

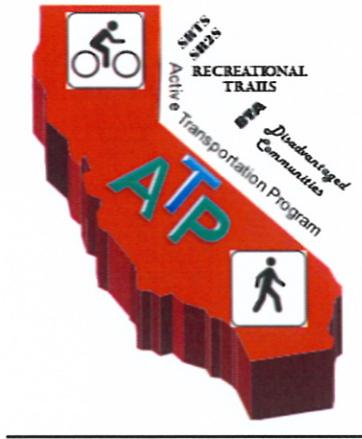
**CITY OF YUCAIPA, CALIFORNIA**

**SAFE ROUTES**  
**TO**  
**CALIMESA AND WILDWOOD ELEMENTARY**  
**SCHOOLS**

**CITY OF YUCAIPA, CALIFORNIA**  
**SAFE ROUTES**  
**TO**  
**CALIMESA AND WILDWOOD ELEMENTARY SCHOOLS**

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# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

## APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

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

**Project name:**

Safe Routes to Calimesa and Wildwood Elementary Schools

For Caltrans use only:  TAP  STP  RTP  SRTS  SRTS-NI  SHA  
 DAC  Non-DAC  Plan

## I. GENERAL INFORMATION

**Project name:** Safe Routes to Calimesa and Wildwood Elementary Schools

(fill out all of the fields below)

<p>1. APPLICANT (Agency name, address and zip code) City of Yucaipa 34272 Yucaipa Boulevard Yucaipa CA 92399</p>	<p>2. PROJECT FUNDING</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">ATP funds Requested</td> <td style="width: 5%;">\$</td> <td style="width: 35%; text-align: right;">872,000.00</td> </tr> <tr> <td>Matching Funds (If Applicable)</td> <td>\$</td> <td style="text-align: right;">205,000.00</td> </tr> <tr> <td>Other Project funds</td> <td>\$</td> <td style="text-align: right;">_____</td> </tr> <tr> <td><b>TOTAL PROJECT COST</b></td> <td><b>\$</b></td> <td style="text-align: right;"><b>1,077,000.00</b></td> </tr> </table>	ATP funds Requested	\$	872,000.00	Matching Funds (If Applicable)	\$	205,000.00	Other Project funds	\$	_____	<b>TOTAL PROJECT COST</b>	<b>\$</b>	<b>1,077,000.00</b>
ATP funds Requested	\$	872,000.00											
Matching Funds (If Applicable)	\$	205,000.00											
Other Project funds	\$	_____											
<b>TOTAL PROJECT COST</b>	<b>\$</b>	<b>1,077,000.00</b>											
<p>3. APPLICANT CONTACT (Name, title, e-mail, phone #) William B. Hemsley, Director of Public Works/City Engineer bhemsley@yucaipa.org 909-797-2489 extension 253</p>	<p>5. PROJECT COUNTY(IES):  San Bernardino County</p>												
<p>4. APPLICANT CONTACT (Address &amp; zip code) Fermin Preciado 34272 Yucaipa Boulevard, Yucaipa CA 92399</p>	<p>7. Application # <u>1</u> of <u>2</u> (in order of agency priority)</p>												
<p>6. CALTRANS DISTRICT #- Click Drop down menu below District 8</p>													

**Area Description:**

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

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans. 08-5457R
12.  Yes, the applicant has a STATE MA with Caltrans. 00247S
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:**

<p>14. Partner Name*: City of Calimesa</p>	<p>15. Partner Type Participating</p>
<p>16. Contact Information (Name, phone # &amp; e-mail) <small>Randy Anstine, 909-795-9801 r.anstine@cityofcalimesa.net</small></p>	<p>17. Contact Address &amp; zip code 908 Park Avenue, Calimesa CA 92320</p>

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:** Safe Routes to Calimesa and Wildwood Elementary Schools

**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:  
 Calimesa Elementary School, 13523 Second Street, Yucaipa CA 92399

27. SCHOOL DISTRICT NAME & ADDRESS:  
 Yucaipa-Calimesa Joint Unified School District

28. County-District-School Code (CDS) 36 67959 6037402	29. Total Student Enrollment 510	30. Percentage of students eligible for free or reduced meal programs ** 71.40
31. Percentage of students that currently walk or bike to school 33%	32. Approximate # of students living along school route proposed for improvement 300	33. Project distance from primary or middle school 1 block

