26% of the City of Rialto population of 101,740. However, the program will benefit not just the residents of the City and the students that attend Rialto Unified District but the County of San Bernardino as well as the region. San Bernardino County is ranked No. 1 by the American Lung Association in pollution. Promoting biking and walking to school will bring health benefits to the region including the reduction of greenhouse gas emissions and pollution which affects most elderly and children with chronic cardiovascular and respiratory illnesses. The SRTS Program will provide connectivity to schools, shopping, recreational and work centers and will provide

the City of Rialto greater opportunities for job growth and diversification of transportation modes including active transportation.

7. **USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS** *(0 to -5 points)*

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N [Y]

a. Information was submitted on May 1, 2014 to the attention: Virginia Clark, phone number: (919) 341-3147; e-mail : Virginia.Clark@ccc.ca.gov.

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N [Y]

a. Information was submitted on May 1, 2014 to the attention: Cynthia Vitale; phone number: (919) 558-1616; e-mail: calocalcorps@gmail.com.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N [Y]

We received an answer from Virginia Clark on May 12, 2014. The CCC was not interested in participating in this project.

We received an answer from Paige Brokaw from Conservation Strategy Group on May 1, 2014. She was going to contact the Urban Corps of Inland Empire to see if they can provide services to this project.

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** *(0 to -10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

N/A.

Project name: City of Rialto Safe Route to School Program

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/19/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
08						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SBD				City of Rilato	
				MPO	**Element**
				SCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Susanne Wilcox	(909) 820-2525	swilcox@rialtoca.gov

Project Title

City of Rilato Safe Route to School Plan

Location, Project Limits, Description, Scope of Work ☑ See page 2

The City of Rialto supported by the Rialto Unified School District will be working toward putting together a Safe Route to School (SRTS) Program that promotes the 5 E's (Engineering, Education, Encouragement, Enforcement and Evaluation) for the 29 schools that form the Rialto Unified School District which includes 19 elementary schools; 5 middle schools and 5 high schools. The objective of theSRTS Program is to encourage safe walking and bicycling to school; reduce greenhouse gas emission and improve health and the wellbeing of the community through active transporation

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	City of Rialto

Purpose and Need ☐ See page 2

The City of Rialto is a dissadvantaged community that would greatly benefit by implementing a SRTS Program that would promote the walking and bicycling to school for the Rialto Unified School District that has a student population of 26,482

Project Benefits ☐ See page 2

Encourage Walking and Bicycling to school, promote a safer school enviroment, improve health and reduce green gas emissions.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone		Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
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 (Contract Award Milestone)		01/01/15
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/17
Begin Closeout Phase		09/30/17
End Closeout Phase (Closeout Report)		12/30/17

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD					
Project Title:	City of Rilato Safe Route to School Plan					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		750	700					1,450	
TOTAL		750	700					1,450	

Fund No. 1:	ATP								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		750	700					1,450	
TOTAL		750	700					1,450	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	City of Rialto Safe Route to School Program

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$
Right-of-Way Phase	$
Construction Phase-Infrastructure	$
Construction Phase-Non-infrastructure	$ 1,450,000
Total for ALL Phases	**$** 1,450,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
	$
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 1,450,000
Project is Fully Funded	No

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$
Request for Safe Routes to Schools Non-Infrastructure work	$ 1,450,000
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction	01/01/2015	03/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: City of Rialto Safe Route to School Program

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
01/01/2015	03/30/2015	Obtain Authorization to Proceed
04/01/2015	06/30/2015	Hire consultant for preparation of SRTS program
07/01/2015	09/01/2015	Collect and Submit Student Tally and Parent Survey results
07/01/2015	07/01/2017	Prepare Program and produce deliverable
09/01/2015	09/30/2015	submit 1st invoice
09/01/2017	09/30/2017	Collect and Submit 2nd Student Tally and Parent Survey results
09/30/2017	12/30/2017	Submit final invoice with report of expenditures and close out the project

Project name: City of Rialto Safe Route to School Program

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/16/14
Name: Michael E. Story Phone: (909) 820-2689
Title: City Administrator e-mail: administration@rialtoca.gov

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/16/14
Name: Deborah Robertson Phone: (909) 820-2525
Title: Mayor e-mail: drobertson@rialtoca.gov

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: 5/16/14
Name: Mohammad Z. Islam Phone: (909) 820-7700 , ext 2212
Title: Interim Superintendent e-mail: mislam@rialto.k12.ca.us

Person to contact for questions:

Name: Susanne Wilcox Phone: (909) 820-2525 ext. 2062
Title: Administrative Analyst e-mail: swilcox@rialtoca.gov

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
City of Rialto Safe Route to School Program

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☐ North Arrow
  - ☐ Label street names and highway route numbers
  - ☐ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☐ Minimum of one labeled color photo of the existing project location
  - ☐ Minimum photo size 3 x 5 inches
  - ☒ Optional video and/or time-lapse
- ☐ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☐ Must include a north arrow
  - ☐ Label the scale of the drawing
  - ☐ Typical Cross sections where applicable with property or right-of-way lines
  - ☐ Label street names, highway route numbers and easements
- ☐ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☐ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☐ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☐ Must identify all items that ATP will be funding
  - ☐ Contingency is limited to 10% of funds being requested
  - ☐ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

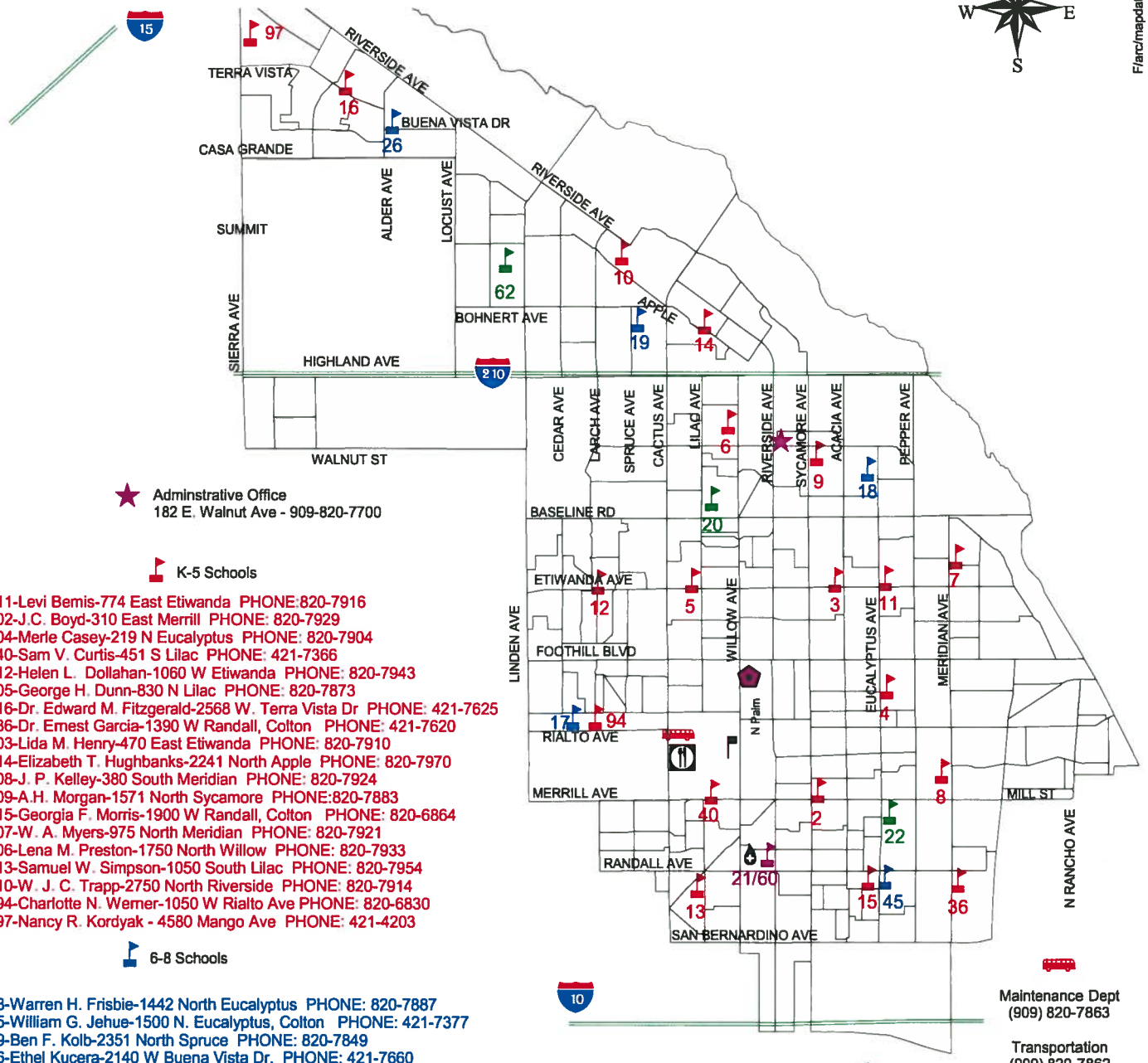
Attachment 1

Vicinity Map

Rialto Unified School District

UPDATED: 08/09 -GP

F/arc/mapdata/sites/sites_10



★ Adminstrative Office
182 E. Walnut Ave - 909-820-7700

K-5 Schools

11-Levi Bemis-774 East Etiwanda PHONE:820-7916
02-J.C. Boyd-310 East Merrill PHONE: 820-7929
04-Merle Casey-219 N Eucalyptus PHONE: 820-7904
40-Sam V. Curtis-451 S Lilac PHONE: 421-7366
12-Helen L. Dollahan-1060 W Etiwanda PHONE: 820-7943
05-George H. Dunn-830 N Lilac PHONE: 820-7873
16-Dr. Edward M. Fitzgerald-2568 W. Terra Vista Dr PHONE: 421-7625
36-Dr. Ernest Garcia-1390 W Randall, Colton PHONE: 421-7620
03-Lida M. Henry-470 East Etiwanda PHONE: 820-7910
14-Elizabeth T. Hughbanks-2241 North Apple PHONE: 820-7970
08-J. P. Kelley-380 South Meridian PHONE: 820-7924
09-A.H. Morgan-1571 North Sycamore PHONE:820-7883
15-Georgia F. Morris-1900 W Randall, Colton PHONE: 820-6864
07-W. A. Myers-975 North Meridian PHONE: 820-7921
06-Lena M. Preston-1750 North Willow PHONE: 820-7933
13-Samuel W. Simpson-1050 South Lilac PHONE: 820-7954
10-W. J. C. Trapp-2750 North Riverside PHONE: 820-7914
94-Charlotte N. Werner-1050 W Rialto Ave PHONE: 820-6830
97-Nancy R. Kordyak - 4580 Mango Ave PHONE: 421-4203

6-8 Schools

18-Warren H. Frisbie-1442 North Eucalyptus PHONE: 820-7887
45-William G. Jehue-1500 N. Eucalyptus, Colton PHONE: 421-7377
19-Ben F. Kolb-2351 North Spruce PHONE: 820-7849
26-Ethel Kucera-2140 W Buena Vista Dr. PHONE: 421-7660
17-Rialto MS - 1262 W Rialto Ave PHONE: 879-7308

9-12 Schools

62-Wilmer Amina Carter H.S.-2630 N Linden Ave PHONE: 854-4100
20-Dwight D. Eisenhower-1321 North Lilac PHONE:820-7780
22-Rialto H. S. 595 South Eucalyptus PHONE: 421-7500

21-Dr. John Milor High School-266 West Randall-PHONE: 820-7785
60-Charles Zupanic High School-266 West Randall-PHONE: 820-7955

Maintenance Dept
(909) 820-7863

Transportation
(909) 820-7862

Facilities Planning
625 West Rialto Ave
(909) 421-7555

260 South Willow Ave

Warehouse & Print Shop
(909) 820-6863

Safety / Security
(909) 421-7609

Purchasing Dept
(909) 873-4326

Chavez / Huerta Center
Professional Development Center
324 N Palm Ave
909-879-6002

815 S Willow

Health Services
909-873-4302

Child Development
(909) 421-4201

Central Kitchen
151 South Cactus
(909) 820-7761

Mail Services
(909) 421-7557

1 0 1 2 3 4 5 Miles

Rialto Unified School District Campus Information

Rialto Elementary Schools				
Codes*	School	Address	City	Phone
11	BEMIS E.S.	774 East Etiwanda	Rialto	820-7916
2	BOYD E.S.	310 East Merrill	Rialto	820-7929
4	CASEY E.S.	219 North Eucalyptus	Rialto	820-7904
40	CURTIS E.S.	451 South Lilac	Rialto	421-7366
12	DOLLAHAN E.S.	1060 West Etiwanda	Rialto	820-7943
5	DUNN E.S.	830 North Lilac	Rialto	820-7873
16	FITZGERALD E.S.	2568 West Terra Vista Dr.	Rialto	421-7625
36	GARCIA E.S.	1390 West Randall	Colton	421-7620
3	HENRY E.S.	470 East Etiwanda	Rialto	820-7910
14	HUGHBANKS E.S.	2241 North Apple	Rialto	820-7970
8	KELLEY E.S.	380 South Meridian	San Bern	820-7924
9	MORGAN E.S.	1571 North Sycamore	Rialto	820-7883
15	MORRIS E.S.	1900 West Randall	Colton	820-6864
7	MYERS E.S.	975 North Meridian	Rialto	820-7921
6	PRESTON E.S.	1750 North Willow	Rialto	820-7933
13	SIMPSON E.S.	1050 South Lilac	Rialto	820-7954
10	TRAPP E.S	2750 North Riverside	Rialto	820-7914
94	WERNER E.S.	1050 W Rialto Ave	Rialto	820-6830
97	KORDYAK E.S.	4580 Mango Ave	Fontana	421-4203

Rialto Middle Schools				
18	FRISBIE M.S.	1442 North Eucalyptus	Rialto	820-7887
45	JEHUE M.S.	1500 North Eucalyptus	Colton	421-7377
19	KOLB M.S.	2351 North Spruce	Rialto	820-7849
26	KUCERA M.S.	2140 West Buena Vista Dr.	Rialto	421-7660
17	RIALTO M.S.	1262 W RIALTO AVE	Rialto	879-7308

Rialto High Schools				
20	EISENHOWER H.S.	1321 North Lilac	Rialto	820-7780
22	RIALTO H.S.	595 South Eucalyptus	San Bern	421-7500
62	CARTER H.S.	2630 North Linden	Rialto	854-4100
21	MILOR CONTINUATION	266 West Randall	Rialto	820-7785
60	ZUPANIC IND STUDY	266 West Randall	Rialto	820-7955

* The codes correspond to the number on the RUSD map.

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 2

Project Site Photos and Video

Photos of Existing Conditions

Video of Existing conditions

- *https://willdangroupinc.box.com/s/gtqwas4ruq4s7atxsfms*

City of Rialto Safe Route to School Program
Existing Location Photos

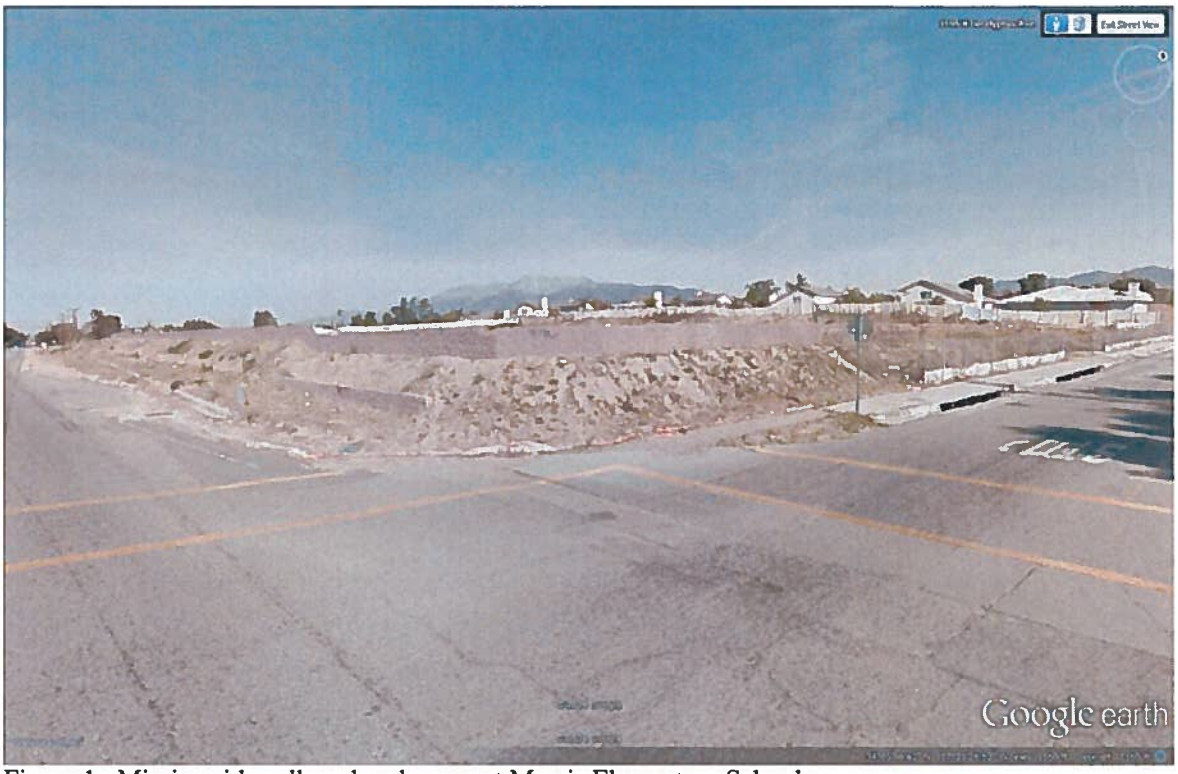


Figure 1. Missing sidewalk and curb ramp at Morris Elementary School.

Figure 2. Faded "STOP" pavement legend at Trapp Elementary School.

City of Rialto Safe Route to School Program
Existing Location Photos

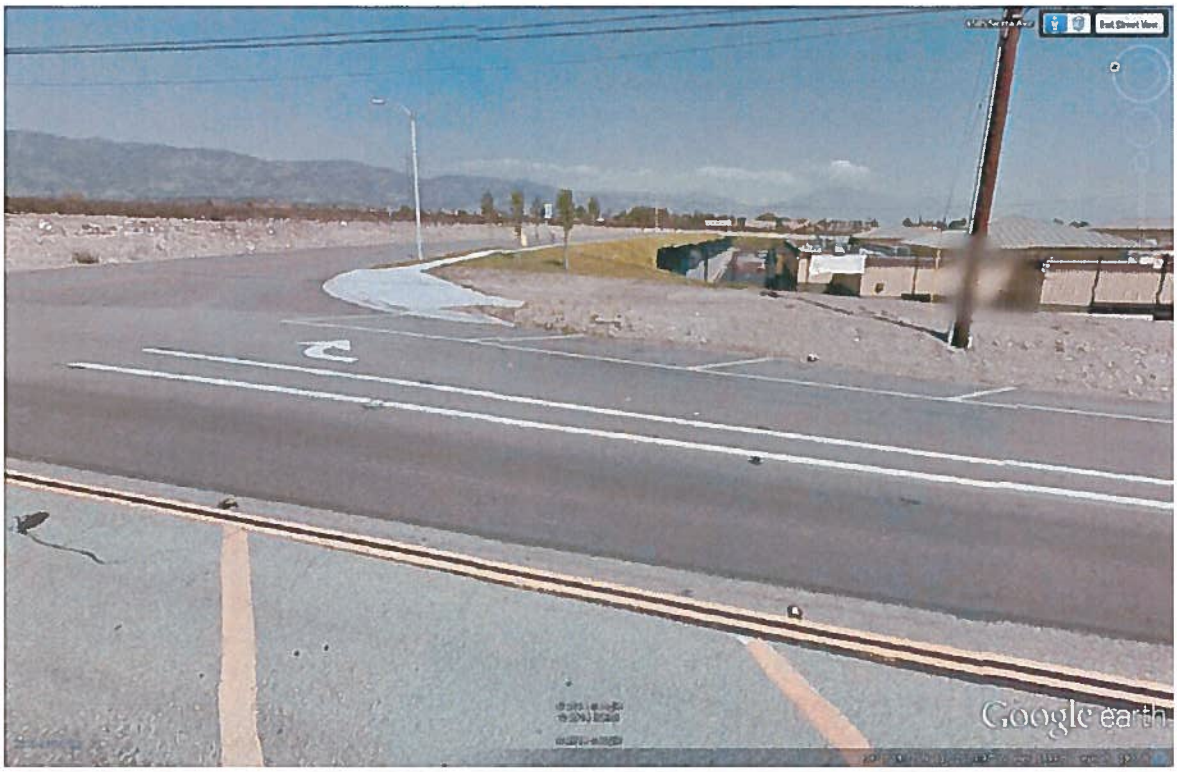


Figure 3. Missing sidewalk at Kordyak Elementary School.

Figure 4. Faded "STOP AHEAD" pavement legend at Frisbie Middle School.

City of Rialto Safe Route to School Program
Existing Location Photos

Figure 5. Missing sidewalk at Milor Continuation School. (Part 1 of 2)

Figure 6. Missing sidewalk and narrow and uneven shoulder at Milor Continuation School. (Part 2 of 2)

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 3

Approved Transportation Plans and General Plan

Southern California Association of Governments (SCAG) *2012-2035 Regional Transportation Plan, Active Transportation Appendix.*

- http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_ActiveTransportation.pdf
- See page 1 for Goals 1 and 4.

San Bernardino County Non-Motorized Transportation Plan, March 2011

- http://www.sanbag.ca.gov/planning2/pdf/Non-MotorizedTransportationPlan_03-11.pdf
- See page ES-4 section ES-2.1 Goals 1-4

City of Rialto 2010 General Plan update

- http://www.ci.rialto.ca.us/5274.htm
- See Chapter 4 page 1 introductions

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO) representing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. The 2012–2035 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) seeks to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region to increase transportation options, so that bicycling and walking become more practical and desirable choices for travel. Increasing bicycling and walking within the region will assist in reducing road congestion, enhancing public health, and improving air quality. The RTP supports Active Transportation through the development of bicycle and pedestrian policies.

Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar electrical devices. For the purposes of this report, Active Transportation will generally refer to bicycling and walking, the two most common methods. Walking and bicycling are essential parts of the SCAG transportation system, are low cost, do not emit greenhouse gases, can help reduce roadway congestion, and increase health and the quality of life of residents. As the region works towards reducing congestion and air pollution, walking and bicycling will become more essential to meet the future needs of Californians.