\*\*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

**Project name:** Safe Routes to Wildwood Elementary School

**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: Wildwood Elementary School, 35972 Susan Street, Yucaipa CA 92399
27. SCHOOL DISTRICT NAME & ADDRESS: Yucaipa-Calimesa Joint Unified School District

28. County-District-School Code (CDS) 36 67959 6114177	29. Total Student Enrollment 662	30. Percentage of students eligible for free or reduced meal programs ** 50.30
31. Percentage of students that currently walk or bike to school 30	32. Approximate # of students living along school route proposed for improvement 300	33. Project distance from primary or middle school .5 MILES

\*\*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

## II. PROJECT INFORMATION

1. **Project Location:** North side of Avenue H from 3<sup>rd</sup> Street to Holmes Street and on the north side of County Line Road between 3<sup>rd</sup> Street and California Street in the City of Yucaipa (San Bernardino County) and the south side of County Line Road between 3<sup>rd</sup> Street and California Street in the City of Calimesa (Riverside County)..
2. **Project Coordinates:** 1. Latitude: 34.004578 (Decimal degrees) Longitude: 117.040631 (Decimal degrees)  
&  
2. Latitude: 34.010367 (Decimal degrees) Longitude:117.038833 (Decimal degrees)
3. **Project Description**
  1. Install sidewalk, ADA curb ramps and associated street improvements along the north or south side of Avenue H from 3<sup>rd</sup> Street to Holmes Street. This project will connect the Safe Routes to School project awarded to Calimesa for sidewalks on 2<sup>nd</sup> Street related to Calimesa Elementary School and will provide sidewalks for Wildwood Elementary School and Green Valley High School.
  2. Install sidewalk, ADA curb ramps, bike lanes and associated street improvements along the north and south side of County Line Road between 3<sup>rd</sup> Street and California Street in the City of Yucaipa (San Bernardino County) and along the south side of County Line Road from 3<sup>rd</sup> Street.to California Street in the City of Calimesa (Riverside County).
3. **Project Status**

Project Milestone	Proposed
Project Study Report Approved	N/A
Begin Environmental (PA&ED) Phase	Complete
Circulate Draft Environmental Document	Complete
Draft Project Report	N/A
End Environmental Phase (PA&ED Milestone)	Complete
Begin Design (PS&E) Phase	12/14
End Design Phase (Ready to List for Advertisement Milestone)	6/15
Begin Right of Way Phase	7/15
End Right of Way Phase (Right of Way Certification Milestone)	7/16
Begin Construction Phase (Contract Award Milestone)	8/16
End Construction Phase (Construction Contract Acceptance Milestone)	3/17
Begin Closeout Phase	4/17
End Closeout Phase (Closeout Report)	7/17

**Note: Please refer to attached Notice of Public Hearing and Intent to adopt a Negative Declaration for the Safe Routes to School Cycle 9 grant (received by City of Calimesa) for information related to its Safe Routes Grant and coordination with this proposal.**

## III. SCREENING CRITERIA

### III. SCREENING CRITERIA

#### **1. Demonstrated Needs of the Applicant**

Describe the need for the project and/or funding

- Need

The Cities of Yucaipa and Calimesa have a joint project and funding need to protect the students of two elementary schools within the District. The Yucaipa-Calimesa Joint Unified School District was formulated and exists to serve the K-12 educational needs of the communities of Yucaipa and Calimesa. Yucaipa is located in San Bernardino County and Calimesa is located in Riverside County. The two counties share a jurisdictional boundary; however socially, educationally and historically the residents of both communities share many demographic and socio-economic parallelisms. The cities of Yucaipa and Calimesa often partner on infrastructure projects that benefit both communities.

This application reflects issues that exist for two elementary schools: Calimesa Elementary School located on the eastside of 2<sup>nd</sup> Street between County Line Road and Avenue H, and Wildwood Elementary School generally located where Avenue H intersects with Holmes Street. County Line Road and Avenue H are east/west streets that parallel, and 2<sup>nd</sup> Street is a north/south street that connects Avenue H and County Line Road.

The combined route of travel logistics create an opportunity that will not only benefit children attending both schools, but extend a \$886,000 federal Safe Routes 2 School grant award received two years ago by the City of Calimesa.

The Project site is located along Avenue "L" between 2nd Street and 3rd Street and along 2nd Street between Avenue "L" and Avenue "H" with portions of the project being located in both the City of Calimesa, Riverside County and the City of Yucaipa, San Bernardino County.

The project is approximately 7.3 acres within existing streets and public right-of-way consisting of the following improvements: Curb and Gutter, Sidewalk, Driveway Approaches, Curb Ramps, Cross Gutters, Spandrels, Asphalt Concrete Pavement, Catch Basin, Storm Drain Pipe, Bridge Widening, Utility Relocations, Fencing, and Retaining Walls. The Project will provide approximately one mile of safe walking access to Calimesa Elementary School.

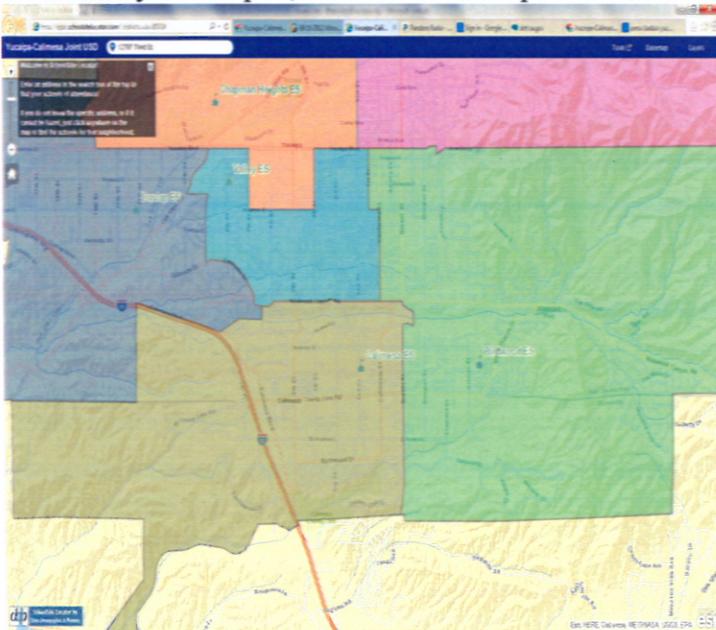
County Line Road is an east/west arterial street that demonstrates a random approach to public infrastructure. The City of Yucaipa incorporated in November 1989 and the City of Calimesa incorporated in 1990. Before then, neither the County of San Bernardino nor the County of Riverside treated County Line Road as much more than a rural street, because neither population was expanding. As new housing tracts began to develop and commercial properties began to infill vacant lots, the area has become increasingly impacted by traffic, all heading west to the Interstate 10/County Line Road interchange in the morning, and returning to their residences in the evening. At peak hours before school begins in the morning, and when school is dismissed in the afternoon, County Line Road is heavily travelled by automobiles, light trucks, motorcycles, bicycles, and pedestrians (children and parents, with strollers).

Avenue H shares similar issues as County Line Road. An east/west facility, Avenue H eventually connects with Fifth Street and then with Wildwood Canyon Road, which leads to I-10 Freeway access via Calimesa Blvd., to the I-10/Oak Glen Road Interchange.

Generally, both County Line Road and Avenue H are equally travelled by commuters who most likely have delivered or are retrieving their children at either Calimesa Elementary School or Wildwood Elementary School.

At the same time, the elementary school population began to expand. In June, 2011 the 100-year old Yucaipa Elementary School was closed, creating the need to redraw boundaries within the Yucaipa-Calimesa Unified School District. The children who formerly attended that school now attend other elementary schools within the district, resulting in an impact to all of the remaining schools within the district. Each of the school boundaries enlarged to accommodate the impending changes. The City of Yucaipa, along with the Yucaipa-Calimesa Unified School District, PTA, parents and school officials reviewed the potential impacts on each of the schools in relationship to the numbers of children slated for each school, traffic patterns, road capabilities, accessibility, socio-economic impacts, potential weather hazards, relationships to commercial areas, and areas of greatest needs. A needs analysis was created, based upon the Fall 2011-12 Elementary School Boundaries map

Ridgeview's boundaries include areas north of Yucaipa Boulevard, east of Second Street, and west and north of the city limit line. Wilson Creek and the unpopulated 100-year floodplain bisect the area from east to west. Two major population areas exist within the Ridgeview boundary. One is the older and well-populated residential area south of Wilson Creek, where improvements have either been made, or right-of-way would be very difficult, if not impossible to obtain, and cost-prohibitive. This area is located in close proximity to Yucaipa's uptown business district. The area north of Wilson Creek is more newly developed, and for the most part residential with standard street improvements.