The strategies established by the Active Transportation Chapter will adhere to the following goals and objectives:

- **Goal 1:** Increase dedicated funding for bicycle and pedestrian infrastructure.
  - **Objective 1.1:** Develop a Constrained Plan that analyzes existing funding and provides quantitative support for future funding requirements.
  - **Objective 1.2:** Estimate the benefits of current investments to analyze future funding needs.
- **Goal 2:** Increase accommodation and planning for bicyclists and pedestrians.
  - **Objective 2.1:** Include a Strategic Plan that includes additional investments needed to develop a comprehensive and interconnected network of bicycle and pedestrian facilities throughout the region.
  - **Objective 2.2:** Estimate project costs associated with this vision.
  - **Objective 2.3:** Estimate the benefits of these investments.
  - **Objective 2.4:** Support local jurisdictions with the development of their local plans.
- **Goal 3:** Increase transportation options, particularly for trips less than three miles.
  - **Objective 3.1:** Increase linkages between bicycling and walking with transit.
  - **Objective 3.2:** Examine bicycling and walking as an integral part of a congestion/transportation management tool (e.g. Safe Routes to School).
- **Goal 4:** Significantly decrease bicycle and pedestrian fatalities and injuries.
  - **Objective 4.1:** Address actual and perceived safety/security concerns that prohibit biking and walking from being considered as viable mode choices.

The following sections will illustrate the existing conditions, identify potential opportunities and provide recommendations that may assist in achieving a more bicycle and pedestrian friendly region. The policies and recommendations established by this Active Transportation chapter can also assist local jurisdictions and agencies in the development of more comprehensive policies that improve public health, safety, and welfare.

Existing Conditions

Physical Setting

The climate in the SCAG region varies by location. The western Los Angeles Basin, Ventura County and western Orange County experience marine climates, cool ocean breezes and moderate average temperature variations. The inland areas within the region are comprised of more arid climates with more significant temperature variations throughout the day. Rainfall in the SCAG region typically averages only 30 days per year, which provides ideal conditions for walking and bicycling. The majority of the western portion of the region is highly developed with suburban areas, with some areas of dense urbanization. The inland areas of the region are becoming developed with significant suburbanization and pockets of urban development, but are primarily undeveloped or designated as national and state parkland.

Political Environment

Recent shifts in the political environment have increased support for Active Transportation (please see **FIGURE 1** Legislative Timeline). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) challenged officials to make "bicycles a more viable part of the transportation network." The Transportation Equity Act for the 21st Century (TEA-21) provided additional Federal funds for surface transportation, such as pedestrian

ES.2.1 Goals

The infrastructure improvements and programs recommended in San Bernardino County for the NMTP will be shaped by the Plan's goals and policies. Goals provide the context for the specific policies discussed in the NMTP. The goals provide the long-term vision and serve as the foundation of the Plan. Goals are broad statements of purpose, while policies identify specific initiatives and provide implementation direction on elements of the Plan.

The following represent the goals of the NMTP:

1. Increased bicycle and pedestrian access - Expand bicycle and pedestrian facilities and access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites.

2. Increased travel by cycling and walking - Make the bicycle and walking an integral part of daily life in San Bernardino County, particularly (for bicycle) for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

3. Routine accommodation in transportation and land use planning - Routinely consider bicyclists and pedestrians in the planning and design of land development, roadway, transit, and other transportation facilities, as appropriate to the context of each facility and its surroundings.

4. Improved bicycle and pedestrian safety - Encourage local and statewide policies and practices that improve bicycle and pedestrian safety.

ES.2.2 Policies

A set of policy recommendations was approved the SANBAG Plans and Programs Committee in October 2009 and reconfirmed in February 2011. The policies are as follows:

1. Local jurisdictions are the agencies responsible for the identification of non-motorized transportation projects within their jurisdiction for inclusion into the Plan. SANBAG shall only serve in an advisory capacity with respect to the identification of projects on the regional network. SANBAG shall provide advice on the inclusion of projects that may serve to better establish connectivity between jurisdictions, intermodal facilities and regional activity centers. However, local jurisdictions have sole authority over all projects included in the Plan

2. Local jurisdictions are also responsible for implementation of the projects included in the NMTP. SANBAG may provide advisory support to jurisdictions in the project development process on request. Should SANBAG be requested to provide assistance delivering a project in the Plan, such instances should be limited to development of regional non-motorized transportation facilities that provide connectivity to more than one jurisdiction or complete gaps within the regional non-motorized transportation network or serve to provide better access to transit facilities.

Introduction

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Due to the importance of a well-planned circulation system, the State of California has mandated the adoption of a citywide Circulation Element since 1955. The current State mandate for a Circulation Element is found in Government Code section 65302(b), which states that the General Plan shall include:

> "... a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The anticipated level and pattern of development will generate demand for travel throughout the City that must be accommodated by the roadway system, public transportation, and non-motorized forms of transportation. In addition, Rialto's increasing prominence as a logistics hub will create a demand for goods movement throughout the City that must be accommodated by commercial vehicles and railroads. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element. 4-

Circulation and land use planning are intertwined. The nature, routing, and design of circulation facilities are among the major determinants of the form of human settlement and uses of land, and the intertie of land uses creates a demand for circulation facilities. State law requires consistency among all the elements of the General Plan.

The Circulation Chapter provides policy direction to create a system of Complete Streets. Complete Streets refers to a multi-modal transportation network designed and operated meet the needs of all users. Pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, and public transportation users of all ages and abilities are able to safely access and use streets and transportation modes to reach their destinations. Implementing a Complete Streets program involves:

- Identifying the hierarchy of travel corridors in the City;
- defining a Citywide Transit Plan;
- identifying a Citywide Bicycle Network;
- including provisions for bike lanes on many roadway types in the roadway design standards; and
- includes policies and implementation actions to encourage the use of transit, bicycling, and walking.

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 4

Public Participation Documentation and Photos

ENHANCING FORWARD ACTION INC.

Healthy Rialto

R.o.c.K. (Reaching our community's Kids) Program
ANNOUNCES OUR 3rd ANNUAL
BIKING FOR HEALTHY LIFESTYLES FUNDRAISER

RAFFLES
NEW YOUTH BICYCLES
Participants Ages 3-12 Only

BIKE RIDE
BIKE RODEO

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 11, 1911

Saturday, August 17, 2013

City of Rialto-CITY HALL (Parking Lot)
150 S. Palm Ave., Rialto, CA 92376

7:30am - 11:00am

BIKE-A-THON FUNDRAISER
FOR R.o.c.K. Program
*** All AGES ***
ONE RAFFLE TICKET WITH $10 ENTRY
WIN AN ADULT BICYCLE

- Contact us for Sponsorship Form
- Each Participant can be Supported by Their Family and Friends with a flat donation
- 1 add'l raffle ticket for each $10 in sponsorship

For More Info: (909) 877-3EFA(3332)
Tammie or Steve

FREE BIKE RODEO
Sponsored by HEALTHY RIALTO
*** Kids 3 to Age 12 ***
Bring PARENT, BIKE & HELMET

- Bike Safety Class
- Helmet Check
- Bike Skills & Games
- Tee Shirt, Water & Refreshments!
- Healthy Resources & Information

For More Info: (909) 820-2519
Rialto City Clerk's Office

Come Join us to Bike for the Cause

We R.o.c.K. (Reaching Our Community's Kids Program) Fitness!!!!
Enhancing Forward Action, Inc. promotes healthy living for at risk children and families (parents included) throughout the year by educating on the whole body person from self-esteem to community pride, healthy living and exercise habits to proper nutrition. Our RocK programs are designed to meet nutritional, physical, and emotional needs of the community. Our healthy lifestyle programs are designed to break the cycle of unhealthy practices and help pave a way towards positive lifestyle choices for our community, especially the youth. Visit us @ 135 W. Rialto Ave. Rialto, CA 92376, or our website **www.enhancingforward.org**

RIALTO POLICE

health happens here in Neighborhoods

FIRST 5 SAN BERNARDINO

The California Endowment

RIALTO FIRE

FOUR-D COLLEGE — Our Goal is Your Success

IEHP — A Public Entity — Inland Empire Health Plan

For Immediate Release

Rialto Unified School District
182 East Walnut Avenue Rialto, Ca. 92376
Syeda Jafri, Director of Communications
Office (909) 820-7700, ext. 2123
sjafri@rialto.k12.ca.us

February 8, 2012

Rialto PD assists Rialto schools in *"Walk to School Wednesdays"*

RIALTO, Ca – On **Wednesday, February 8, 2012, 7:30 a.m.,** the Rialto Police Department (RPD) assisted the Rialto Unified School District (RUSD) with launching its "*Walk to School Wednesdays*" at Georgia F. Morris Elementary School by walking with local parents and educating students on traffic safety.

"Walk to School Wednesdays" is a part of the Safe Routes Program," said RUSD Chief of Safety and Security, Gordon Leary. "It is a practical and essential community collaborative approach that encourages and allows participation from all stakeholders who are concerned with our children's safety."

Morris Elementary School, located at 1900 West Randall Avenue in Colton, was chosen as the key location to pilot the school safety program due to the increased student population it serves. Jehue Middle School is within two blocks of Morris Elementary, and various students walk to and from each school. Parents, if their schedules permit, are also encouraged to walk with their child help teach them traffic safety.

Rialto Police Chief **Tony Farrar** walked with various officers, parents and students, embracing the program. "This is not only an opportunity to interact with the children, parents and school staff, but most importantly it's a hands on way to educate the children and their parents about the importance of traffic safety," said Chief Farrar.

There are 19 elementary schools, five middle schools, three comprehensive high schools and one alternative school within the umbrella of the RUSD. The goal will be for all elementary schools to eventually adopt the program, but the focus will remain on the school zones where traffic congestion is greater.

"We have a rich student population and so when it comes to our students, safety becomes a top, shared responsibility where we should all do our parts to take precaution," stated RUSD Superintendent, **Dr. Harold L. Cebrun**. "I, wholeheartedly, thank our police department and our parents and guardians for recognizing the importance of the *Walk to School Wednesdays,"* and I urge the community to support and assist this program as it benefits our most vulnerable citizens, our students."

For more information, please contact either RUSD Director of Communications, **Syeda Jafri**, at (909) 820-7700, ext. 2123 or RPD Public Information Officer, **Dave Shepherd**, at (909) 421-4918.

Werner Elementary School

SAFE MOVES RODEO ASSEMBLIES

October 11-13

SAFE ROUTES TO SCHOOL

Learn how to "Walk, Ride and Roll" Safely!

Werner Elementary is proud to host the Safe Move Rodeo Assemblies at Werner. On October 11-13, the Safe Moves consultants will hold individual classroom workshops for Werner students to teach them how to cross streets safely (K-5), and how to ride skateboard and bikes to school (4-5 only).

What is a Traffic Safety Rodeo?
A Traffic Safety Rodeo is an interactive hands-on program allowing children to experience simulated traffic situations as pedestrians and bicyclists in a safe learning environment called "Safe Moves City". By using a realistic environment, the ability of children to recognize and avoid traffic hazards is improved. "Safe Moves City" is a miniature city featuring:

- Sidewalks
- Intersections
- Crosswalks
- Traffic signs and signals
- Cars
- Trucks
- Buses
- Residential area with school
- Business district
- Alleyways
- Bike lanes
- Railroad tracks with train, signal, gate and signs

How Does a Traffic Safety Rodeo Work?
The rodeo is conducted for children between the ages of 5 and 12 years of age. "Safe Moves City" can accommodate almost any space available. The minimum space is 40 feet x 60 feet and the maximum size is 100 feet x 150 feet. The space should be a flat paved area of the playground that is accessible by our van. The equipment is made out of plastic and will not harm the playground surface.

Instructors will guide and teach traffic safety tools for students walking or riding through the course. Children wanting to ride a bicycle in "Safe Moves City" must have a permission form signed by a parent or guardian. All bicyclists are required to wear a bicycle helmet (either their own or a Safe Moves helmet). Children who want to walk through the course are not required to have a permission form.

What is taught at Traffic Safety Rodeo? <u>Bicycle Safety & Pedestrian Safety</u>

BURATEC

UNDER ARMOUR

Walgreens

¿Qué pasa?

BIKE
RIDE

Join Us..It's
Morris Walk To School
Wednesday!!!

CAUTION
CAUTION
CAUTION

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 5

Letters of Support from Rialto Unified School District

RIALTO UNIFIED SCHOOL DISTRICT

BOARD OF EDUCATION

Joanne T. Gilbert
President

Joseph Ayala
Vice President

Joseph W. Martinez
Clerk

Edgar Montes
Member

Nancy G. O'Kelley
Member

Mohammad Z. Islam
Interim Superintendent

Dr. John R. Kazalunas Education Center
182 East Walnut Ave.
Rialto, CA 92376-3598

Tel: (909) 820-7700
Extension 2122 or 2124
Fax: (909) 873-0448

May 13, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

As Interim Superintendent, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant. Rialto, in partnership with Rialto Unified School District (RUSD), is proposing to undertake a Citywide Safe Routes to School Master Plan to significantly improve safety, health and access for the over 26,500 students enrolled in kindergarten through twelfth grades.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form part of it. The Program will include the 5 E's that are proven to provide a successful Safe Route to School Program: Evaluation, Engineering, Education, Encouragement and Enforcement. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the City to implement it and promote safe biking and walking to and from Rialto schools for the over 26,500 students we service.

Thank you for the opportunity to improve the safety of students who walk and bike within our community. Rialto Unified School District fully supports the improvements outlined in this ATP-1 Application.

Respectfully,

Mohammad Z. Islam
Interim Superintendent

TODAY'S SCHOLARS, TOMORROW'S LEADERS
Rialto Unified School District

RIALTO UNIFIED SCHOOL DISTRICT

Office of
Safety and Security
Gordon M. Leary
Chief of Safety
260 S. Willow Avenue
Rialto, CA 92376-3598

Tel: (909) 421-7609

May 8, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

A Chief of Educational Safety and Security, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant. Rialto Unified School District in partnership with the City of Rialto, has undertaken a Citywide Safe Routes to School Plan to significantly improve the safety, health and access for the over 26,500 students enrolled in kindergarten through twelfth grades.

Recognizing the need to improve the safety of pedestrians, cyclists and especially students as they travel through the community, we are working to encourage increased use of active modes of transportation, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program in collaboration with the Rialto Unified School District and the 29 schools that form part of it. The Program will include the 5 E's that are proven to provide a successful Safe Route to School Program: Evaluation, Engineering, Education, Encouragement and Enforcement. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the City to implement it and promote safe biking and walking to and from Rialto schools for the over 26,500 students we service.

Thank you for the opportunity to improve the safety of students who walk and bike within our community. Rialto Unified School District fully supports the improvements outlined in this ATP-1 Application.

Sincerely,

Gordon M. Leary
Chief of Educational Safety and Security

"Committed to Safety, Service, and Integrity"

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 6

Letters of Support

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

May 15, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Teresa McWilliam
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Active Transportation Program: City of Rialto and Rialto Unified School District

Dear Ms. McWilliam:

San Bernardino Associated Governments, known as SANBAG, is the council of governments and transportation planning agency for San Bernardino County and on behalf of SANBAG, I am pleased see the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form part of it. The Program will include the 5 E's that are proven to provide a successful Safe Route to School Program: Evaluation, Engineering, Education, Encouragement and Enforcement. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the City to implement it and promote safe biking and walking to schools.

Thank you for the opportunity to improve the safety of students who walk and bike to school. I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant. If you have any questions, please do not hesitate to contact my office at (909) 884-8276.

Sincerely,

Raymond Wolfe
Executive Director

Rialto Fire Department

May 5, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

As the Fire Chief for the City of Rialto, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form it. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the school district to implement it and promote safe biking and walking to schools.

Thank you for the opportunity to improve the safety of students who walk and bike to school. I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant. If you have any questions regarding my support, please do not hesitate to contact my office at (909) 820-2501.

Sincerely,

Mat Fratus
Chief

131 South Willow Avenue • Rialto, CA 92376-6387 • (909) 820-2501 • Fax (909) 421-0824

May 5, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

As a resident and volunteer for the Rialto Police, I actively support efforts to improve my community and public safety and as such, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form it. I believe the City's project will promote safe biking and walking to schools while it promotes the 5 E's that are proven to provide a successful Safe Route to School Program: Evaluation, Engineering, Education, Encouragement and Enforcement.

I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant and thank you for the opportunity to improve the safety of students who walk and bike to school in my community.

Sincerely,

Judy Roberts

Judy Roberts
Neighborhood Watch Coordinator, Rialto Police Department

City of Rialto

California

May 5, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

As the Chairperson of the Rialto Transportation Commission, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, we fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form it. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the City to implement it and promote safe biking and walking to schools.

I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant and thank you for the opportunity to improve the safety of students who walk and bike to school in our community. If you have any questions, please do not hesitate to contact me at the Public Works office at (909) 820-2602.

Sincerely,

D. Barton

Dennis Barton
Transportation Commission Chairperson

Office of the Public Works Director/City Engineer
335 West Rialto Avenue, Rialto, California 92376

GARY G. MILLER
31ST DISTRICT, CALIFORNIA

ASSISTANT WHIP AT LARGE

COMMITTEE ON FINANCIAL SERVICES,
VICE CHAIRMAN

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

BUILDING A BETTER AMERICA CAUCUS,
CHAIRMAN

UNITED STATES
HOUSE OF REPRESENTATIVES

2467 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TEL: (202) 225-3201
FAX: (202) 226-6962

8300 UTICA AVENUE, SUITE 105
RANCHO CUCAMONGA, CA 91730
TEL: (909) 980-1492
FAX: (909) 980-1651

MILLER.HOUSE.GOV

May 7, 2014

Mr. Malcolm Dougherty, Director
California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

It is my pleasure to write a letter in support of the City of Rialto's application to secure funding for their Citywide Safe Routes to School Master Plan. Rialto, in partnership with Rialto Unified School District (RUSD), is proposing to undertake a master planning effort to significantly improve safety, health and access for the 26,546 students enrolled in kindergarten through twelfth grades.

The safety of our families and our communities has always been an overriding concern for me, as evidenced by my numerous efforts to make the California and the Inland Empire safer. This simple project is expected to contribute towards the well-being and safety of school children by formally studying and documenting the multiple dangers they face on their way to school and developing a strategy to correct the issues. Additionally, the Master Plan will outline improvements that can be made to RUSD's existing student safety program to further enhance student safety and health.

I fully support the City of Rialto and Rialto Unified School District as they undertake this important task and in their efforts to secure resources to supplement local funds for the project. I believe that this innovative opportunity will support safety and public health in an economically disadvantaged community.

Sincerely,

GARY G. MILLER
Member of Congress

PRINTED ON RECYCLED PAPER

Washington, DC Office
1641 Longworth HOB
Washington, DC 20515
(202) 225-6161
Fax: (202) 225-8671

Montclair District Office
4959 Palo Verde Street
Suite 110B
Montclair, CA 91763
(909) 626-2054
Fax: (909) 626-2678

NegreteMcLeod.house.gov

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

GLORIA NEGRETE MCLEOD

35TH DISTRICT, CALIFORNIA

Committee on Veterans' Affairs
Subcommittee on
Disability Assistance and Memorial Affairs
Subcommittee on Health
Committee on Agriculture
Subcommittee on
Conservation, Energy, and Forestry
Subcommittee on
Department Operations, Oversight
and Nutrition
Subcommittee on
General Farm Commodities and
Risk Management

April 28, 2014

Malcolm Dougherty, Director
California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

I write you to express my support for the City of Rialto's application to secure funding for their Citywide Safe Routes to School Master Plan. Rialto, in partnership with Rialto Unified School District (RUSD), is proposing to undertake a master planning effort to significantly improve safety, health and access for the 26,546 students enrolled in kindergarten through twelfth grades.

This simple project is expected to contribute towards the wellbeing and safety of school children by formally studying and documenting the multiple dangers they face on their way to school and developing a strategy to correct the issues. In addition, the Master Plan will outline improvements that can be made to RUSD's student safety program to further enhance student safety and health.

I fully support the City of Rialto and Rialto Unified School District as they undertake this important task and in their efforts to secure resources to supplement local funds for the project. We believe that this innovative opportunity will support safety and public health in an economically disadvantaged community.

Respectfully,

Gloria Negrete McLeod

Gloria Negrete McLeod
United States Congresswoman, 35th Congressional District

PRINTED ON RECYCLED PAPER

RIALTO KIWANIS

May 13, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

On behalf of the Kiwanis Club of Rialto, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, we fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form it. We believe the multi-faceted program proposed in this application will produce real results and promote safe biking and walking to schools.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant and thank you for the opportunity to improve the safety of our students who walk and bike to school.

Sincerely,

Alan G. Dyer

ALAN G. DYER
Past President
Kiwanis Club of Rialto

RIALTO
POLICE DEPARTMENT

WILLIAM A. FARRAR
Chief of Police

128 NORTH WILLOW AVENUE
RIALTO, CA 92376-5894

(909) 820-2578
EMERGENCY 9-1-1

May 5, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

As Rialto's Chief of Police, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, I fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form part of it. We believe the multi-faceted program proposed in this application will produce real results and are committed to work closely with the school district to implement it and promote safe biking and walking to schools.

Thank you for the opportunity to improve the safety of students who walk and bike to school. I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 1 grant. If you have any questions regarding my support, please do not hesitate to contact my office at (909) 820-2565.

Sincerely,

William A. Farrar
Police Chief

Printed on Recycled Papers

CURTIS ELEMENTARY SCHOOL

~CHILDREN FIRST~

RIALTO UNIFIED SCHOOL DISTRICT

451 S. Lilac Ave., Rialto, CA 92376 (909) 421-7366 Fax (909) 421-7369

Leticia Cardinal-Norris ~ PTO President

05-09-2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program – Cycle 1
City of Rialto and Rialto Unified School District

To Whom It May Concern:

On behalf of the Curtis Elementary School PTO, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 1 grant.

Recognizing the need to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community, we fully endorse the City's efforts to increase biking and walking trips by developing a Safe Route to School Program for the Rialto Unified School District and the 29 schools that form it. We believe the multi-faceted program proposed in this application will produce real results and promote safe biking and walking to schools for the 26,000+ children.

Thank you for the opportunity to improve the safety of students who walk and bike within our community. Sam V. Curtis Elementary School PTO fully supports the improvements outlined in this ATP-1 Application.