*Wildwood Elementary School boundaries (shaded in forest green) include areas south of Yucaipa Boulevard, generally east of Second Street, west of the city limit line, and even south of County Line Road which is Yucaipa's southerly city limit line and the San Bernardino/Riverside County limit line. Again, these areas are largely developed, and for the most part reflect standard street improvements constructed through development in the past approximately 20 years.*

Valley's boundaries are centrally located, and by far the smallest within the district. They extend generally south of Yucaipa Boulevard, north of Wildwood Canyon Road, and between Second Street on the east and 8<sup>th</sup> Street on the west. With the exception of 8<sup>th</sup> Street, where the Valley Elementary School is located, the area contains standard street improvements. The City has often contemplated and once submitted an unsuccessful application for street improvements for this school.

Chapman Heights is located generally north of Yucaipa Boulevard, extends into the uninhabited foothills, and generally between Second Street on the east and 14<sup>th</sup> Street (extended) on the west. This is all new development, with standard street improvements.

*Calimesa Elementary School boundaries (shaded in darker green) are located half between the City of Yucaipa (San Bernardino County) and the City of Calimesa (Riverside County) and generally east of the I-10 Freeway. The location of the school is within a developed area, with many standard street improvements.*

- **Funding**

The cities of Yucaipa and Calimesa have improvements planned for the roadway segments. A recent study showed that roundabouts on County Line Road in this roadway segment will allow the roadway to remain two lanes instead of four lanes planned in the General plan. Therefore, both cities are planning to install roundabouts and have funding to improve the intersections of 3<sup>rd</sup> St., 2<sup>nd</sup> St. and California Street with County Line Road. The cities will provide matching funds for this project by paying for the design and construction management and by paying for the intersection improvements, converting the intersections to roundabouts. The City of Yucaipa has committed \$167,000 for County Line Road and 3<sup>rd</sup> Street and the City of Calimesa has conditioned development to pay for half of the intersection improvements. Current development in the City of Calimesa also have conditions to improve the intersections of California Street and 2<sup>nd</sup> Street and County Line Road. Both Cities are committed to having the intersections improved and expect the improvements to be done in the next three years based on development. However, even if the intersections are not complete, the proposed sidewalk improvement will be completed in that time frame.

**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.

This proposal is consistent with our Regional Transportation Plan because it will improve quality of life by providing increasing mobility, reducing and removing safety deficiencies, improving air quality, optimizing funding capacity, and addressing deteriorating infrastructure, all challenges as outlined in the Southern California Associated Governments 2012-2035 Regional Transportation Plan which was adopted by SCAG's Regional Council on April 4, 2012. .

#### **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.

This project encourages increased walking and bicycling for students of two elementary schools, specifically Calimesa and Wildwood Elementary Schools by providing safe routes of travel. According to recent surveys supplied to the City of Yucaipa by the Yucaipa-Calimesa Joint Unified School District, and through information collected during a community meeting held on

May 1, 2014 a very small number of children ride bicycles to school. The Administration reports “approximately 2 dozen”. However, at least 50% of the students walk to and from school, most being accompanied by parents with other small children, in strollers. According to a site survey conducted on May 12, 2014 parents interviewed by City of Yucaipa staff intimated that they are uncomfortable allowing their children walk by themselves or ride bicycles to school because of the inherent dangers posed by lack of safe infrastructure on 2<sup>nd</sup> Street (where the school is located) but also the lack of safe infrastructure on both County Line Road and on Avenue H. County Line Road is particularly dangerous because it is a direct access to the Interstate 10 Freeway on- and off-ramps and the most heavily travelled street bordering two cities and counties. Once improvements are made, both through this proposal and an existing federal Safe Routes Grant awarded to City of Calimesa, parents will be encouraged to allow their children greater flexibility.

- 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.

There is a strong mixture of the number and type of possible users and their destinations associated with this proposal. For example, in May 2013 Omnitrans (local bus provider) supplied the City of Yucaipa with “on/off” counts for bus users along various routes. On County Line Road and on Avenue H, daily “on/off” ridership averaged 156/110. These riderships eventually transferred to the Yucaipa Transit Center, located adjacent to Yucaipa City Hall, 34272 Yucaipa Blvd., where ridership averaged 368/311. These statistics can include pedestrians, and cyclists who intend to use the Transit Center as connection to regional needs. Providing adequate facilities will increase ridership by at least 10% and more, as people become more comfortable with the abilities associated with improved infrastructure.