Sincerely,

Leticia Cardinal-Norris

Leticia Cardinal-Norris
PTO President of
Curtis ES

City of Rialto

City of Rialto Safe Route to School (SRTS) Program

Attachment 7

CalEnviron Score

http://oehha.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=1d202d

OEHHA CalEnviroScreen 1.1 | CalEnviroScreen 1.1 Sta... | Error: Invalid URL

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Quick Facts Safe Routes t... Suggested Sites Office of Business & Econ... Signs & Work Zones Bran... Safe Routes to School (2) Free Hotmail Web Slice Gallery

CalEnviroScreen 1.1 Statewide ZIP Code Results

Details Legend Print Basemap Measure Share

CalEnviroScreen 1.1 Zip Code Results

- Lowest Scores
- -
- -
- -
- -
- -
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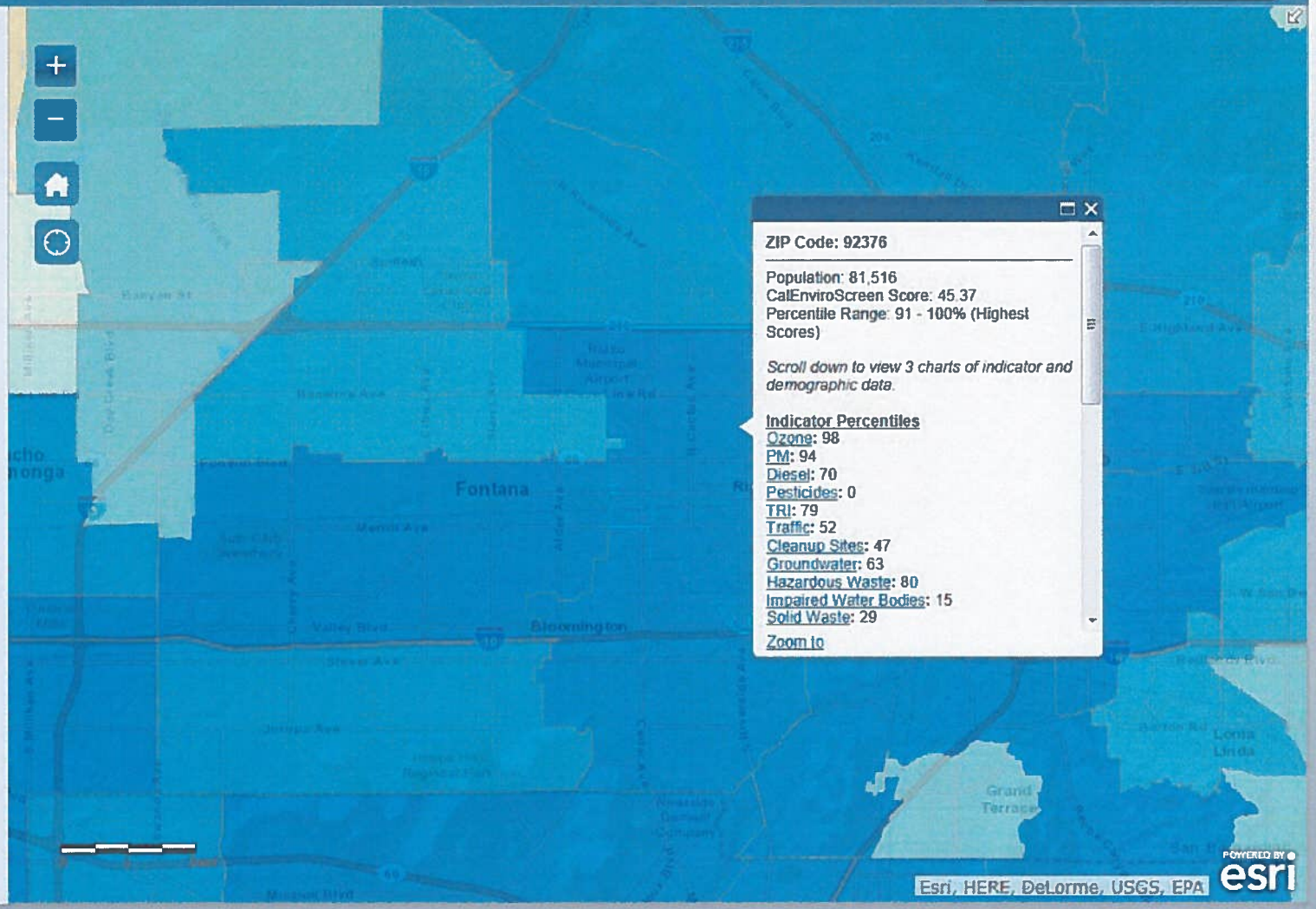
- -
- -
- Highest Scores



ZIP Code: 92376

Population: 81,516
CalEnviroScreen Score: 45.37
Percentile Range: 91 - 100% (Highest Scores)

Scroll down to view 3 charts of indicator and demographic data.

Indicator Percentiles
Ozone: 98
PM: 94
Diesel: 70
Pesticides: 0
TRI: 79
Traffic: 52
Cleanup Sites: 47
Groundwater: 63
Hazardous Waste: 80
Impaired Water Bodies: 15
Solid Waste: 29

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5/12/2014

http://oehha.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=1d202d

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Page Safety Tools

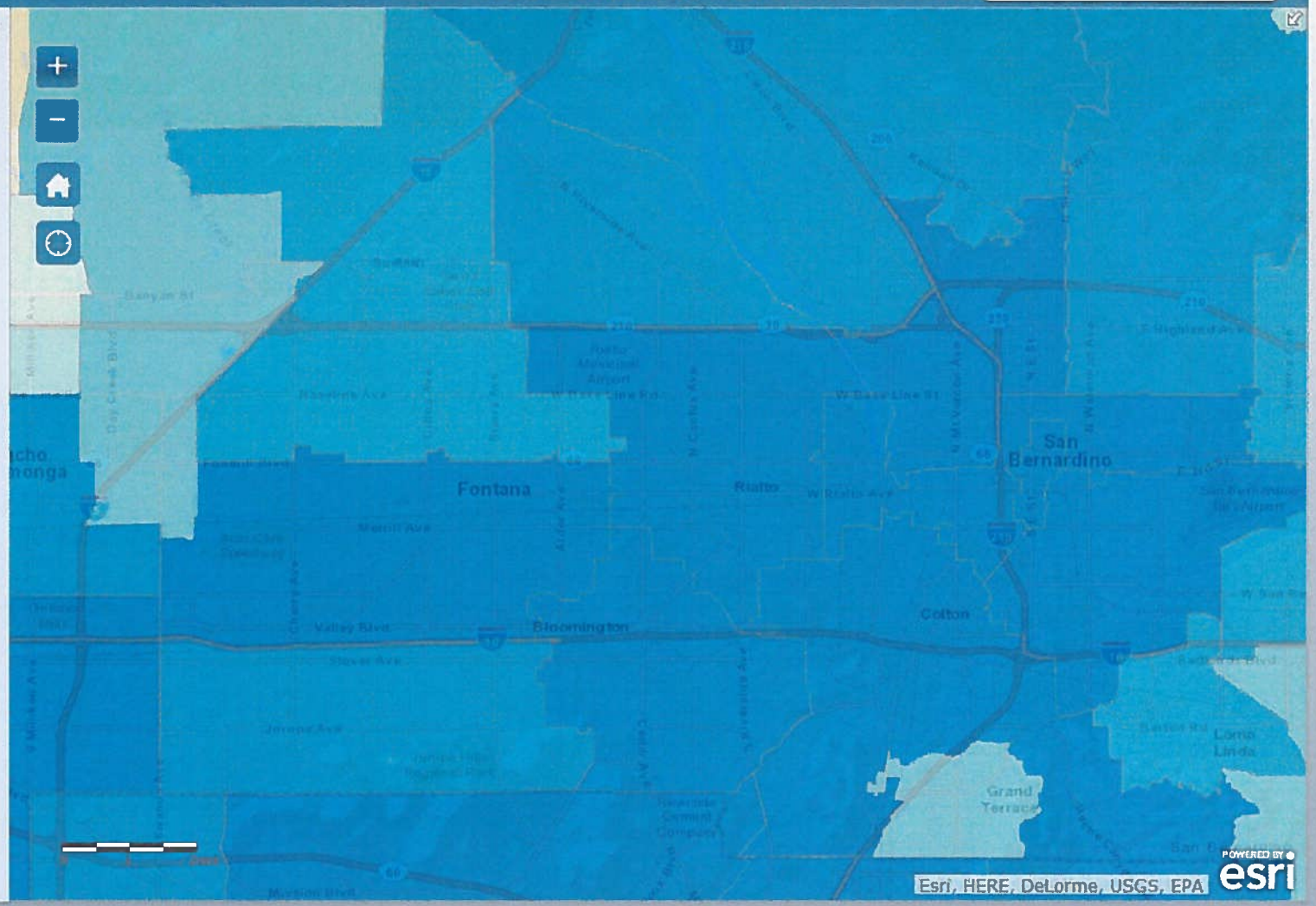
Quick Facts Safe Routes t... Suggested Sites Office of Business & Econ... Signs & Work Zones Bran... Safe Routes to School (2) Free Hotmail Web Slice Gallery

CalEnviroScreen 1.1 Statewide ZIP Code Results

Details Legend Print Basemap Measure Share

CalEnviroScreen 1.1 Zip Code Results

- Lowest Scores
- -
- -
- -
- -
- -
- -
- -
- -
- Highest Scores



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City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 8
Accident History and Maps

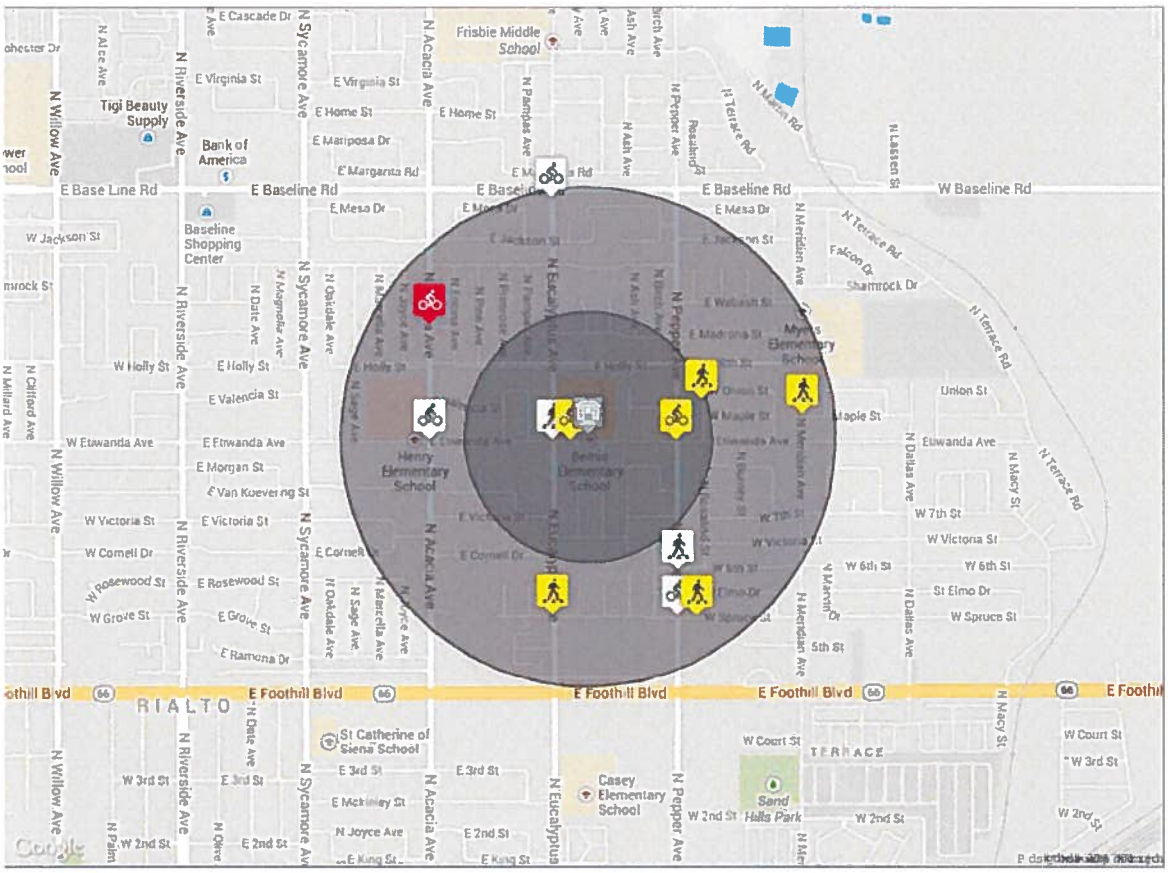
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Bemis Elementary

774 East Etiwanda Ave. | Rialto | San Bernardino County | CDS: 3667850603660 2

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



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.	1	0	3	4	4	4	**8**
Total	1	0	6	5	6	6	**12**

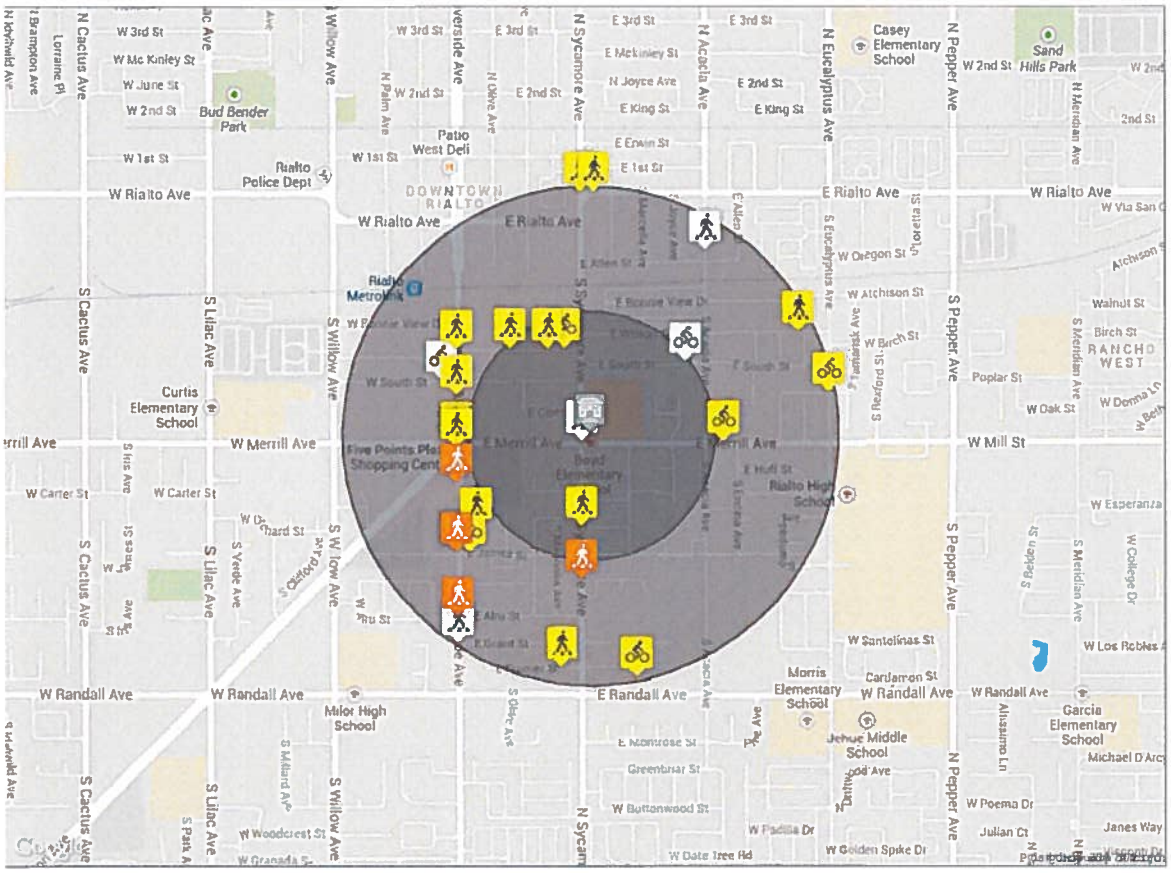
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Boyd Elementary

310 East Merrill St. | Rialto | San Bernardino County | CDS: 36678506036610

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	4	3	4	3	**7**
¼ - ½ mi.	0	4	16	7	21	7	**27**
Total	0	4	20	10	25	10	**34**

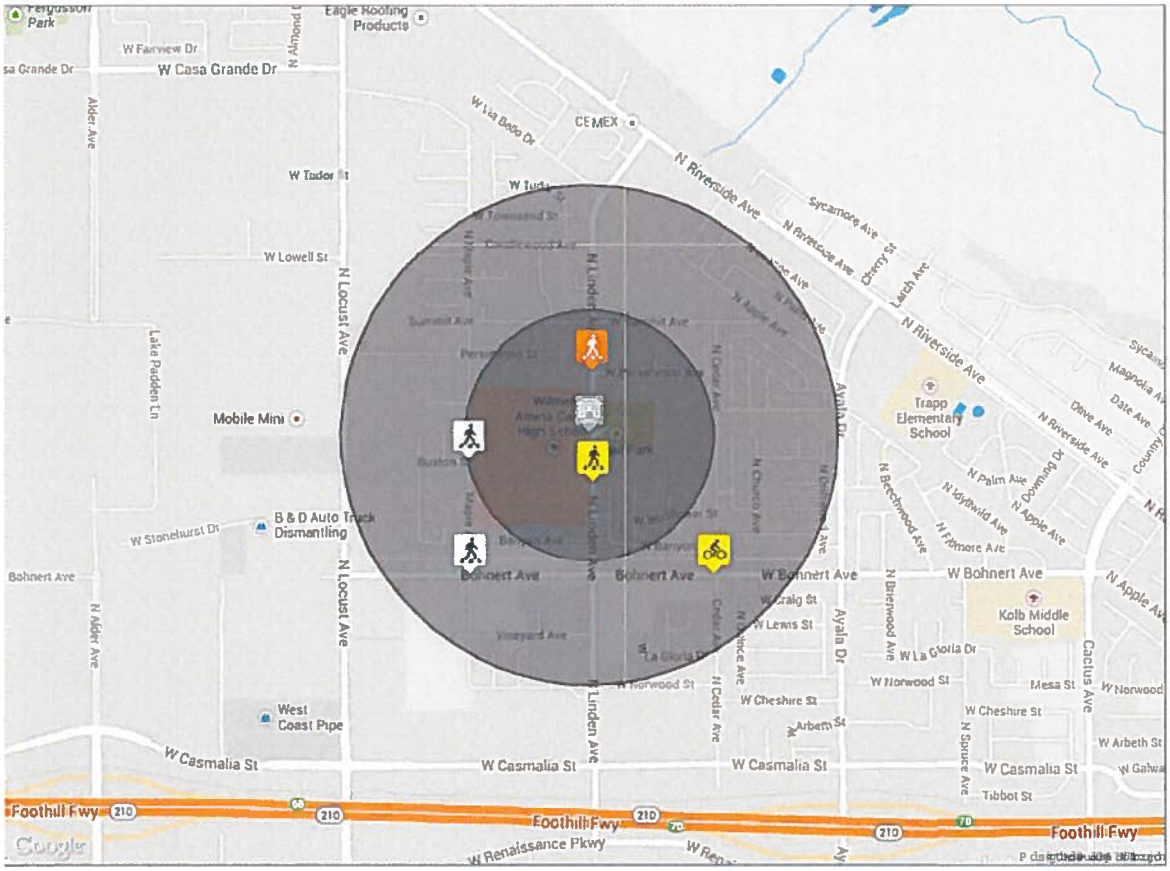
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Wilmer Amina Carter High

2630 North Linden Ave. | Rialto | San Bernardino County | CDS: 36678500102830

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	1	1	1	3	0	**3**
¼ - ½ mi.	0	0	1	1	1	1	**2**
Total	0	1	2	2	4	1	**5**

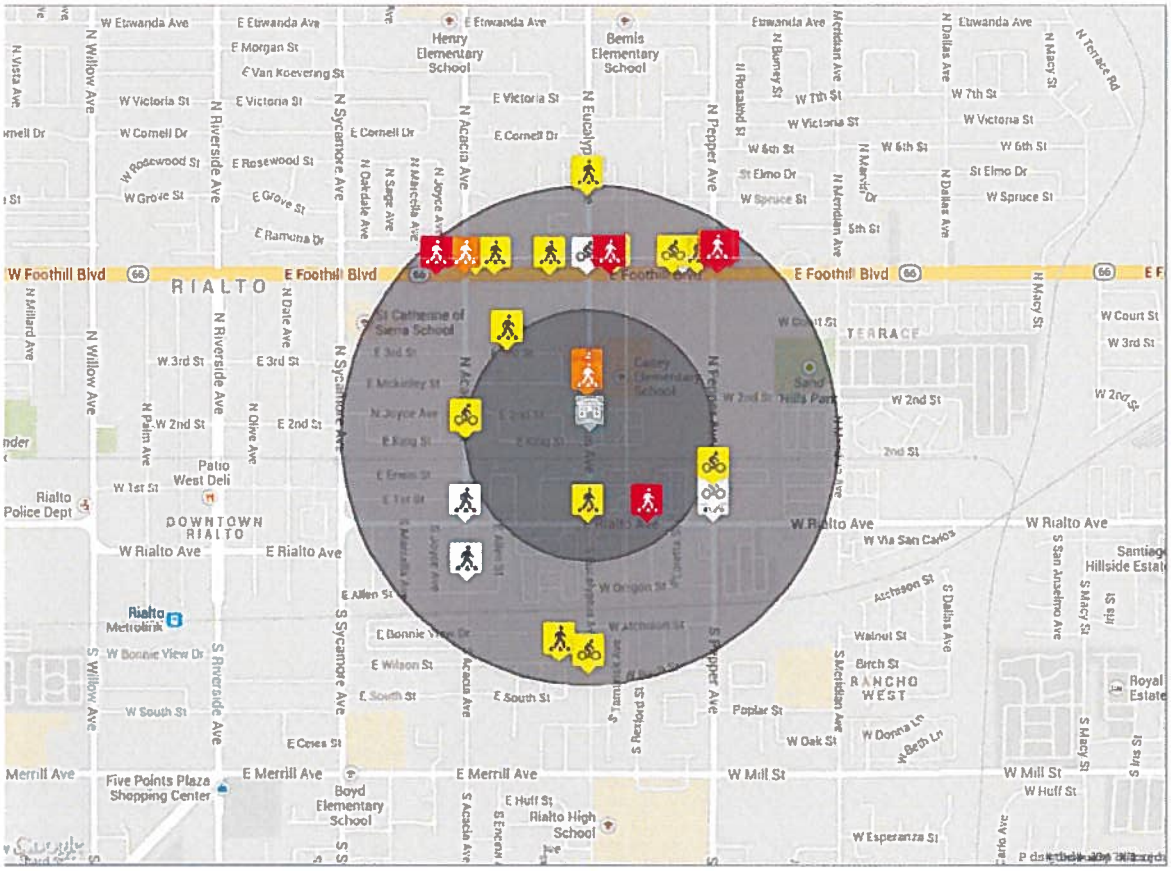
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Casey Elementary

219 North Eucalyptus Ave. | Rialto | San Bernardino County | CDS: 36678506036628

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	2	3	1	6	1	**7**
¼ - ½ mi.	5	2	12	8	20	7	**27**
Total	6	4	15	9	26	8	**34**