School-oriented pedestrian users could exceed 200 in a day. The student population of Calimesa Elementary School is 510 enrolled children and the student population of Wildwood Elementary School is 662 enrolled children. Wildwood Elementary School reports at least 75 children walk or bicycle to school. Both school administrators stipulate that the presence of sidewalk improvements will enhance the capabilities of children to walk and ride to school. Providing adequate facilities will increase multiple modes of transportation by at least 15% and more, as people become more comfortable with the abilities associated with improved infrastructure.

- 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.

This project improves walking and bicycling routes to residents/users in two cities by connecting two school facilities, an alternative high school (Green Valley High School), bus stops leading to Yucaipa’s Transit Center, Calimesa’s City Hall, Police Department, Fire Department, local dining, postal facilities, Senior/Community Center, Community Garden, and medical and pharmaceutical and other shopping needs.

- 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.

This project increases and improves connectivity, removes barriers to mobility and closes gaps in a non-motorized facility by providing standard sidewalks and curb ramps for other nearby residents. There are five “55+” mobile home parks near the route, and many of the residents use motorized wheelchairs or scooters. Driving on dirt paths, and sometimes having to move onto the street surface itself, creates dangerous situations for them and for motorists, alike. Sidewalks, including handicap ramps, will greatly and more safely improve their mobility to approach bus stops or simply take other trips from point to point.

**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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities is as follows:

County Line Road/Calimesa Elementary School: Calimesa Elementary School has an enrollment of 510 children. The Transportation Injury Mapping System reports that between 2009-2011, within ¼ and ½ mile of school one pedestrian and two cyclists sustained visible injuries. Administrators at Calimesa Elementary School report that at least in the 2014 school year, only 24 children ride their bicycles to school, and those children not picked up by adults in vehicles, walked home either by themselves or with others. A site survey on May 12, 2014 at 2:30 p.m. revealed heavily impacted streets (2<sup>nd</sup> Street, and Avenue H and County Line Road) as cars jockeyed to acquire their children. In one instance, on the west side of 2<sup>nd</sup> Street just south of the school, parents used a large vacant field for reverse-angle parking, because the school’s circulation plan was highly inadequate. A number of children were on skateboards and scooters, adding to the general confusion. While most vehicles were acting sensibly, there was a general air of impatience and frustration because children themselves were not behaving responsibly and showed a general lack of understanding of the traffic around them. Without crossing guards or busses, the situation is beyond controllable.

Much of the threat continued in both directions to County Line Road on the south and Avenue H on the north. Children were in the street, because there are no sidewalks to protect them. Additionally, this area has been heavily impacted by Santa Ana wind conditions and morning fog conditions, and the wind was driving dust storms throughout the area during some times of the year, along with the fog during other times of the year, reducing visibility, creating uncertainty of both drivers and pedestrian/cyclists.

Sidewalk infrastructure improvements associated with the City of Calimesa’s Cycle 8 grant award will mitigate the impacts of heavy traffic, unregulated parking, and the inability of children to make a proper choice of where to walk or ride. However, once they leave 2<sup>nd</sup> Street, the challenge remains along Avenue H to the north and County Line Road to the south. The children are placed in a confusing situation, once again, and may not understand proper alternatives. Sidewalk improvements along both sides of County Line Road will eliminate that threat.

Avenue H/Wildwood Elementary School: Wildwood Elementary School has an enrollment of 662 children. School administrators report that at least 50 children walk to school, and 25 or more children ride their bicycles, scooters or skateboards off campus. The Green Valley

Alternative High School students reflect another impact, because a small population drive their own vehicles to and from school. (The Green Valley Alternative High School is located adjacent to Wildwood Elementary School, where Avenue H intersects Holmes Street).

Generally, the housing tracts surrounding the two schools are newer and infrastructure is good. Even so, Avenue H, the approach to Wildwood Elementary School, is an older two-lane street with a mixture of homes and vacant lots. There are sporadic sidewalks between 2<sup>nd</sup> Street and Holmes Street, and they alternate both sides of Avenue H. On Avenue H, and throughout the adjoining housing tract, all streets are impacted for a period of at least 45 minutes, twice a day, as parents drop off or retrieve their children. Again, there are no crossing guards, and only two stop signs control traffic within one block in any direction of the school. Once vehicles are freed from their “mission”, they speed at excessive rates west on Avenue H, or south on Holmes Street. On Holmes, between Avenue H and County Line Road, at least four dogs have been injured or killed in the past five years. Speeding complaints are frequent, even after having installed speed notification equipment and Yucaipa Police Department posting intermittent patrol cars in the area.