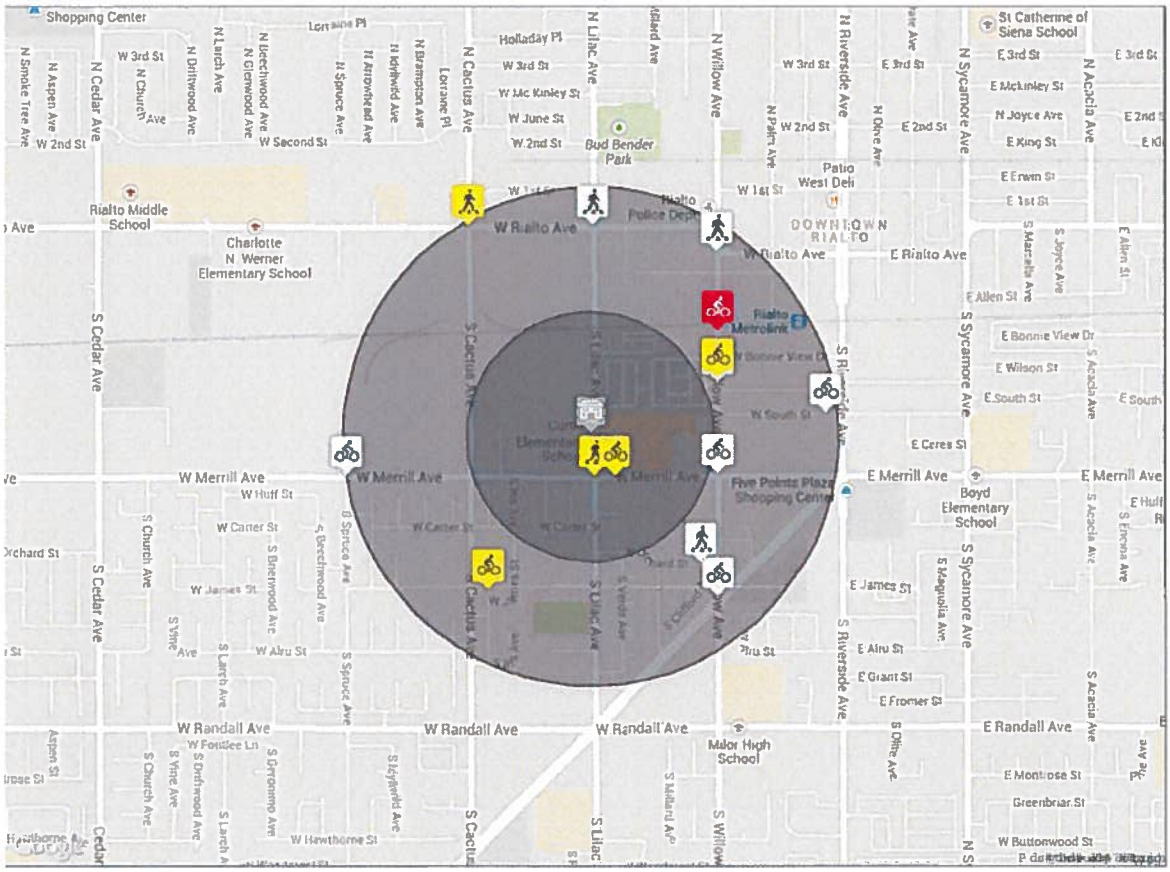
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Sam V. Curtis Elementary

451 South Lilac Ave. | Rialto | San Bernardino County | CDS: 36678506114938

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	2	2	1	3	**4**
¼ - ½ mi.	1	0	3	9	4	9	**13**
Total	1	0	5	11	5	12	**17**

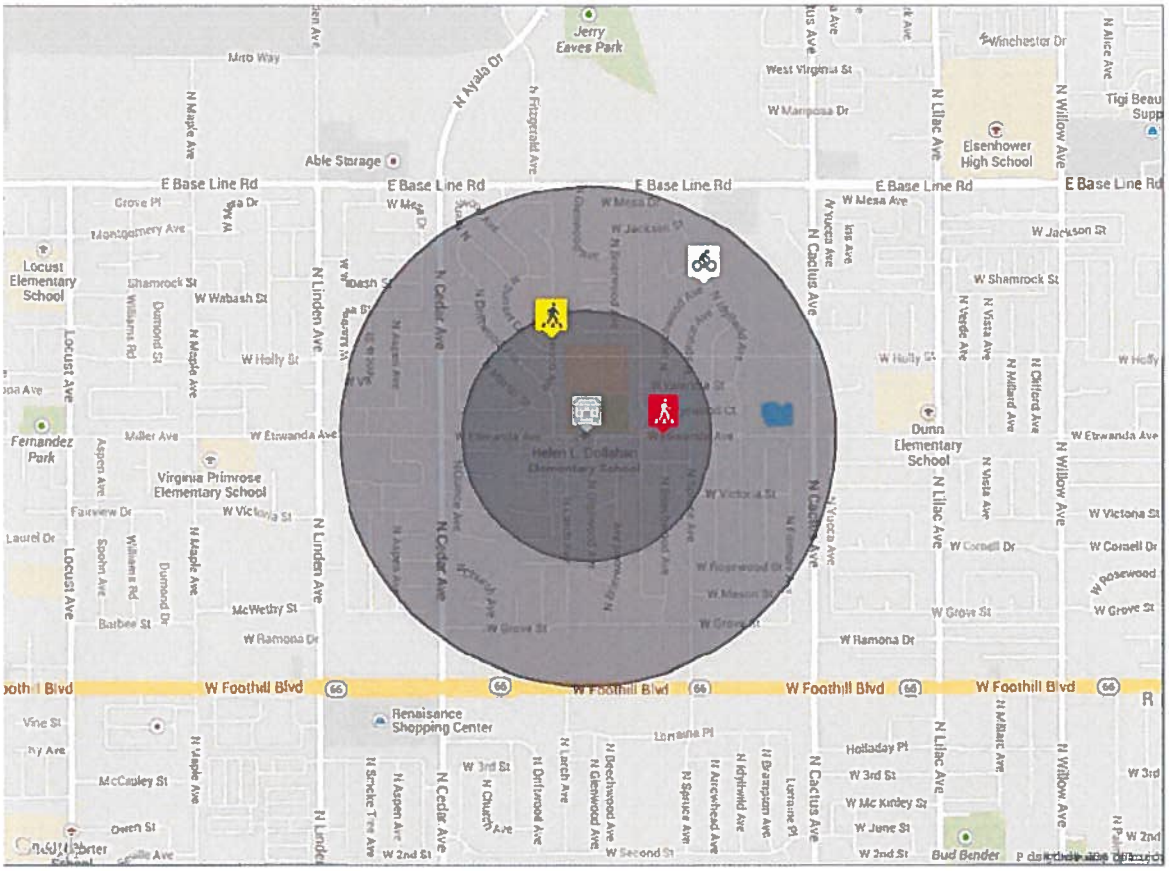
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Dollahan (Helen L.) Elementary

1060 West Etiwanda Ave. | Rialto | San Bernardino County | CDS: 36678436105704

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

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

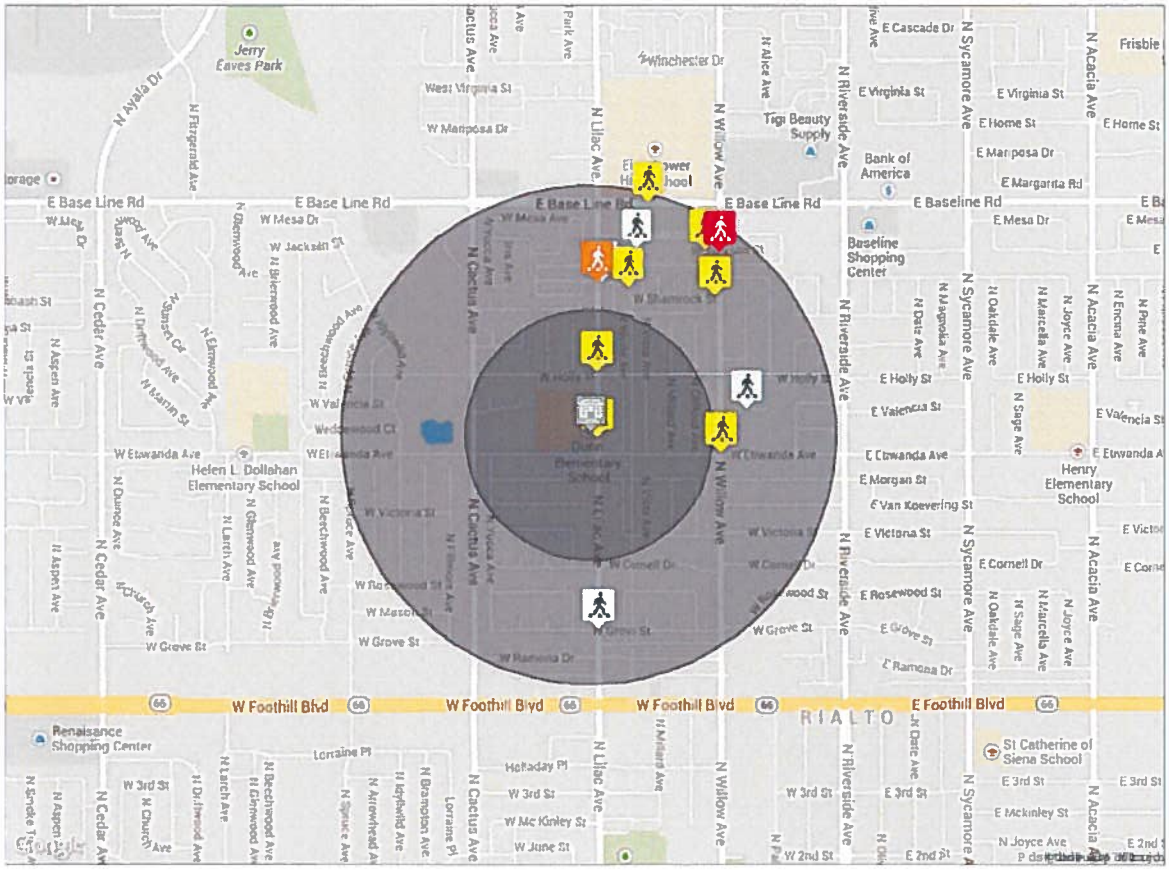
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Dunn Elementary

830 North Lilac Ave. | Rialto | San Bernardino County | CDS: 36678506036636

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	2	0	2	0	**2**
¼ - ½ mi.	1	1	6	6	13	1	**14**
Total	1	1	8	6	15	1	**16**

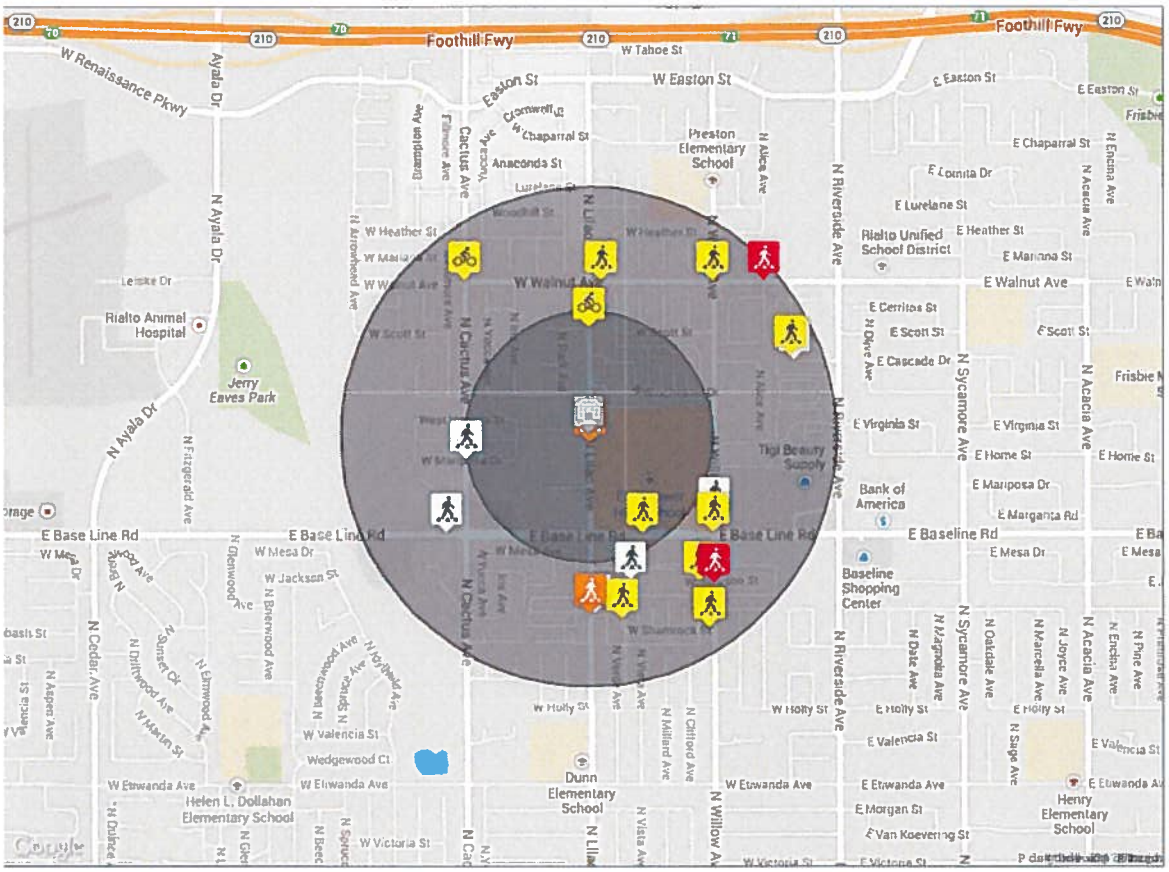
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Eisenhower Senior High

1321 North Lilac Ave. | Rialto | San Bernardino County | CDS: 36678503633005

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	1	2	0	2	1	**3**
¼ - ½ mi.	2	1	9	9	20	1	**21**
Total	2	2	11	9	22	2	**24**

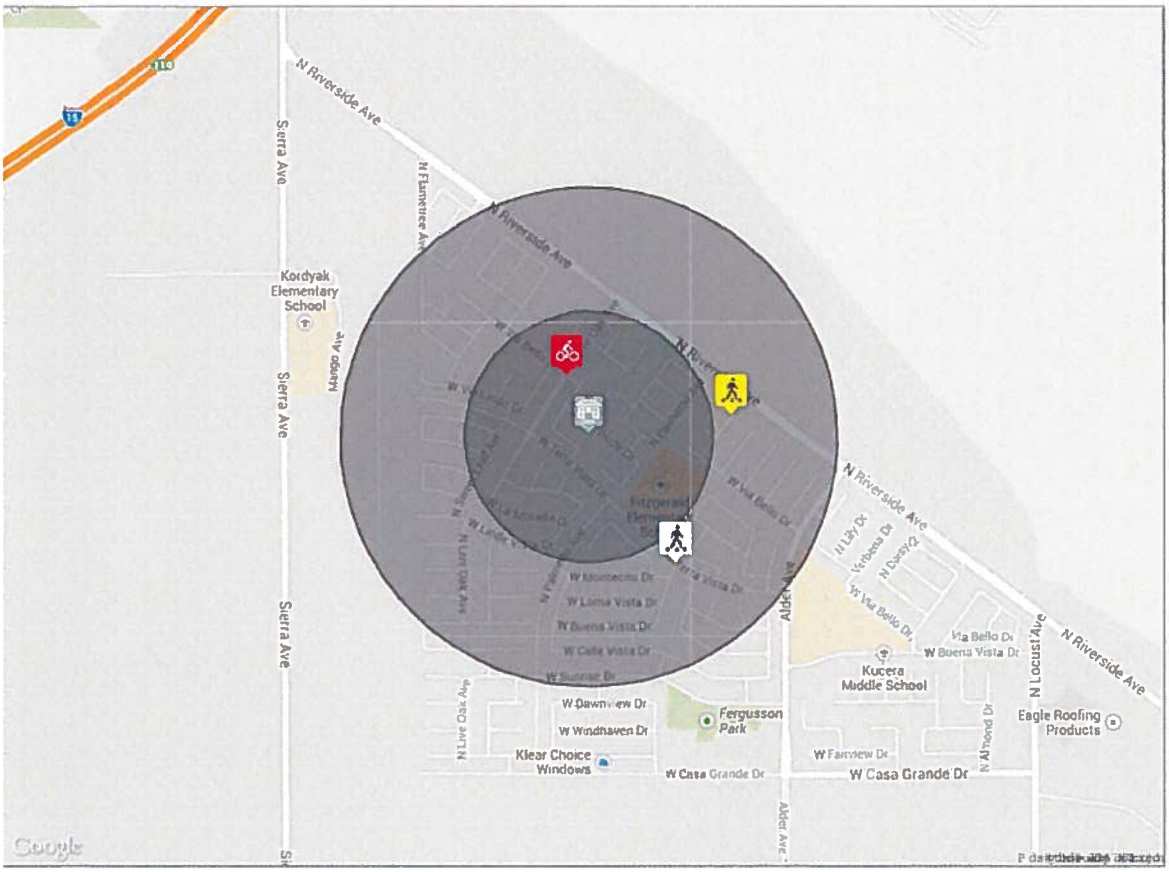
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Edward Fitzgerald Elementary

2568 West Terra Vista Dr. | Rialto | San Bernardino County | CDS: 36678506111728

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

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

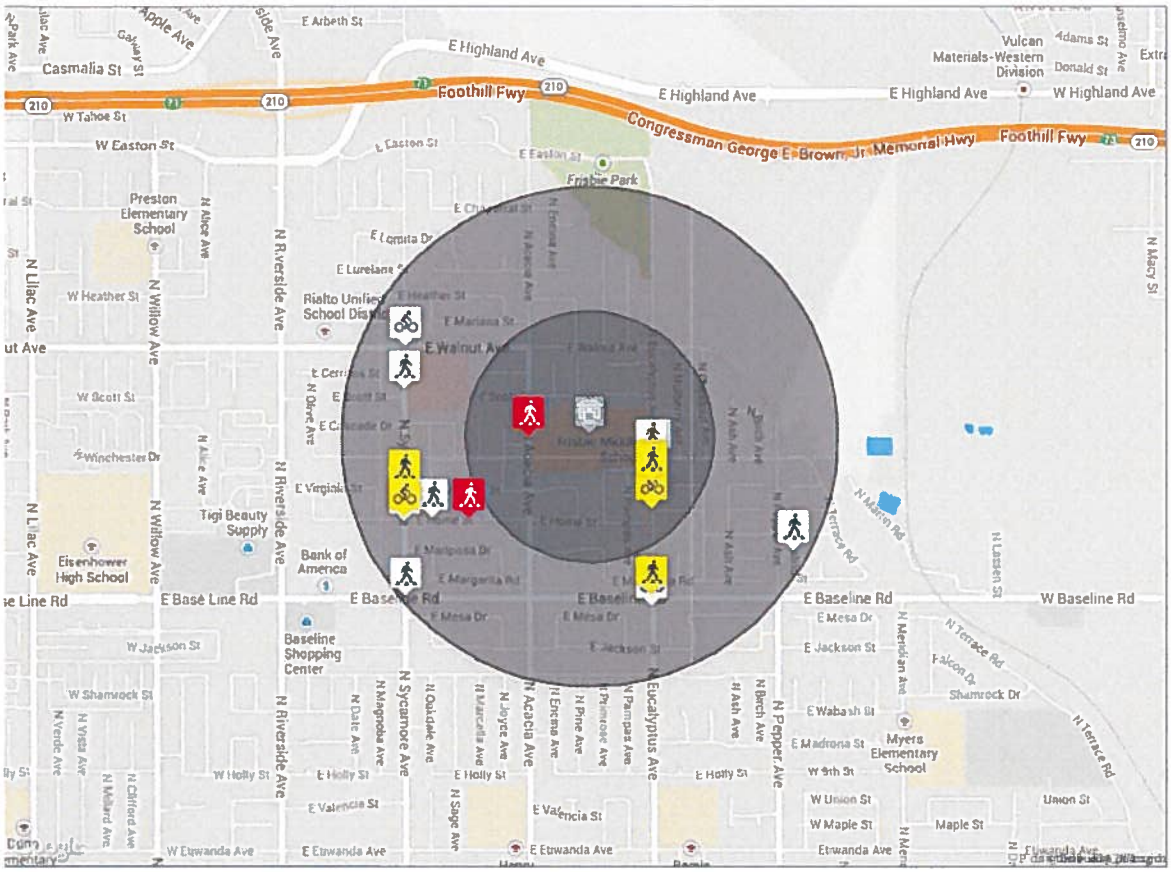
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Frisbie Middle

1442 North Eucalyptus Ave. | Rialto | San Bernardino County | CDS: 3667850605944 8

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	0	4	3	7	1	**8**
¼ - ½ mi.	1	0	3	9	9	4	**13**
Total	2	0	7	12	16	5	**21**