Yucaipa’s elevation varies from 1400 ft. to 2864 ft. at Wildwood elementary School. During winter months heavy rains cause often extreme rainfall and drainage creates minor flooding on Avenue H. In fact, if trash containers are on the street during a heavy rainfall, they can often be found floating “downstream”, with cars working to avoid being hit.

Sidewalk infrastructure improvements on Avenue H between 3<sup>rd</sup> Street and Holmes Street will mitigate the potential for pedestrians and cyclists to become statistics. Holmes Street between Avenue H and south to County Line Road is fully improved. Sidewalk improvements on Avenue H will provide an excellent nexus to relieve future potential statistics and offer full compatibility with the Cycle 8 improvements awarded to City of Calimesa on 2<sup>nd</sup> Street (for Calimesa Elementary School).

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

- Reduces speed or volume of motor vehicles

This project will achieve the following improvements associated with either those associated with County Line Road or Avenue H:

A goal of sidewalk improvements is to encourage parents to have greater confidence in allowing children to walk or bicycle to school. Both the City of Yucaipa and the City of Calimesa believe that these proposals will give parents that level of confidence.

Associated components in the form of increased signage should produce reduced speed results.

- Improves sight distance and visibility

Both projects remove children and bicycles from the street, allowing for an improved field of vision for motorists, pedestrians and cyclists.

- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions

During a site visit on May 14, 2014 two mothers were walking their children at the intersection of "H" and Douglas. They initiated conversation, saying that without sidewalks “the kids are crossing the street while cars going flying by and that the current conditions are very unsafe”. They also are requesting a stop sign at this intersection. The speed limit is 35 MPH and it was observed that cars are going much faster than that.

Both projects improve compliance with local traffic laws because additional safety signage will alert motorists to pay greater attention. During the construction phases, motorists will become better informed about future improvements, leading to behavioral changes on an incremental basis.

- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

Project improvements include installation of additional traffic control devices, construction of sidewalks, and infrastructure facilities that improve the existing facilities.

- 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.

The location’s history of events and the source of data is documented through the Transportation Injury Mapping System (TMS). On County Line Road, between 2003-2012, 29 accidents occurred account for two fatalities, two vehicle/pedestrian collisions, and one vehicle/bicycle collision, accounting for 34 total injuries. Safety hazards include high speed, following too closely, inadequate lighting, minimal crosswalks,

### **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.

A Public Outreach meeting was announced in local newspapers ([www.news-mirror.net](http://www.news-mirror.net)), the City’s website ([www.yucaipa.org](http://www.yucaipa.org)), in letters mailed to residents of the Dunlap Area that included the project parameters and site plans, and bi-lingual (English/Spanish) flyers distributed to all local elementary and high schools

At a meeting, the City of Yucaipa used a multi-faceted approach to gain input from project stakeholders.

On May 1, 2014 the City of Yucaipa held a Public Outreach Meeting at the Dunlap Elementary School Multi-Use Room. Guest speakers and project stakeholders included the City’s Director of Public Works, the Deputy Public Works Director, a San Bernardino Associated Government (SANBAG) Representative, the Superintendent of the Yucaipa/Calimesa Joint Unified School District, the Principal of Dunlap Elementary School, and the Inland Empire Biking Alliance. A total of 26 attendees comprised of parents, their neighbors, and other interested citizens

explained their support for this proposal as a greater means to provide safer alternatives for their children and others to confidently use public infrastructure.

The proposal was generally discussed at several public meetings including the Planning Commission, General Plan Advisory Committee (Yucaipa is currently completing its first 20-year General Plan Update), the Youth Advisory Committee, and the Healthy Yucaipa Committee.

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

Local participation process included a Q and A session fielded and answered by City Staff, the District Superintendent, the School Principal, SANBAG staff, and the Inland Empire Biking Alliance. A two-page survey was distributed to attendees, who cited support for alternative transportation modes, the need for more sidewalks and safety improvements, and improved regulatory signs at some intersections

- C. Is the project cost over \$1 Million? **NO**

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

#### 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.

Alternative 1: No project. This alternative, if chosen, would have limited the capability, sustainability and success rate of previously received federal and state Safe Routes to(2) School by limiting access, increasing barriers for school children and the general population, discouraging healthy life style choices, decreasing the effectiveness of the Regional Transportation Plan, disallowing the capacity for funding to increase infrastructure capacity, penalize a disadvantaged community, and encourage a disproportionate impact in one of the City of Yucaipa's Community Development Block Grant Target Areas. The capital outlay cost of Alternative 1 is zero; however, the potential costs related to the value of lives, reduction of greenhouse gas emissions, increased law enforcement patrols, and local peace of mind resulted in discard of this alternative.