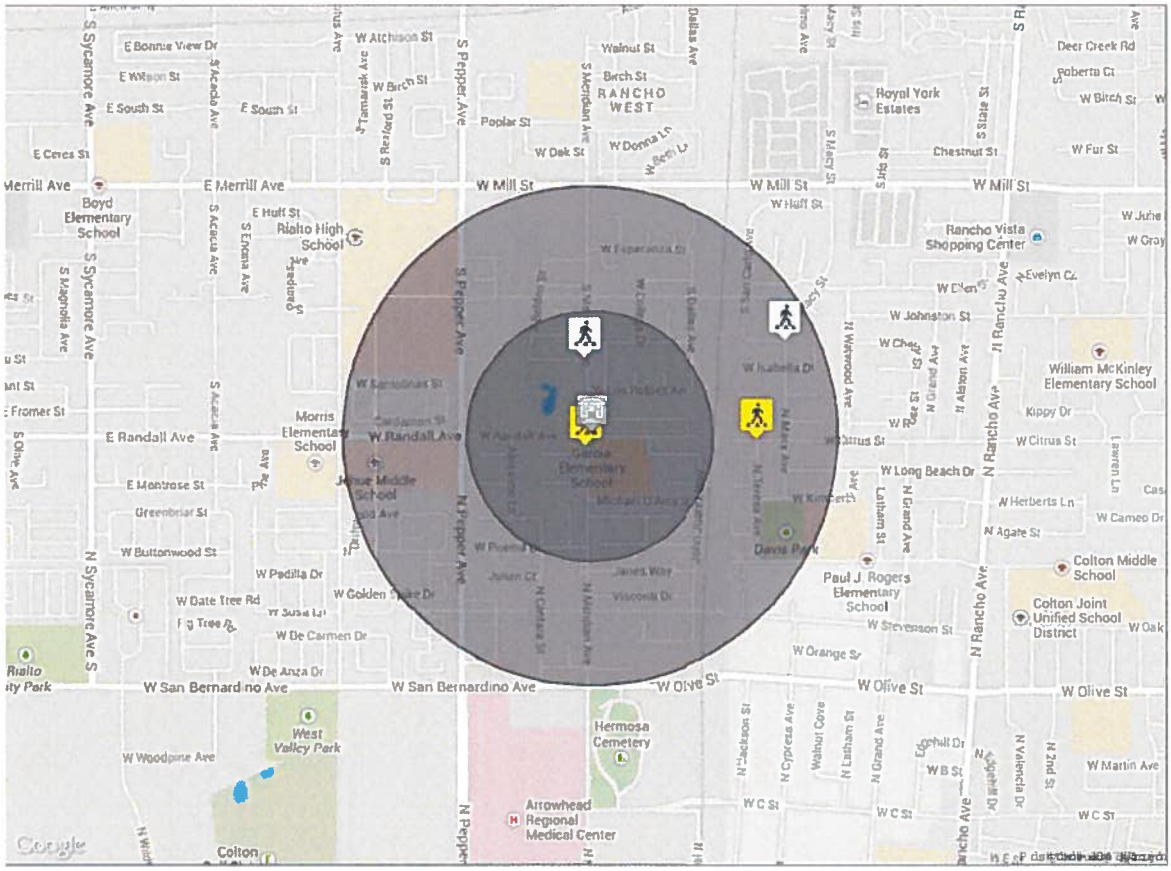
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Ernest Garcia Elementary

1390 West Randall Ave. | Colton | San Bernardino County | CDS: 36678506111736

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

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

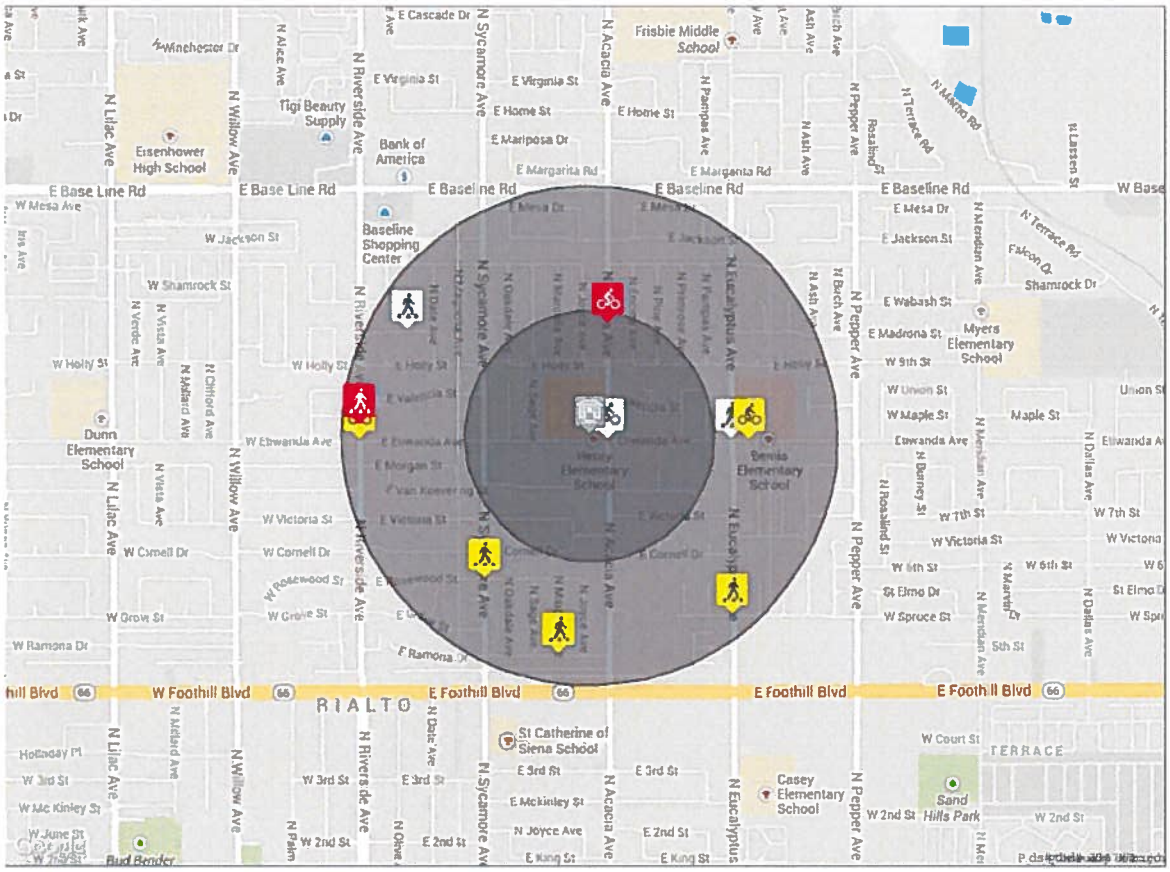
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Henry Elementary

470 East Etiwanda Ave. | Rialto | San Bernardino County | CDS : 3667850603664 4

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

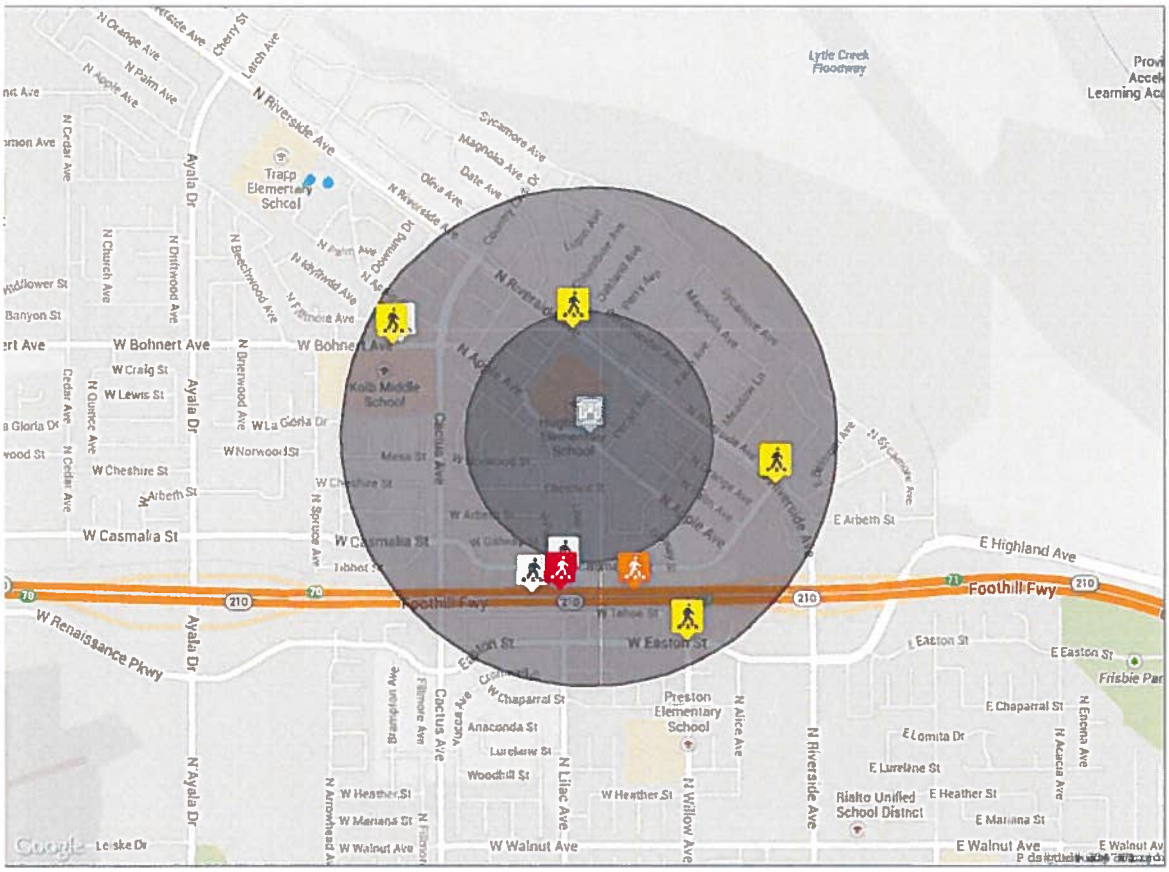
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	0	0	1	0	2	**2**
¼ - ½ mi.	1	0	5	2	6	2	**8**
Total	2	0	5	3	6	4	**10**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Elizabeth T. Hughbanks Elementary
2241 North Apple Ave. | Rialto | San Bernardino County | CDS: 3667850610715 5

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



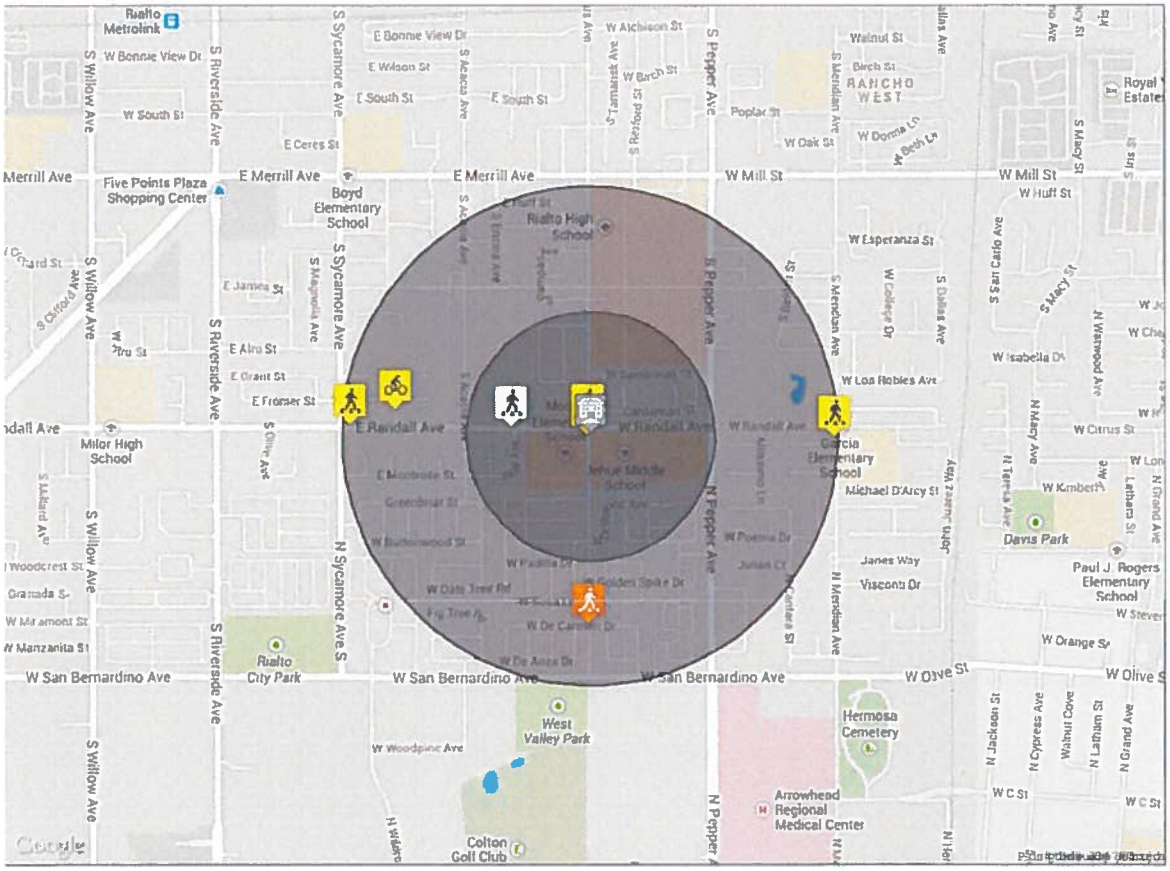
Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	1	0	1	0	**1**
¼ - ½ mi.	1	1	3	3	8	0	**8**
Total	1	1	4	3	9	0	**9**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

William G. Jehue Middle
1500 North Eucalyptus Ave. | Colton | San Bernardino County | CDS : 36678506 114920

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

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

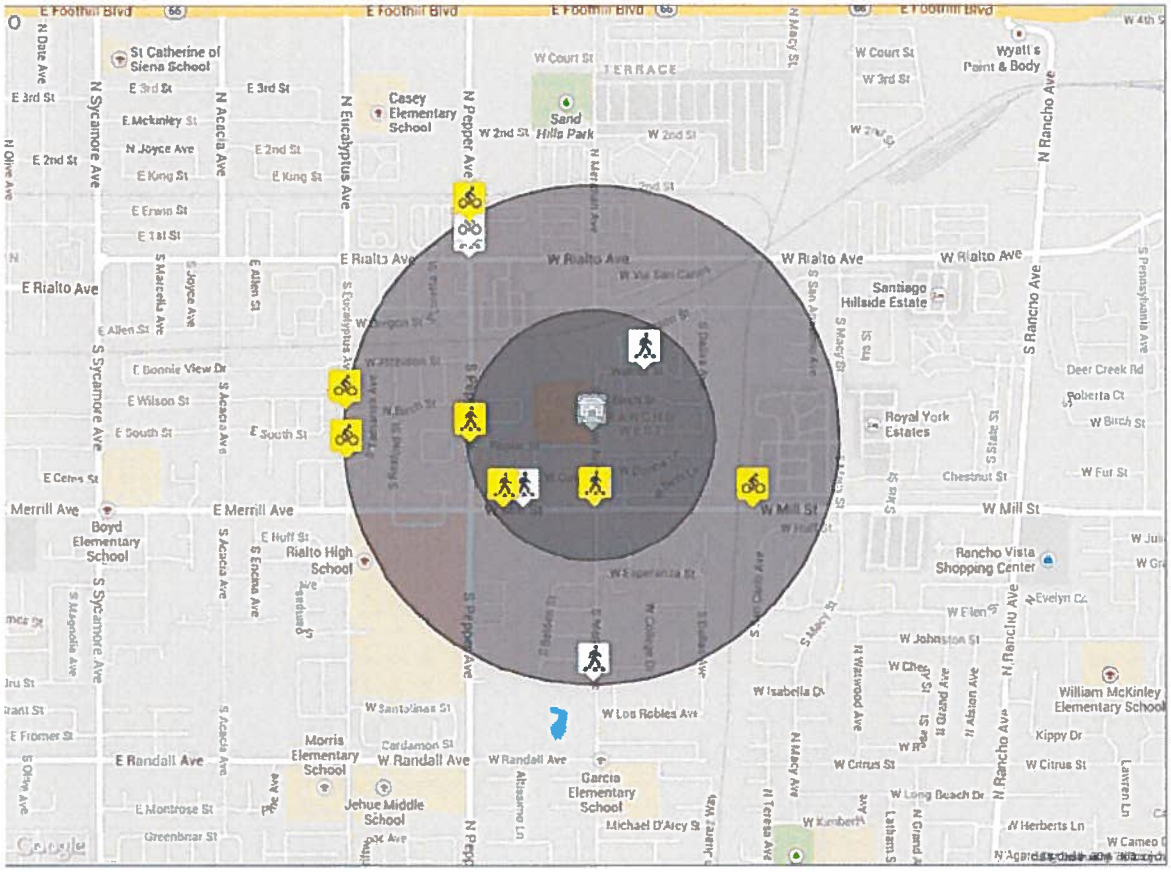
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Kelley Elementary

380 South Meridian Ave. | Rialto | San Bernardino County | CDS: 3667850603665 1

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

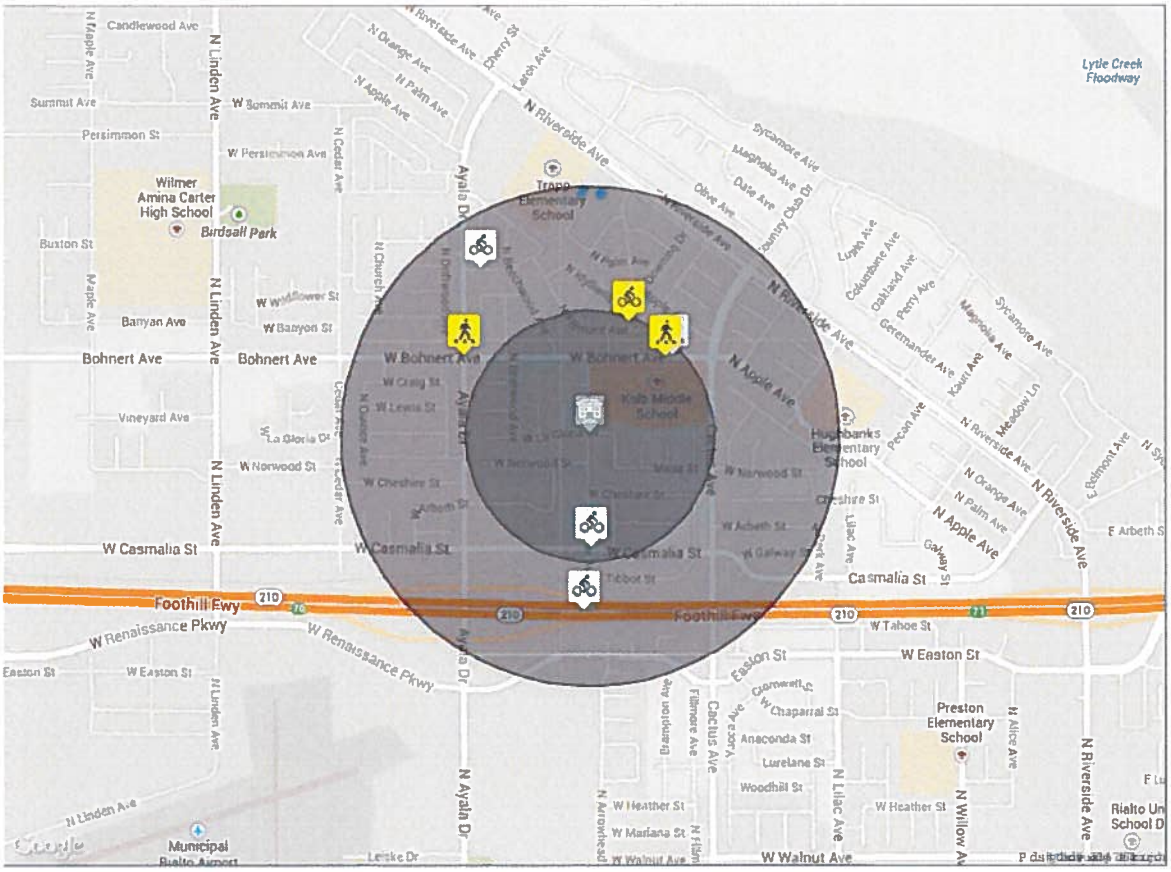
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	4	3	7	0	**7**
¼ - ½ mi.	0	0	4	3	2	5	**7**
Total	0	0	8	6	9	5	**14**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Kolb Middle
2351 North Spruce St. | Rialto | San Bernardino County | CDS: 3667850606189 9

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	2	2	2	2	**4**
¼ - ½ mi.	0	0	1	2	1	2	**3**
Total	0	0	3	4	3	4	**7**

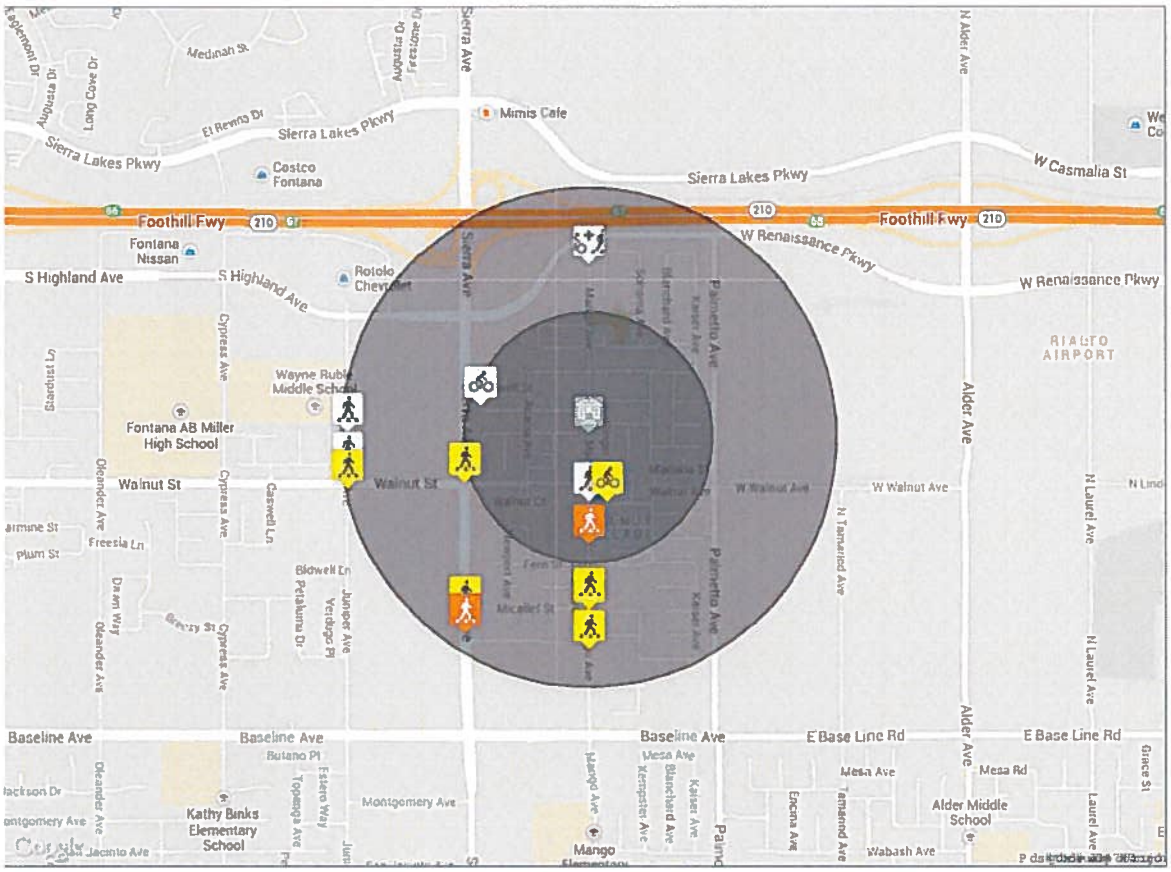
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Nancy R. Kordyak Elementary