Alternative 2: Project as proposed. The project as proposed increases the capacity of awarded (City of Calimesa) federal and state Safe Routes to(2) School investments in the amount of \$886,000 increases the proportion of trips accomplished by biking and walking; increases the safety and mobility of non-motorized users; advances the active transportation efforts of regional agencies to achieve greenhouse reduction goals as established pursuant to SB 375 and SB 391, enhances public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding; increases the effectiveness of the Regional Transportation Plan, increases infrastructure capacity,

diminishes localized flooding, ensures that disadvantaged communities fully share in the benefits of the program, and provides a project that will benefit many types of active transportation users.

- B. NOTE: WE HAVE ATTACHED THE TIMS BENEFIT/COST CALCULATION RESULT TO THE DETAILED ENGINEER'S ESTIMATE, INDICATING A BENEFIT/COST RATIO OF 9.19 FOR THIS PROPOSAL.

\*Benefits must directly relate to the goals of the Active Transportation Program

## 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 project will improve public health by reducing the number of vehicle miles travelled in the community and regionally, as alternatives to current drop off and retrieval methods result in decreased greenhouse gas emissions that now occur due to childrens' inabilities to have safe routes of travel to and from school, and pedestrian and other non-motorized users are able to connect to other methods of travel such as bus transportation.

In 2010 the City of Yucaipa received a grant from San Bernardino County Health Department to initiate a Healthy Yucaipa Program. Since then, an 8-member committee has been established, goal-setting has occurred and the community is well on its way to fulfilling them through various community-wide programs. Additionally, in 2012 the City of Yucaipa received the Air Quality Management District Clean Air Award in recognition of the strategies, policies and procedures used to reduce greenhouse gas emissions through an extensive trails and bicycle lane improvement program, as well as encouraging pedestrian-friendly projects that collectively improve the health of the community.

According to the San Bernardino County Health Department/Healthy Community Program Community Dashboard, indicators for Yucaipa's Zip Code 92399 reflect that Yucaipa is a more than moderately healthy community. However, there are levels that could be improved with respect to diseases that affect our aging population, such as heart disease and stroke, hypertension, mean travel time to work, linguistic isolation, and age-adjusted Diabetes (brought on by obesity). In order to remain a healthy community and continue to encourage healthy lifestyle choices, Yucaipa needs to continue its efforts to improve air quality by reducing greenhouse gas emissions, reduce hypertension by encouraging exercise and stress-related transportation methods through alternative pedestrian and bicycle options, improve communication through engagement of ethnic levels of the community, and continue to reduce obesity through active transportation exercise methods.

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

- A. I. Is the project located in a disadvantaged community? **NO**

II. Does the project significantly benefit a disadvantaged community? **YES**

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

- o Median household income for the community benefited by the project:

**CITY OF CALIMESA: \$44,817**  
**CITY OF YUCAIPA: \$59,428**

- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **CES Score 20.21/CES Score Group: 41-45%**
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:
  - **CALIMESA ELEMENTARY SCHOOL – 71.40;**
  - **WILDWOOD ELEMENTARY SCHOOL – 50.30%**
- 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.

Calimesa Elementary School:

According to the Yucaipa-Calimesa Joint Unified School District 30.69% (147) of the students attending Calimesa Elementary School are residents of the City of Calimesa, which according to the 2010 Census and updates, a fully qualified Disadvantaged Community

In Yucaipa, Census Tract 87.05, where 30% Of the students live, reflects a greater than 50% income disparity. Between Avenue H and County Line Road, up to California Street, families reflect low- to moderate income households.

Wildwood Elementary School:

According to the Yucaipa-Calimesa Joint Unified School District 12.84% of the students attending Wildwood Elementary School are residents of the City of Calimesa, which according to the 2010 Census and updates, a fully qualified Disadvantaged Community

- 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.