4580 Mango Ave. | Fontana | San Bernardino County | CDS: 36678500121160

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

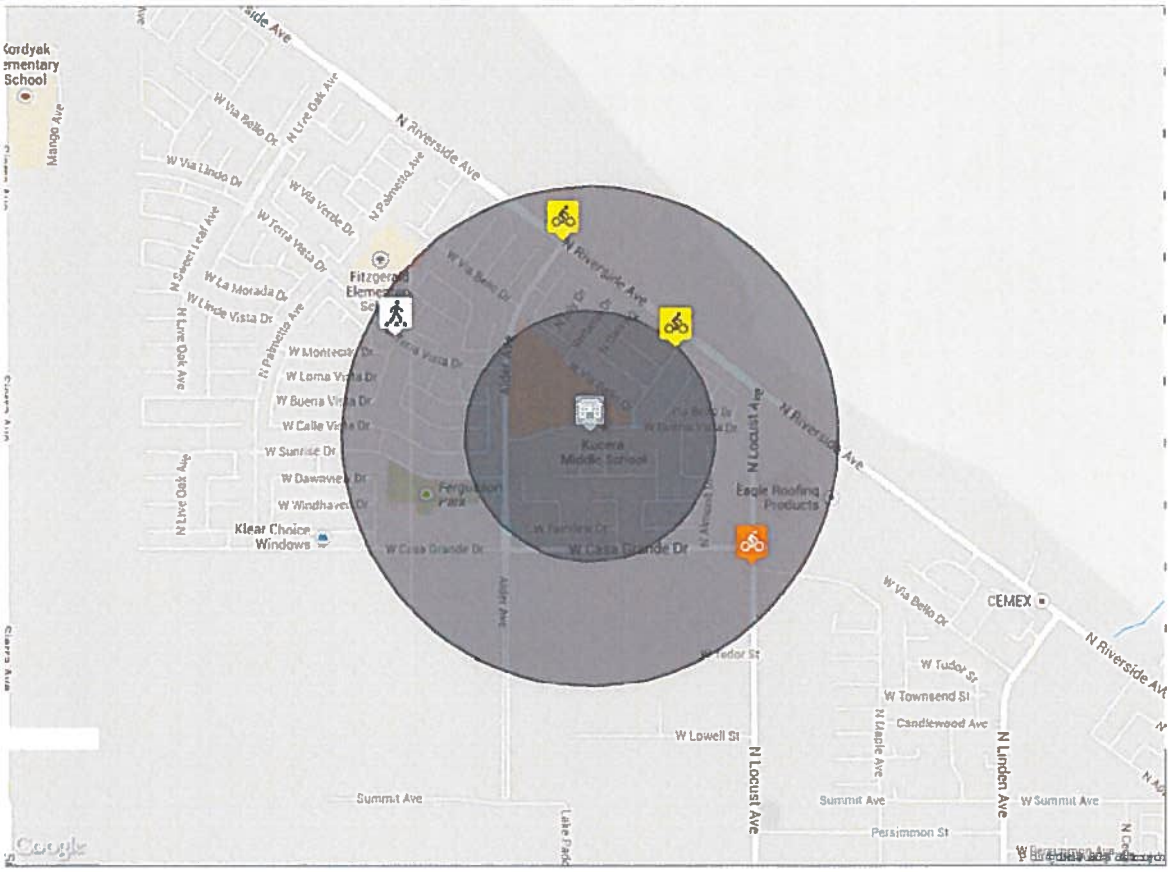
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	1	1	2	2	2	**4**
¼ - ½ mi.	0	1	6	3	10	1	**10**
Total	0	2	7	5	12	3	**14**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Ethel Kucera Middle
2140 West Buena Vista Dr. | Rialto | San Bernardino County | CDS: 36678506111744

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



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	1	1	1	2	**3**
Total	0	1	2	1	1	3	**4**

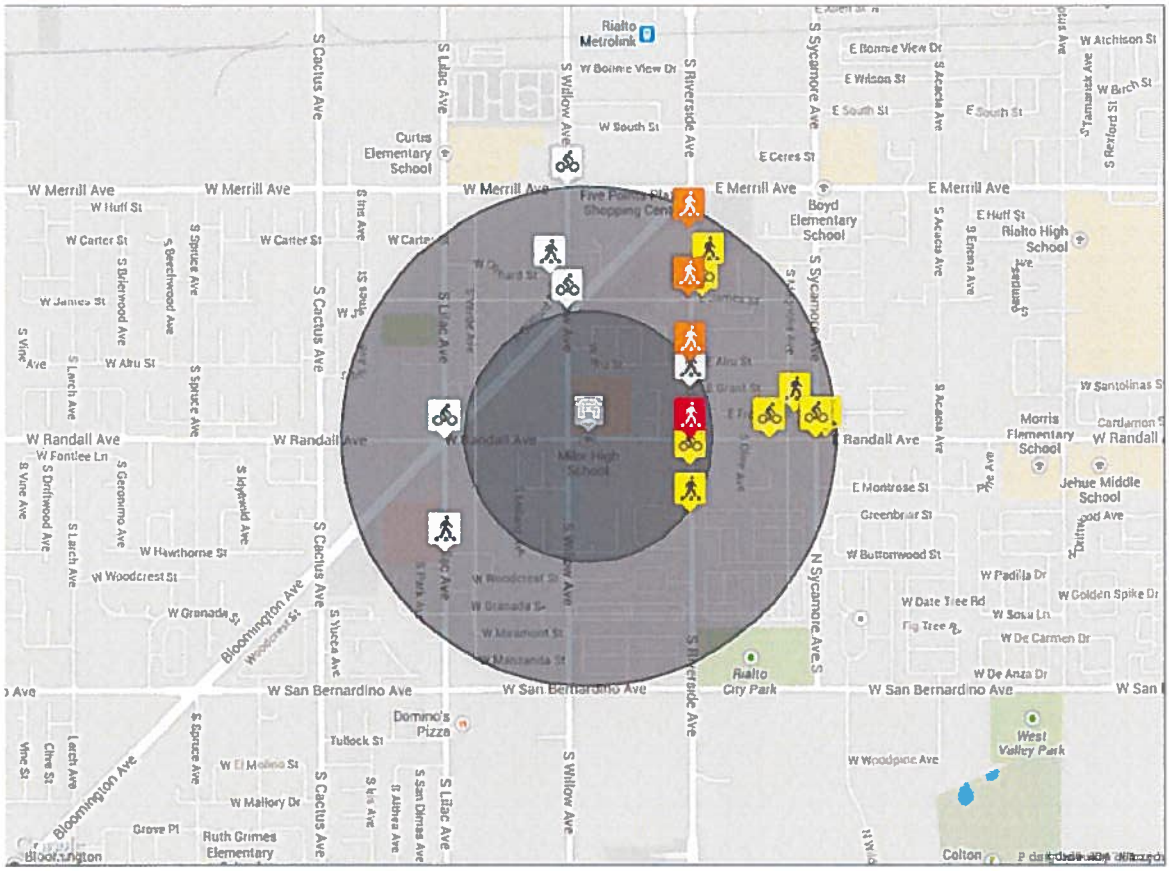
Safe Routes to School Collision Map Viewer

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

Milor Continuation High

266 West Randall | Rialto | San Bernardino County | CDS: 36678503630159

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	2	1	3	6	1	**7**
¼ - ½ mi.	0	2	11	8	11	10	**21**
Total	1	4	12	11	17	11	**28**

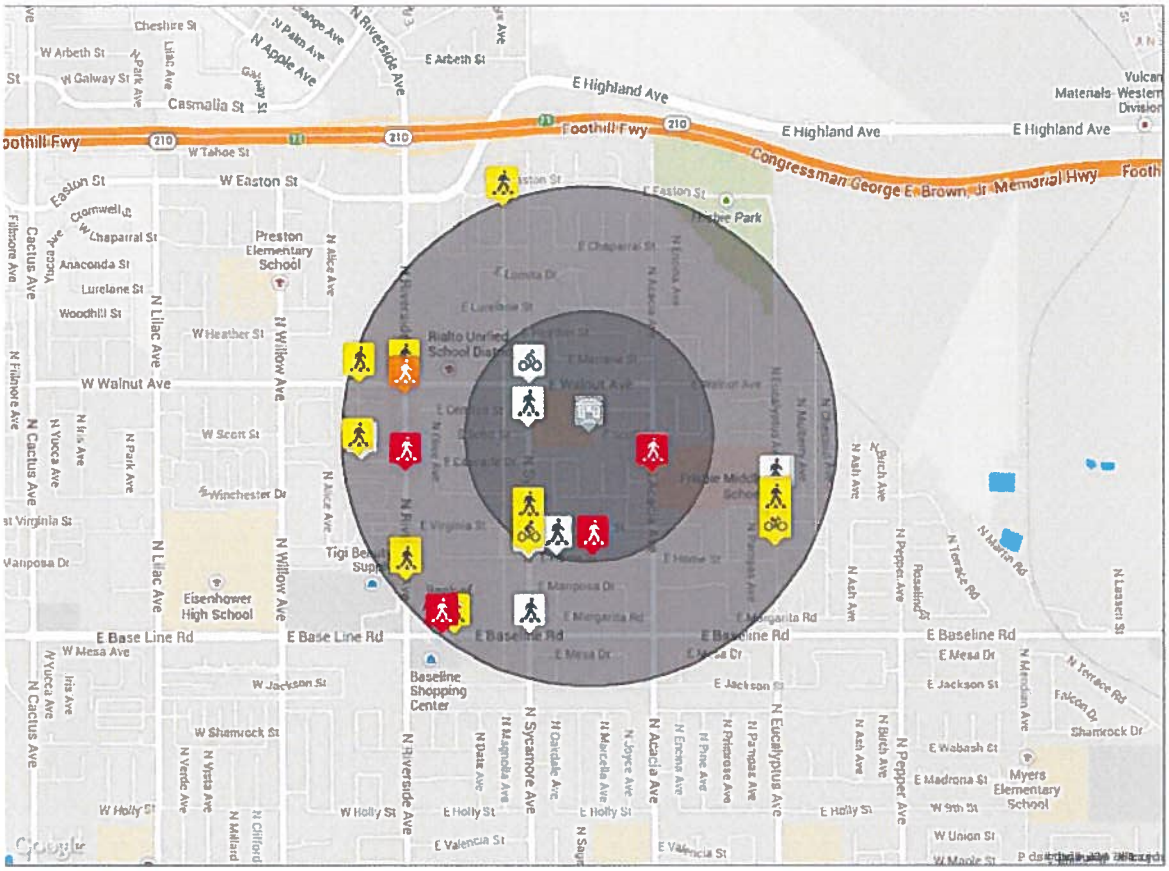
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Morgan Elementary

1571 North Sycamore Ave. | Rialto | San Bernardino County | CDS: 36678506036669

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	2	0	2	4	7	1	**8**
¼ - ½ mi.	2	1	12	7	18	4	**22**
Total	4	1	14	11	25	5	**30**

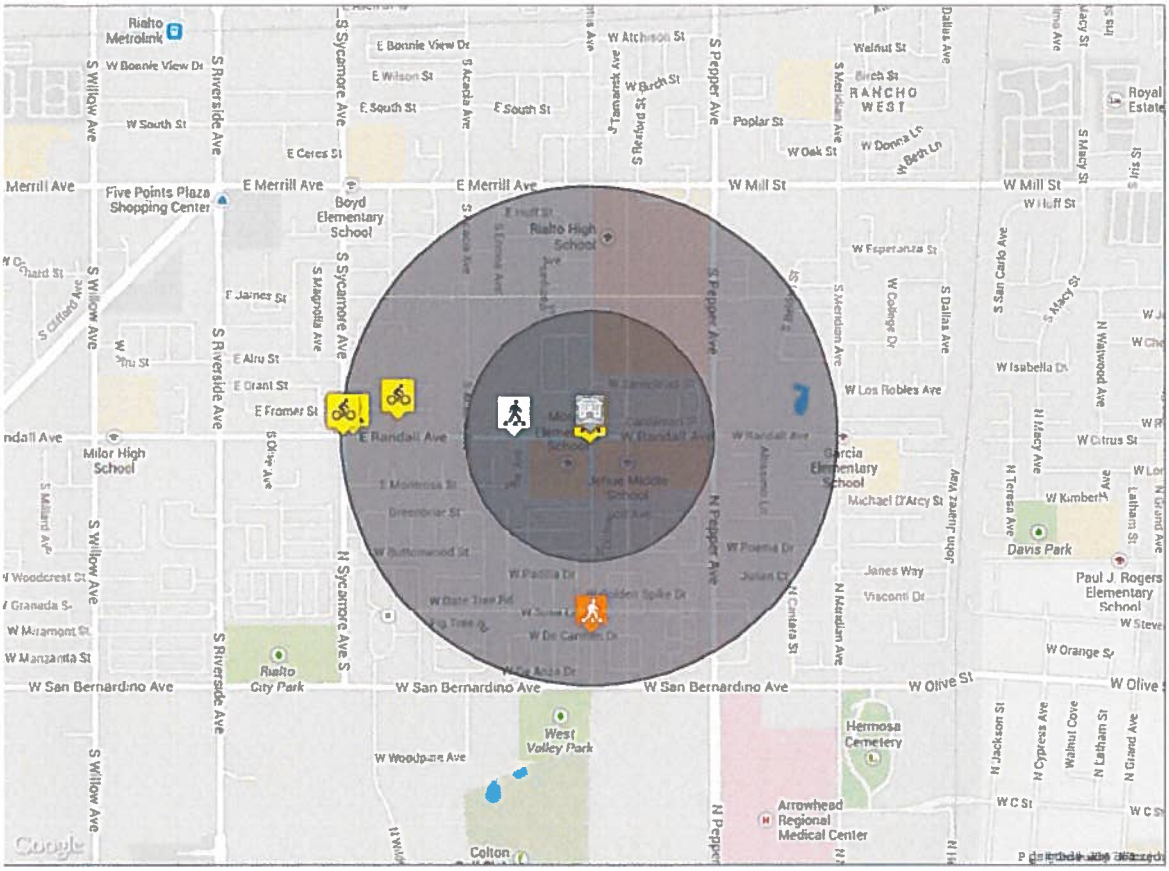
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Georgia Morris Elementary

1900 West Randall Ave. | Colton | San Bernardino County | CDS: 3667850610886 4

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	3	1	3	1	**4**
¼ - ½ mi.	0	1	5	1	2	5	**7**
Total	0	1	8	2	5	6	**11**

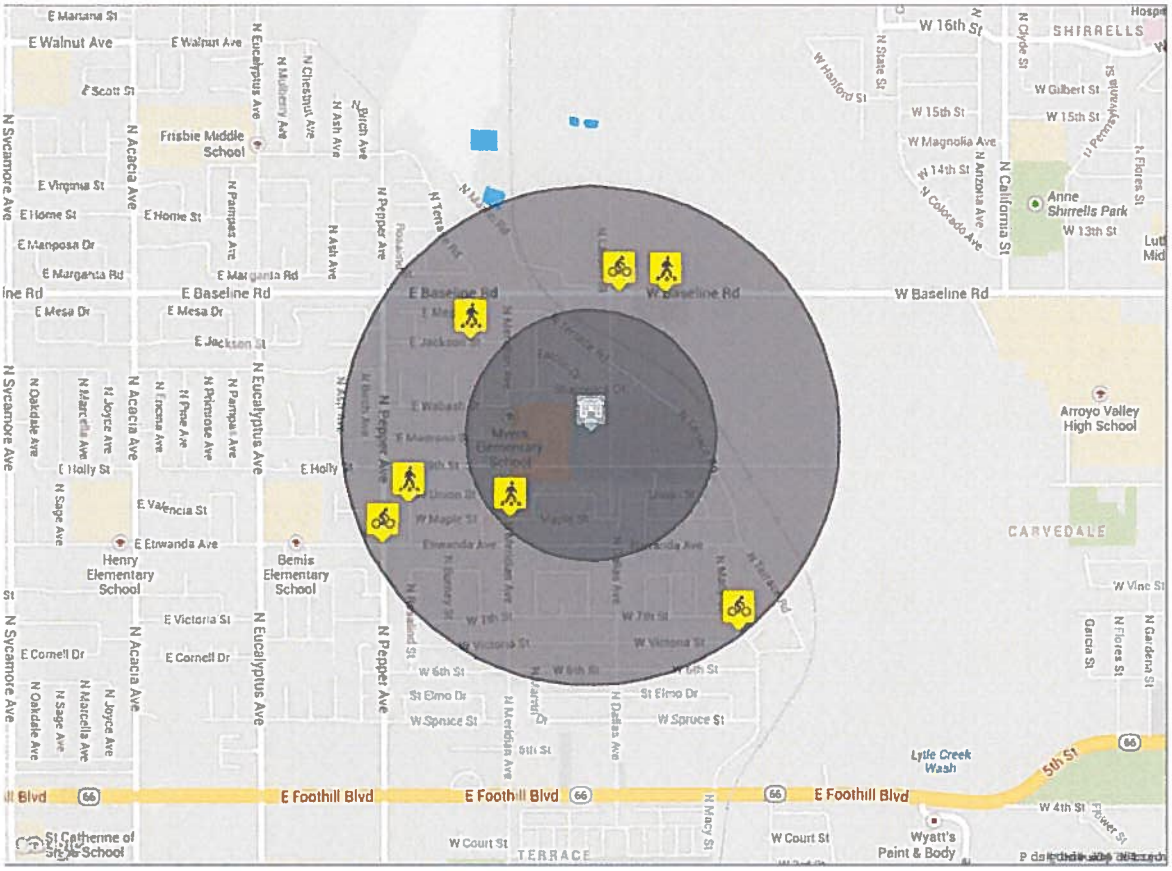
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Myers Elementary

975 North Meridian Ave. | Rialto | San Bernardino County | CDS: 36678506036677

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



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	0	6	0	3	3	**6**
Total	0	0	7	0	4	3	**7**

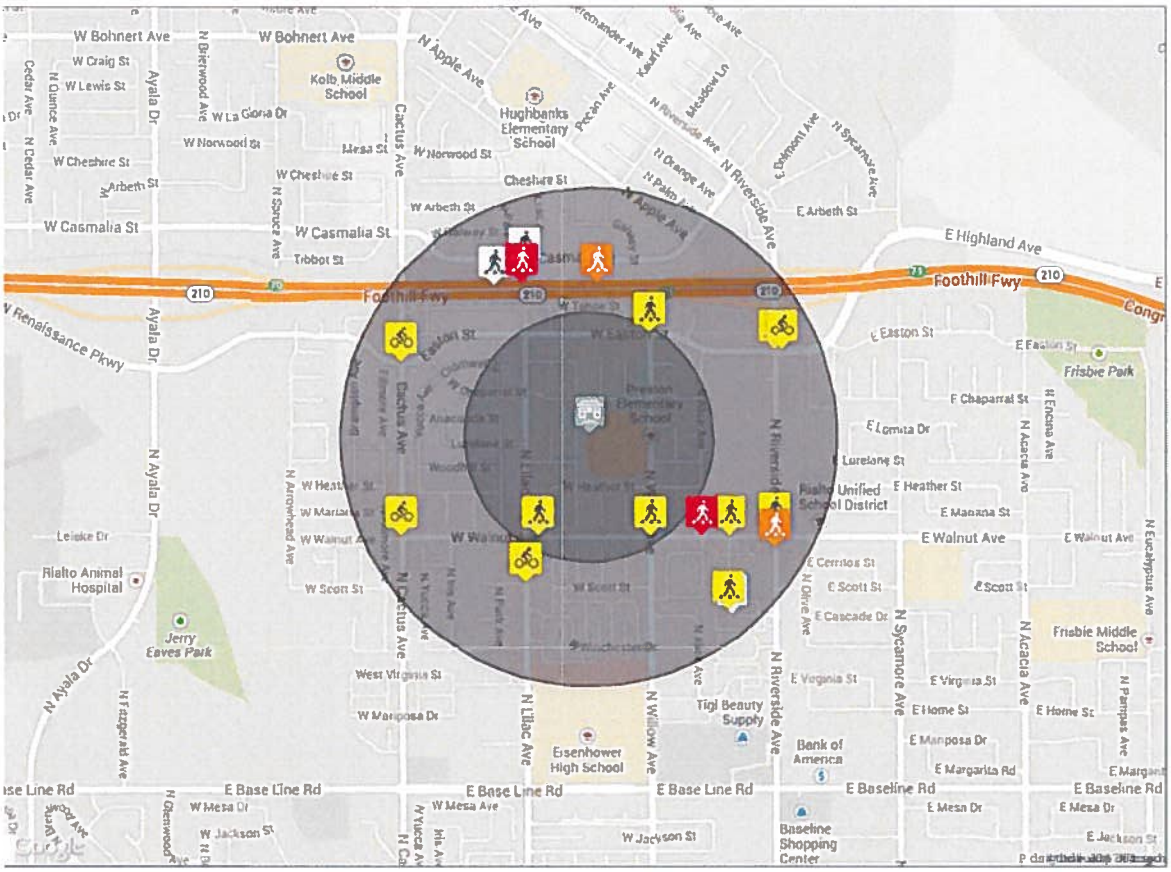
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Preston Elementary

1750 North Willow Ave. | Rialto | San Bernardino County | CDS: 36678506036685

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	3	1	4	0	**4**
¼ - ½ mi.	2	2	9	3	12	4	**16**
Total	2	2	12	4	16	4	**20**

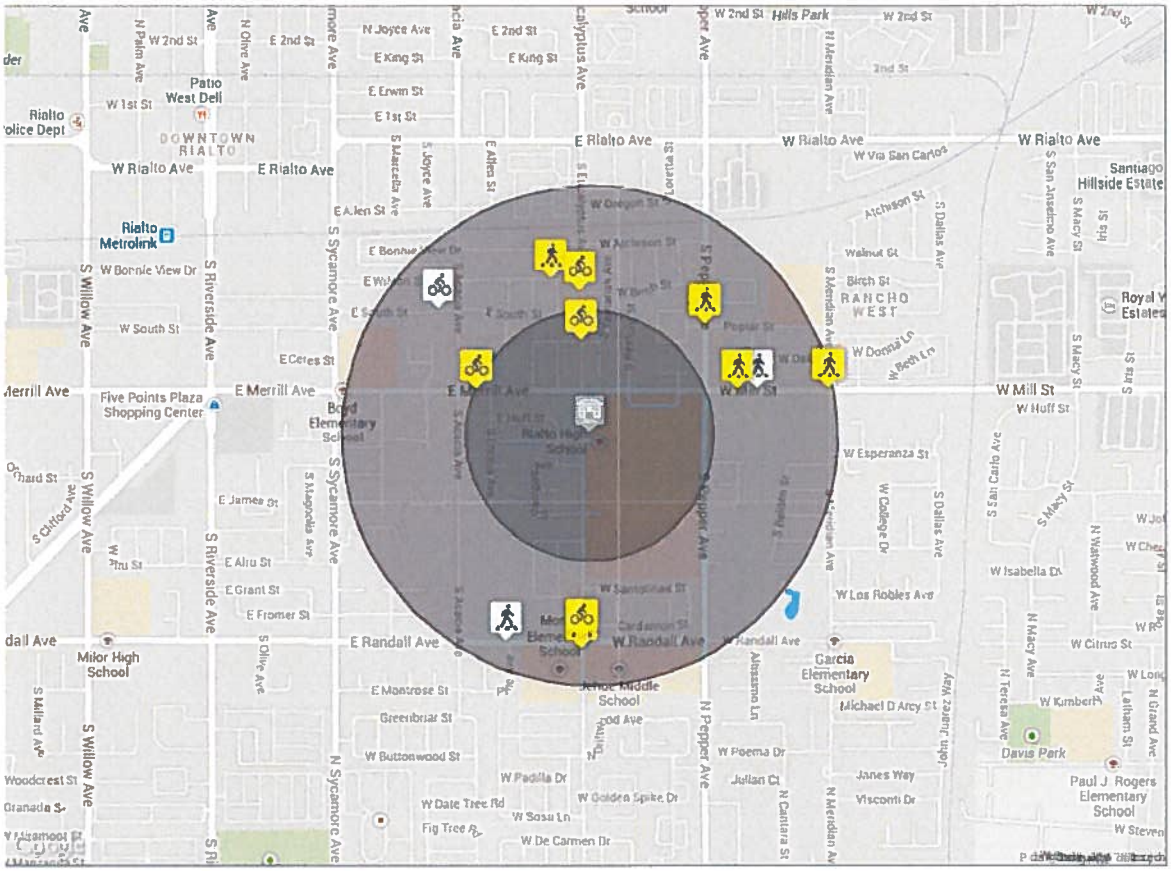
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Rialto High

595 South Eucalyptus Ave. | Rialto | San Bernardino County | CDS : 36678503630597

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



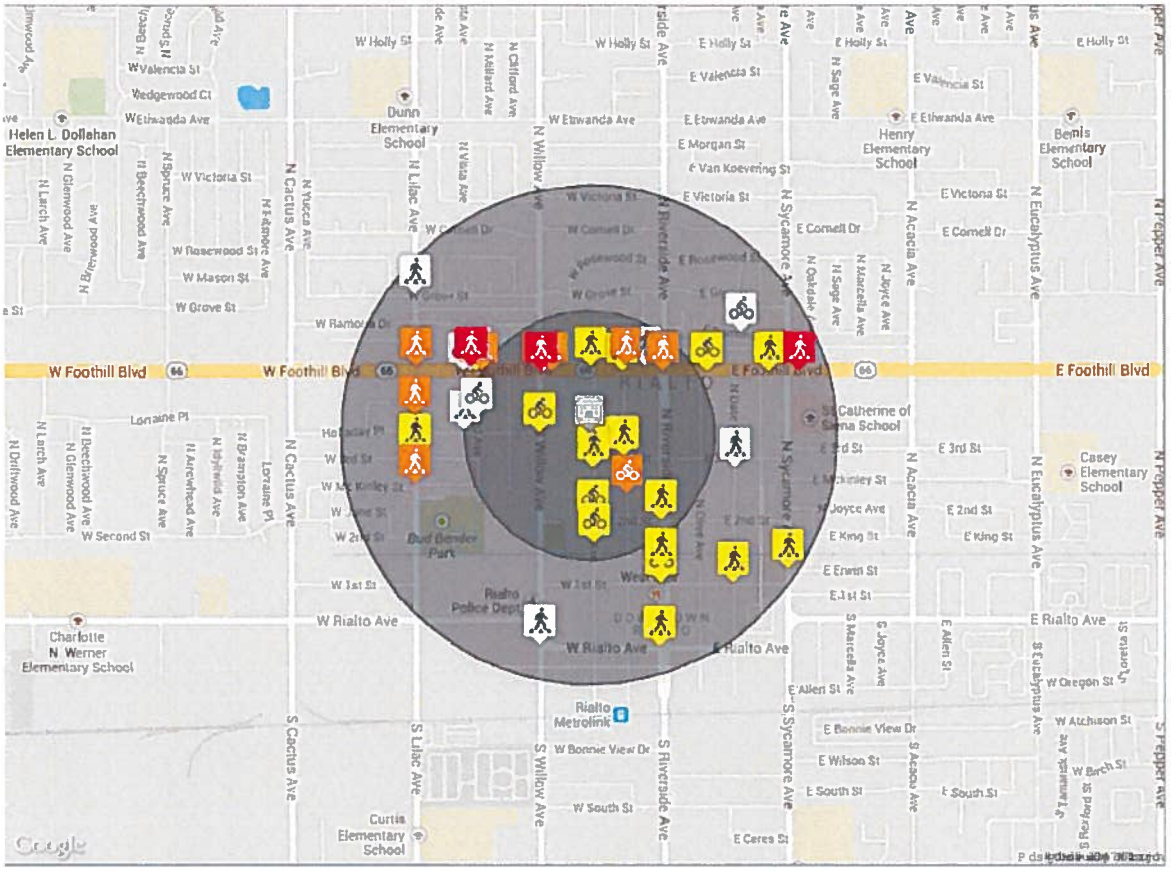
Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	2	0	0	2	**2**
¼ - ½ mi.	0	0	9	4	10	3	**13**
Total	0	0	11	4	10	5	**15**

Safe Routes to School Collision Map Viewer

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

Rialto Middle
324 North Palm Ave. | Rialto | San Bernardino County | CDS: 36678506059455

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

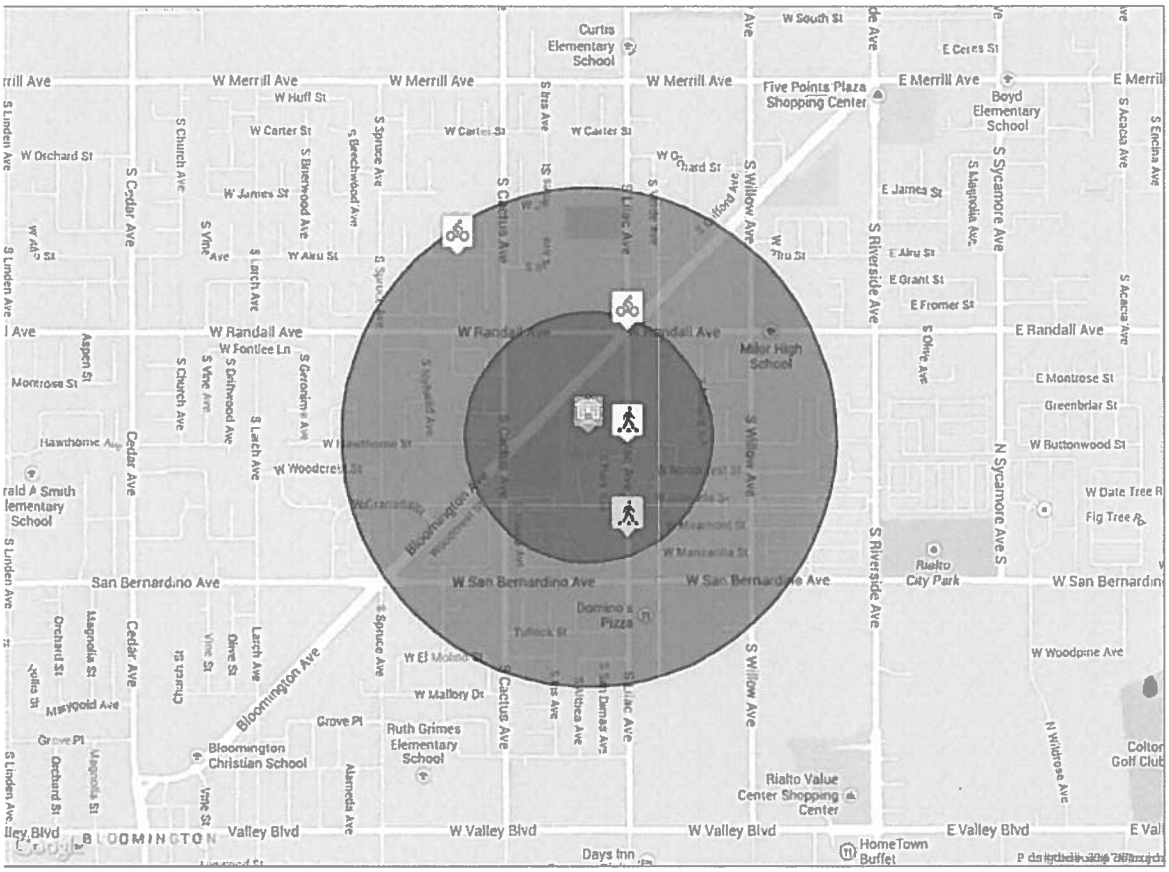
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	6	12	6	17	8	**25**
¼ - ½ mi.	2	3	9	10	19	5	**24**
Total	3	9	21	16	36	13	**49**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Samuel W. Simpson Elementary
1050 South Lilac Ave. | Rialto | San Bernardino County | CDS: 36678506106538

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	1	2	2	1	**3**
¼ - ½ mi.	0	0	0	1	0	1	**1**
Total	0	0	1	3	2	2	**4**

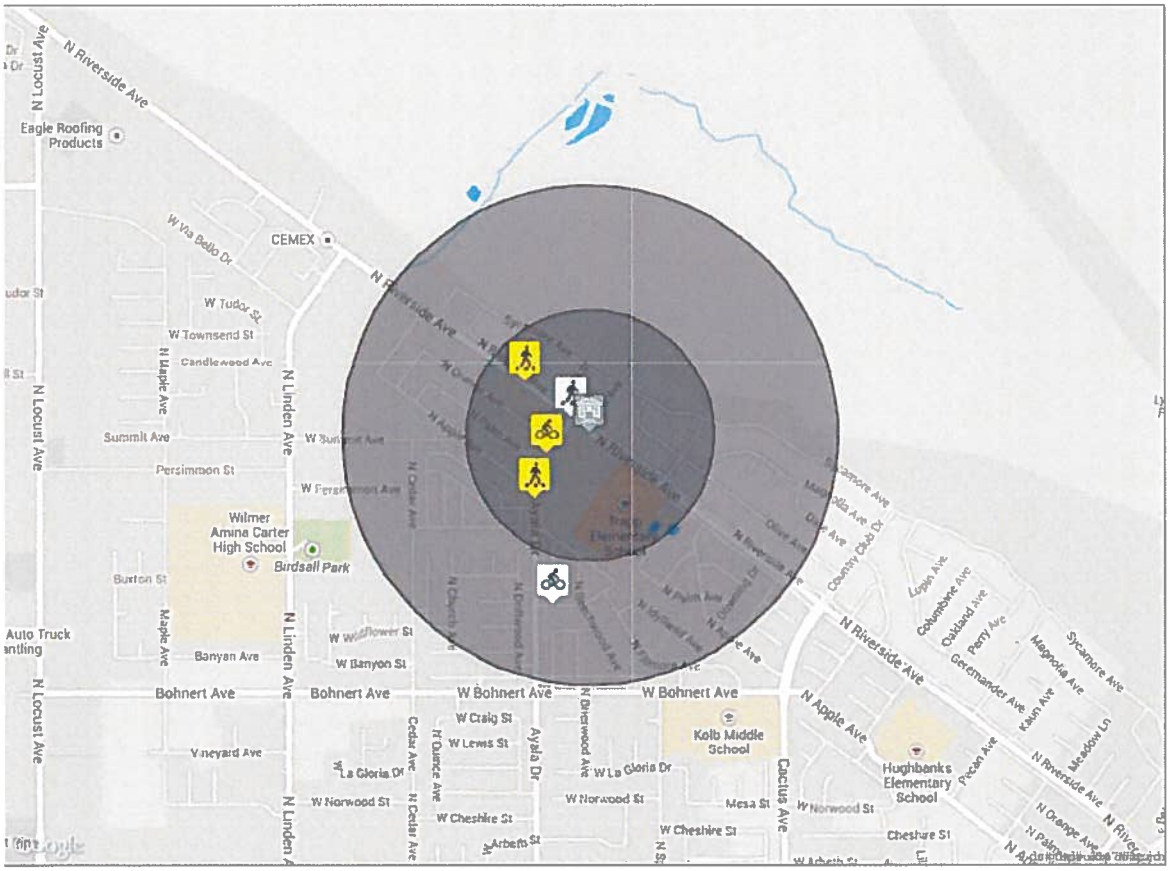
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Trapp Elementary

2750 North Riverside Ave. | Rialto | San Bernardino County | CDS: 36678506036693

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

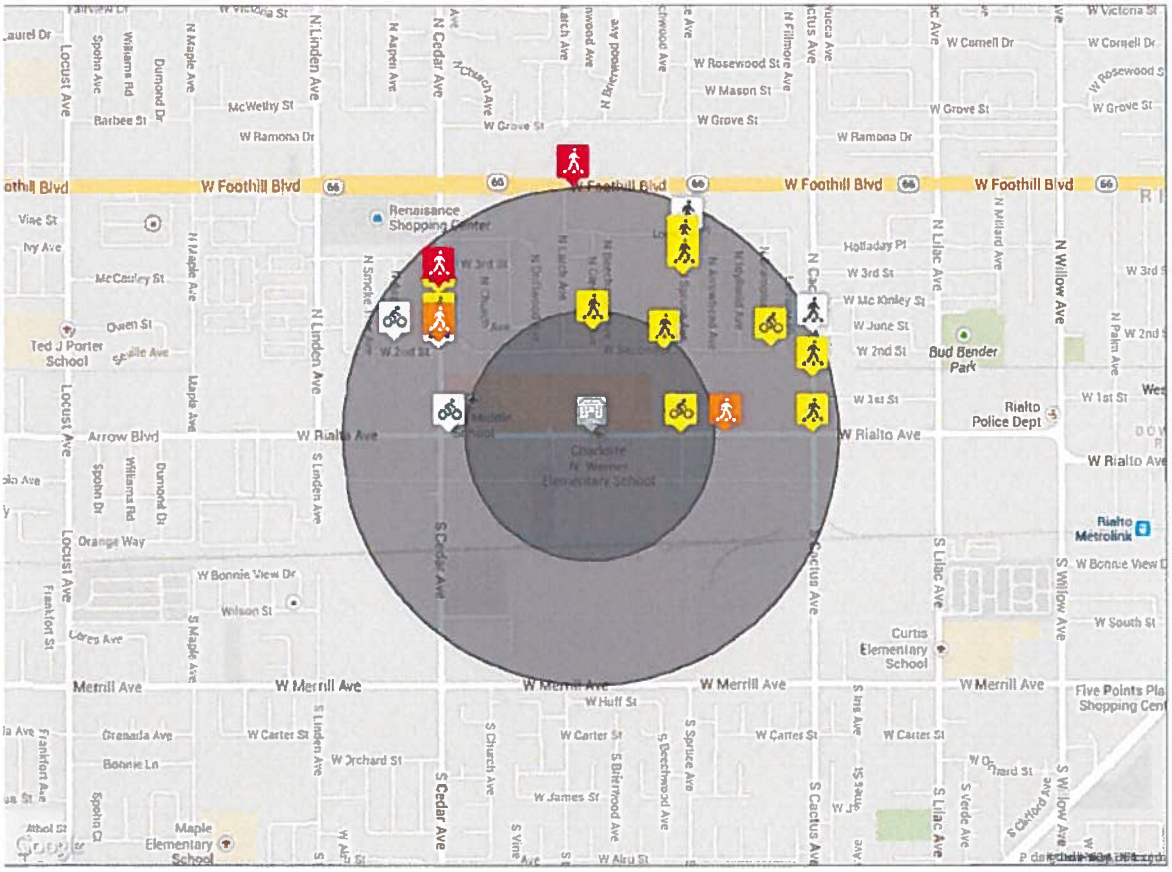
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	3	1	3	1	**4**
¼ - ½ mi.	0	0	0	1	0	1	**1**
Total	0	0	3	2	3	2	**5**

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Charlotte N. Werner Elementary
1050 West Rialto Ave. | Rialto | San Bernardino County | CDS: 36678500116483

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	0	0	3	1	3	1	**4**
¼ - ½ mi.	2	2	7	5	13	3	**16**
Total	2	2	10	6	16	4	**20**

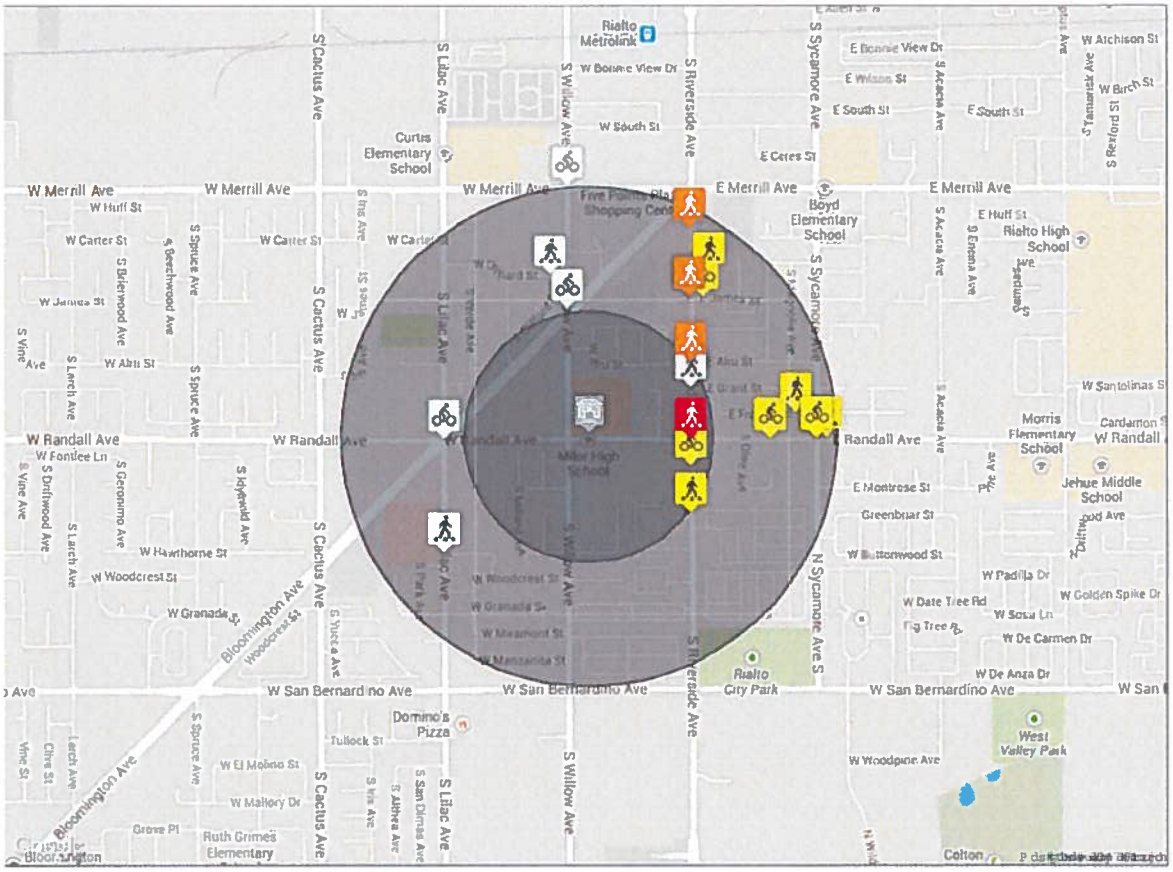
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Zupanic High

266 West Randall Ave. | Rialto | San Bernardino County | CDS: 36678503630530

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2003 - 2011			



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	**Total**
<¼ mi.	1	2	1	3	6	1	**7**
¼ - ½ mi.	0	2	11	8	11	10	**21**
Total	1	4	12	11	17	11	**28**

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 9
CCC and CalCC Response

From: Clark, Virginia@CCC
To: Vanessa Munoz
Cc: Soria, Rhody@CCC; Rankin, Michelle@CCC
Subject: FW: City of Rialto Non-Infrastructure ATP Cycle 1 application submittal
Date: Monday, May 12, 2014 10:13:59 AM

Vanessa,
The CCC is not interested in participating in this project.

Thank you

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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From: Soria, Rhody@CCC
Sent: Tuesday, May 06, 2014 4:05 PM
To: Clark, Virginia@CCC; Schmier, Scot@CCC
Cc: Rankin, Michelle@CCC; Simpson, Trish@CCC
Subject: RE: City of Rialto Non-Infrastructure ATP Cycle 1 application submittal

Virginia,

No thank you on this SRTS project.

From: Clark, Virginia@CCC
Sent: Friday, May 02, 2014 11:15 AM
To: Soria, Rhody@CCC; Schmier, Scot@CCC
Cc: Rankin, Michelle@CCC; Simpson, Trish@CCC
Subject: FW: City of Rialto Non-Infrastructure ATP Cycle 1 application submittal

Rhody,
Please review this ATP project and let me know as soon as you can if you are interested.

Thank you

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

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From: Vanessa Munoz [mailto:vmunoz@willdan.com]
Sent: Thursday, May 01, 2014 11:34 AM
To: Clark, Virginia@CCC
Cc: 'Susanne Wilcox'
Subject: City of Rialto Non-Infrastructure ATP Cycle 1 application submittal

Dear Virginia,
The City of Rialto is submitting to Caltrans a Non-Infrastructure ATP Cycle 1 grant application. The Non-Infrastructure application is for development of a Safe Route To School Program for 29 schools. Enclosed for your review the project description, project map, detail estimate and project schedule. The submittal is for the California Conservation Corps to review and conclude if any services may be provided by the CCC for this project. I would appreciate very much a response acknowledging receipt of submittal.

Thank you in advance for your assistance,

Vanessa Munoz, PE, TE, PTOE
Deputy Director of Engineering

Willdan Engineering
Celebrating 50 years of service

13191 Crossroads Parkway North Ste 405
Industry CA 91746
T. 562.908.6225
F. 562.463.4425

From: Calcc Calcc
To: Vanessa Munoz
Cc: Susanne Wilcox
Subject: Re: City of Rialto Non-Infrastructure ATP Cycle 1 application submittal
Date: Thursday, May 01, 2014 1:58:25 PM

Hi Vanessa,

Thank you for your outreach to the local conservation corps. I am contacting the Urban Corps of Inland Empire to see if they can provdie services to this project. I will be back in touch ASAP.

Thanks again,

Paige Brokaw

Conservation Strategy Group

Monday-Thursday:

(916) 669-4797 – direct

(916) 558-1516 – main

Friday:

(925) 699-0766 – cell

Paige@csgcalifornia.com

On Thu, May 1, 2014 at 11:37 AM, Vanessa Munoz <vmunoz@willdan.com> wrote:

> Dear Ms. Vitale,
>
> The City of Rialto is submitting to Caltrans a Non-Infrastructure ATP Cycle 1 grant application. The Non-Infrastructure application is for development of a Safe Route To School Program for 29 schools. Enclosed for your review the project description, project map, detail estimate and project schedule. The submittal is for the California Association of Local Conservation Corps to review and conclude if any services may be provided by the CALCC for this project. I would appreciate very much a response acknowledging receipt of submittal.
>
> Thank you in advance for your assistance,

Vanessa Munoz, PE, TE, PTOE
Deputy Director of Engineering

Willdan Engineering
Celebrating 50 years of service

13191 Crossroads Parkway North Ste 405
Industry CA 91746
T. 562.908.6225
F. 562.463.4425

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 10
Benefit Cost Analysis

Benefit / Cost Calculation Result

1. Project Information

Application ID	Rialto Non- Infrastructure ATP-1	Version	3

2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2003	to	12/31/2012	Years	10.01

• Install bike lanes

CM Number	Project Type	Crash Type	CRF	Life
R36	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	3	7	40	28	0	78

Annual Benefit	$ 627,829	Cost	$ 217,500
Life Benefit	$ 12,556,573	B/C Ratio	57.73

• Install / upgrade signs with new fluorescent sheeting (regulatory or warning)

CM Number	Project Type	Crash Type	CRF	Life
R26	Operation / Warning	All	15	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	24	33	164	113	0	334

Annual Benefit	$ 1,818,751	Cost	$ 1,015,000
Life Benefit	$ 18,187,507	B/C Ratio	17.92

• Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	23	33	161	114	0	331

Annual Benefit	$ 9,364,260	Cost	$ 217,500
Life Benefit	$ 187,285,195	B/C Ratio	861.08

3. Benefit Cost Result

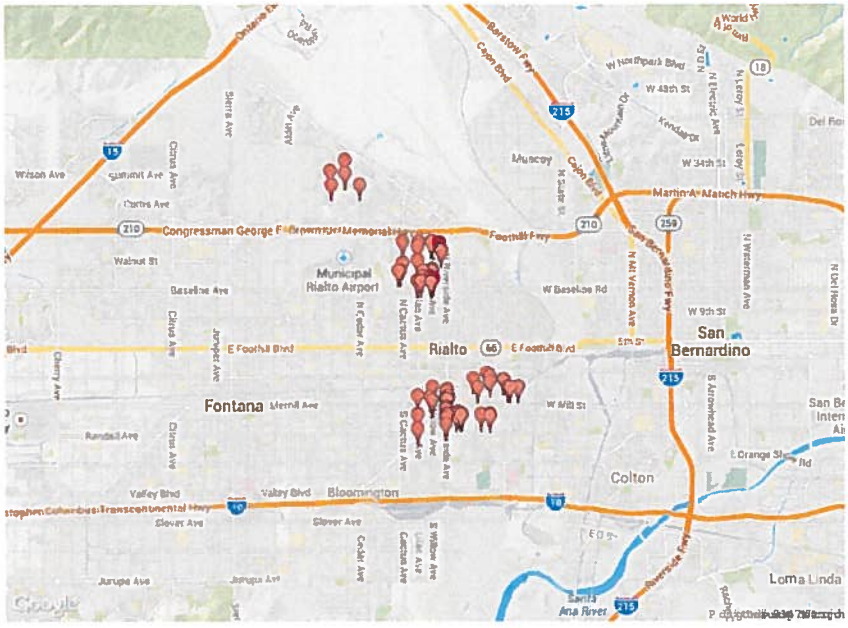
Total Benefit	$ 218,029,275
Total Cost	$ 1,450,000
B/C Ratio	150.37

Safety Practitioner / Engineer: Nicolle Spann

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

Project Information	Countermeasure 1 Information	Legend
Application ID: Rialto Non-Infrastructure ATP-1 Crash Data: 10.01 years From 01/01/2003 To 12/31/2012	CM Number: R36 Mod: Ped and Bike Name: Install bike lanes Crash Type: Ped & Bike CRF: 35 Life: 20	Fatality - from File Other - from File Fatality - User Input Other - User Input



Crash Summary in the map

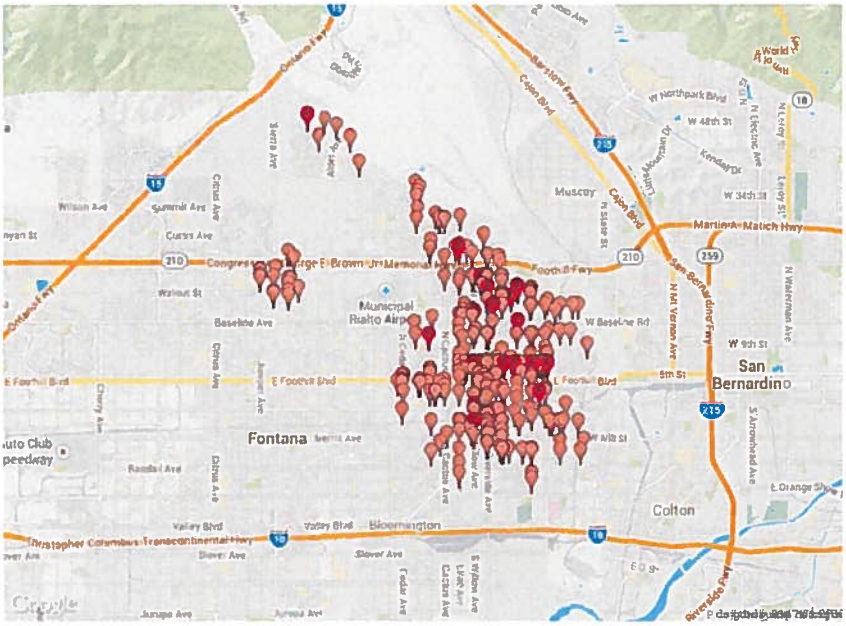
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	3	7	40	28	0	78

Safety Practitioner / Engineer: Nicolle Spann

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Project Information	Countermeasure 2 Information	Legend
Application ID: Rialto Non-Infrastructure ATP-1 Crash Data: 10.01 years From 01/01/2003 To 12/31/2012	CM Number: R26 Mod: Operation / Warning Name: Install / upgrade signs with new fluorescent sheeting (regulatory or warning) Crash Type: All CRF: 15 Life: 10	Fatality - from File Other - from File Fatality - User Input Other - User Input



Crash Summary in the map

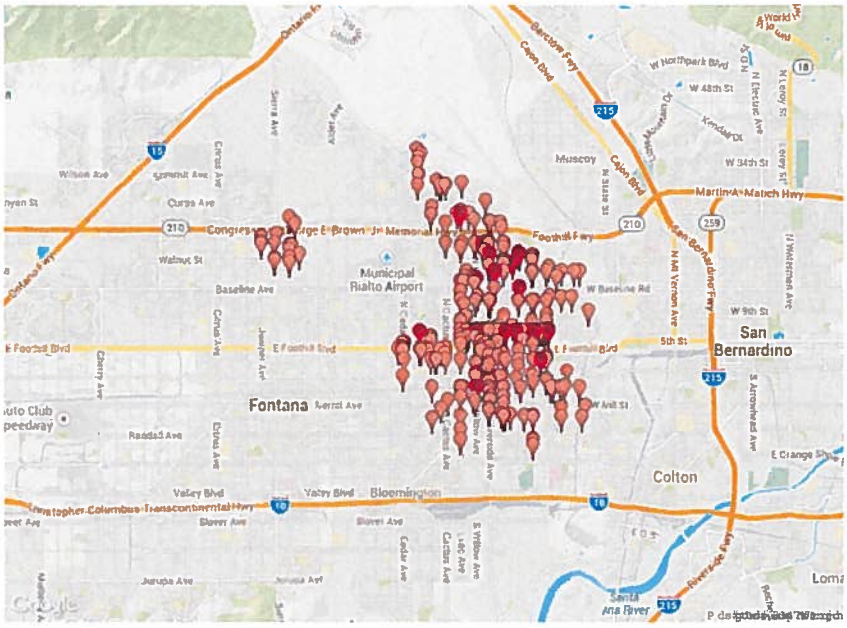
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	24	33	164	113	0	334

Safety Practitioner / Engineer: Nicolle Spann

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Project Information	Countermeasure 3 Information	Legend
Application ID: Rialto Non-Infrastructure ATP-1 Crash Data: 10.01 years From 01/01/2003 To 12/31/2012	CM Number: R37 Mod: Ped and Bike Name: Install sidewalk / pathway (to avoid walking along roadway) Crash Type: Ped & Bike CRF: 80 Life: 20	Fatality - from File Other - from File Fatality - User Input Other - User Input



Crash Summary in the map

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	23	33	161	114	0	331

Safety Practitioner / Engineer: Nicolle Spann

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

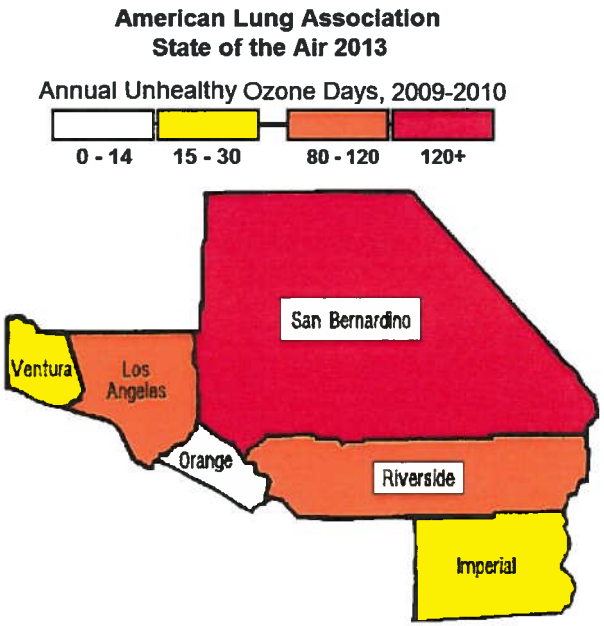
Attachment 11
Health Data Documents

AMERICAN LUNG ASSOCIATION®
IN CALIFORNIA

State of the Air 2013: Southern CA Association of Governments region

Five of the six counties that comprise the SCAG region rank among the twenty-five most ozone – or smog – polluted counties in the entire United States, including three of the top five. Vehicle emissions are a leading source of pollution in our region, and it has significant impacts on our residents, particularly those living with chronic cardiovascular and respiratory illnesses, the elderly and our children. Reducing motor vehicle emissions through smart growth land use and transportation planning is a key measure to relieve our air pollution crisis.

SCAG Counties Among Smoggiest in America	
County	US Rank, 2013
San Bernardino	1
Riverside	2
Los Angeles	4
Imperial	17
Ventura	20



Populations Vulnerable to Dirty Air

County	Total Pop	Under 18 Years Old	65 and Older	Pediatric Asthma	Adult Asthma	COPD	Heart Disease	Poverty
Los Angeles	9,889,056	2,378,370	1,099,904	170,275	631,724	328,847	2,187,906	1,788,681
Orange	3,055,745	737,120	363,752	52,773	195,151	104,466	698,405	391,460
Riverside	2,239,620	623,094	268,723	44,609	136,046	73,244	488,747	371,930
San Bernardino	2,065,377	593,206	188,958	42,470	123,780	62,735	416,898	391,911
Ventura	831,771	210,361	100,114	15,060	52,329	28,516	191,413	94,625
Imperial	177,057	50,986	18,749	3,650	10,603	5,513	36,633	43,259
SCAG Total	**18,258,626**	**4,593,137**	**2,040,200**	**328,838**	**1,149,633**	**603,321**	**4,020,002**	**3,081,866**

All sources: American Lung Association, State of the Air 2013

Contact: Katherine Lee, katherine.lee@lung.org

San Bernardino Active Transportation Network
DRAFT - County Active Transportation Vision (Updated – August 20, 2013)

To achieve the goals of San Bernardino Active Transportation Network with regards to public safety, clean transportation choices, quality of life, the environment, wellness and image, the Network should focus planning and partnership efforts to assist members in expanding their active transportation networks and encourage sustainability in transportation and planning. Active transportation refers to human-powered transportation and low-speed electronic assist devices for elderly and disabled. Examples include bicycle, electric assist bicycle, tricycle, wheelchair, scooter and skateboard.[1] Excluded devices include mopeds, motorized skateboards, neighborhood electric vehicles and segways.[2] The efforts of the Network will emphasize connectivity between modes of transportation and recognizes access for bicyclists and pedestrians to public transportation is an important component of active transportation in San Bernardino County. The Network will focus on helping members, local jurisdictions, and agencies, meet transportation, health, land use and economic development goals along with producing co-benefits, as stated below:

- **Assist to Reduce Injuries:** In San Bernardino County, 8% of roadway injuries and 19% of roadway fatalities are suffered by people walking and bicycling.[3] Also, public transit has 1/20th the passenger fatality rate as automobile travel.[4] Improving infrastructure for these modes will improve public safety. For instance, increasing street lighting can reduce pedestrian-vehicle crashes by 59 percent.[5]

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[1] SCAG, 2013 Active Transportation Subcommittee

[2] SCAG, 2013 Active Transportation Subcommittee

[3] SCAG, 2012 RTP/SCS

[4] Litman, Todd. 2010. Evaluating Public Transportation Health Benefits. Victoria Transport Policy Institute.

[5] B. Pegrum. The Application of Certain Traffic Management Techniques and Their Effect on Road Safety. In: Proceedings of the National Road Safety Symposium. Perth, Western Australia: Dept of Shipping and Transport; 1972:277-286

- **Assist to Improve Quality of Life:** Studies have shown that walking and bicycling to work, school and play "can result in increased recreational opportunities, improvements to individuals' health and decreased healthcare costs."[6]

- **Assist to Increase Daily Commute to School, Work and Short Trips by Bicycling, Walking and Taking Public Transit**: Encourage bicycling, walking and taking public transit as integral part of daily life in San Bernardino County, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

  In San Bernardino County, 15 percent of trips are already completed by walking and bicycling.[7] Only 8% of all jobs were reachable via transit within 90 minutes in the San Bernardino-Ontario metropolitan area, ranking 5th worst among the 100 largest metropolitan areas in the U.S.[8] Currently, 2% of San Bernardino County residents commute to work on public transit.[9] San Bernardino County's public transit agencies are working to increase this mode share. In fiscal years 2010 - 2013, Omnitrans' ridership increased 11% and is projected to increase another 6% from 2013 to 2014.[10] Total ridership at Omnitrans (for fixed routes, excluding paratransit) is currently 52,225 average weekday boardings, for a total of 15,655,099 total boardings in fiscal year 2013. On average, Omnitrans riders are walking ½ mile to and from each stop in each direction, amounting to a total of 2 miles of walking per day.[11]

- **Assist to Reduce Air Pollution and Protect the Environment through cleaner transportation choices:** San Bernardino County is currently burdened by a severe air pollution problem, which threatens the lives and health of all county residents. According to the American Lung Association 2012 *State of the Air* report, the county is ranked the smoggiest in the nation. Most at risk are those with lung and heart disease, children and the elderly. In San Bernardino County, more than 150,000 adults and children have asthma, 60,000 residents have chronic bronchitis, 23,000 have emphysema, and 420,000 suffer from heart disease.[12]

  Shifting trips from private automobiles to bicycling, walking and public transportation[13] will reduce greenhouse gas emissions, reduce vehicle per miles traveled and help the

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[6] Active Living Research, Active Transportation - Making the Link from Transportation to Physical Activity and Obesity, Found at: http://www.activelivingresearch.org/node/12296

[7] 2009 CA Household Travel Survey

[8] Brookings Institute, *Missed Opportunity: Transit and Jobs in Metropolitan America,* transit accessibility profile, http://www.brookings.edu/~/media/Series/jobs%20and%20transit/RiversideCA.PDF

[9] U.S. Census Bureau, 2007-2009 American Community Survey

[10] Omnitrans

[11] Omnitrans 2011 On-Board Rider Survey, conducted by Redhill Group

[12] American Lung Association 2012 *State of the Air* report. http://www.stateoftheair.org/

[13] One person with a 20-mile round trip commute who switches from driving to public transit can reduce his or her daily carbon emissions by 20 pounds or more than 4,800 pounds in a year. A single commuter switching his or her commute to public transportation can reduce a household's carbon emissions by 10 percent and up to 30 percent if he or she eliminates a second car. http://www.epa.gov/cleanenergy/energy-resources/calculator.html

region satisfy statewide goals under SB 375. In comparison with private vehicles, public transportation generates 95 percent less carbon monoxide (CO), 92 percent less volatile organic compounds (VOCs) and nearly half the carbon dioxide per passenger mile.[14] Public transportation vehicles that run on Compressed Natural Gas (CNG), as Omnitrans' 40-foot vehicles, emit roughly 20% - 45% less smog producing pollutants and about 5% - 9% less greenhouse gas emissions.[15] All Omnitrans' 40 buses use Clean Natural Gas, which is cleaner-emitting than diesel fuel.

- **Assist to Expand Bicycle and Pedestrian Facilities, Access and Connectivity:** Maximize walking and bicycling access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites. As of 2011, the combined total of centerline miles of bicycle infrastructure for all jurisdictions is 468 miles.[16] There is 1,282 miles of new bike lanes and trails are planned for the region.[17] It is crucial to insure connectivity and efficiency of the bicycle and pedestrian network in planning and implementation.

- **Assist to Improve the Local Economy:** *Walkable places perform better for the local economy.* Residents who use cars less have more disposable income to spend locally.[18] People arriving on foot and by bicycle have been shown to visit more often and spend more money per month than those arriving by car.[19] Additionally, more local job opportunities are created through building walking infrastructure than building road projects.[20] For every $1 invested in transit, there is a $4 return to the economy. According to American Public Transportation Association's Transit Saving Report, a two-person household can save, on the average, more than $9,700 a year by downsizing to one car.[21]

- **Assist to Improve Wellness and Public Health:** 30% of adults in San Bernardino County are obese and 34% are overweight.[22]
  Providing safe and convenient alternatives to driving, active transportation and public transportation facilitate incorporating physical activity into daily life and help individuals achieve their recommended levels of daily activity (minimum 30 minutes for adults and 60 minutes for children).[23]

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[14] National Association of Local Government Environmental Professionals, 2005 http://www.resourcesaver.com/file/toolmanager/CustomO93C337F65837.pdf

[15] www.fueleconomy.gov/feg/bifueltech.shtml#3

[16] SANBAG Non-motorized transportation plan (NMTP), ES-7

[17] SANBAG Non-motorized transportation plan (NMTP), ES-7

[18] Litman, T.,Economic Benefits of Walkability, http://www.vtpi.org/walkability.pdf

[19] Clean Air Partnership, Bike lanes, On-Street Parking and Business, http://www.cleanairpartnership.org/pdf/bike-lanes-parking.pdf

[20] Alliance for Biking & Walking, 2012 Benchmarking Report, http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

[21] http://www.apta.com/members/memberprogramsandservices/advocacyandoutreachtools/Pages/TransitCalculator.aspx

[22] Forbes, *Health: America's Most Obese City*, Nov. 26, 2007, available at: http://www.forbes.com/2007/11/14/health-obesity-cities-forbeslife-cx_rr_1114obese.html; Smart Growth America, *The Sprawl Index: Riverside-San Bernardino, CA*, http://www.smartgrowthamerica.org/documents/riversidesprawl.pdf

[23] California Department of Public Health and California Conference of Local Health Officers National Public Health Week (April 2-8, 2012), County Health Status Profiles 2012, http://www.cdph.ca.gov/pubsforms/Pubs/OHIRProfiles2012.pdf; 2009 California Health Interview Survey, www.chis.ucla.edu

- **Assist to Build an Image of a Healthy Desirable San Bernardino County:** Studies have demonstrated that communities with bicycle facilities and walkable neighborhoods have higher home prices, perform better economically and are more desirable. Investing in these improvements will help San Bernardino County attract a vibrant workforce and improve the quality of life for its residents.

Policy Opportunities

The following represent policy opportunities that can help San Bernardino County achieve its countywide vision and improve active transportation conditions.

Develop a Sustainable Transportation Demonstration Program that will provide local agencies with planning, programming, and/or capital funds to implement SANBAG's Non-Motorized Transportation Plan and the Access to Transit Plan. This program would develop a project list of high priority Regionally Significant Active Transportation Projects to be included in future long-range planning efforts. Partner with local jurisdictions to apply and support efforts in securing active transportation funds.

Develop a Countywide Safe Routes to School Strategic Plan to identify a strategy to help local communities establish new Safe Routes to School (SRTS) programs and to sustain and enhance existing efforts. The strategic plan will include: assessing current SRTS efforts and needs; coordinating with agencies, organizations, and stakeholders for exchange of information and ideas; identifying data needs and performance metrics; pursuing additional funding sources to increase SRTS investment in San Bernardino County and to provide technical resources to communities; and connecting agencies and organizations involved in SRTS with resources and information.

Support Regional Transportation Agencies in Exploring Opportunities to Expedite Active Transportation Funding planned in the RTP/SCS to ensure local jurisdictions have adequate funding to build active transportation infrastructure. This would include SRTS Projects, first-last mile connections to transit, development of walkable urban centers to stimulate private investment, and development of infrastructure to support the expansion of the Metrolink system at the time when new stations come online.

Determine a policy framework for a Countywide Complete Streets Policy for SANBAG that would apply to projects that receive funding from SANBAG. In addition, a method for tracking the percentage of Complete Streets projects in the Constrained Plan for the 2016 Regional Transportation Plan and the Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) should be developed to track agency progress.

Routine accommodation in transportation and land use planning - Consistently consider bicyclists and pedestrians in the planning and design of land development, roadway, transit, and other transportation facilities, as appropriate to the context of each facility and its surroundings.

Support SCAG in developing Performance Measurement and Monitoring of the health

benefits and co-benefits (greenhouse gas reduction, economic benefit, etc.) of transportation projects and plans and quantifying reductions in chronic disease through the transportation and land use decision making process. Support local agencies by providing grants for automated bicycle and pedestrian counts to improve data available for modeling. Include Active Transportation Estimates and Projections for Greenhouse Gas Emissions (GHG), Public Health Benefits, Cost Benefit Analysis, and Public Safety in all future studies and planning activities.

Support Public Health Efforts in Health Impact Assessments related to built environments to determine the public health impacts and help prioritize projects based on public health performance metrics such as reducing asthma incidence, obesity or heart diseases through promotion of Active Transportation policies and facilities.

City of Rialto
City of Rialto Safe Route to School (SRTS) Program

Attachment 12
Additional Documentation

Travel to School In California - Findings from the California - National Household Travel Survey
http://activelivingresearch.org/travel-school-california-findings-california-national-household-travel-survey

- See page 13