Again, and according to the Yucaipa-Calimesa Joint Unified School District 12.84% of the students attending Calimesa Elementary School are residents of the City of Calimesa, which according to the 2010 Census and updates, a fully qualified Disadvantaged Community

In Yucaipa, Census Tract 87.05, where an estimated 40%. Of the students live, reflects a greater than 50% income disparity. Between Avenue H and County Line Road, up to California Street, families reflect low- to moderate income households.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project
Schedule		
Project Map	Preliminary Plan	

The corps agencies can be contacted at:

California Conservation Corps at: [www.ccc.ca.gov](http://www.ccc.ca.gov)

Community Conservation Corps at: <http://callocalcorps.org>

a. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. **YES**

b. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Virginia Clark, [Virginia.clark@ccc.ca.gov](mailto:Virginia.clark@ccc.ca.gov), 916-341-3147/Requested on May 7, 2014

A. 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. **YES**

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

General Mailbox, [callocalcorps@gmail.com](mailto:callocalcorps@gmail.com), May 7, 2014

B. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? **N/A**. They are unable to participate.

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

**THE CCC RESPONDED THAT THEY WILL BE UNABLE TO ASSIST.**

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on: **YES**

Sarah Miggins ([smiggins@mountainsfoundation.org](mailto:smiggins@mountainsfoundation.org)) states that they can help with landscaping, education and outreach. Landscaping is not a component of this project, but we will further discuss education and outreach as applicable. E-mail received May 15, 2014.

**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.

B. 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.

Following is a chart depicting the status of the City of Yucaipa's ATP grant performance:

<b>Grant Program</b>	<b>Federal/State</b>	<b>Project Completion Date</b>	<b>Status</b>
Highway Safety Improvement Program (HSIP)	Federal	December 2015 (estimated)	Environmental review
Safe Routes to School (SRTS) Cycle 1	Federal	Completed ?	Completed
Safe Routes to School (SRTS) Cycle 3	Federal	July 2015 (estimated)	Environmental review
Safe Routes to School (SR2S) Cycle 1	State	Completed ?	Completed
Safe Routes to School (SR2S) Cycle 2	State	Completed ?	Completed
Safe Routes to School (SR2S) Cycle 6	State	Completed ?	Completed
Safe Routes to School (SR2S) Cycle 9	State	Completed October 2012	Completed
Safe Routes to School (SR2S) Cycle 10	State	July 2016 (estimated)	Design
Bicycle Transportation Account (BTA) FY2005/06	State	Completed ?	Completed
Transportation Development Act (TDA) Various FY2004-2014	State	Varies	Varies
2014 MSRC	State	Varies	Varies

Project name: Safe Routes to Calimesa and Wildwood Elementary Schools

## 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](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.

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/20/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB				City of Yucaipa		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Bill Hemsley		(909) 797-2489		bhemsley@yucaipa.org		
<b>Project Title</b>						
Safe Routes to Calimesa and Wildwood Elementary Schools						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The project is located in the City of Yucaipa and has two locations as follows: 1) County Line Road from 3rd St. to California St. and 2) Avenue H from 3rd St. to Holmes St. Both locations include curb, gutter and sidewalks. County Line Road also includes bike lanes.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED	City of Yucaipa					
PS&E	City of Yucaipa					
Right of Way	City of Yucaipa					
Construction	City of Yucaipa					
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The purpose of this project is to provide safe walking and bicycle paths to Calimesa and Wildwood Elementary Schools, both disadvantaged schools in the Yucaipa/Calimesa area. Children walk or ride their bikes to school using the routes with no bike lanes or sidewalks in the proposed project limits. There have been several accidents in the project limit areas as listed in the TIMS report. Many parents do not allow their kids to bike or walk to school because of the lack of sidewalks and bike lanes. With cuts in education funding schools like Dunlap Elementary School do not have crossing guard programs or busing increasing the risk of accidents involving school children in the future. The project will help to eliminate that risk.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
The project will benefit the communities of Yucaipa and Calimesa and the Calimesa and Wildwood Elementary School families by providing safe routes to school on sidewalks and bike lanes. The proposed improvements will include ADA ramps and cross walks as well to provide safer routes to school.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input type="checkbox"/> Reduces Greenhouse Gas Emissions			
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						N/A
Begin Environmental (PA&ED) Phase						Completed
Circulate Draft Environmental Document				Document Type	CE	Completed
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						Completed
Begin Design (PS&E) Phase						12/14/14
End Design Phase (Ready to List for Advertisement Milestone)						06/01/15
Begin Right of Way Phase						07/14/15
End Right of Way Phase (Right of Way Certification Milestone)						07/01/16
Begin Construction Phase (Contract Award Milestone)						08/16/16
End Construction Phase (Construction Contract Acceptance Milestone)						03/01/17
Begin Closeout Phase						04/01/17
End Closeout Phase (Closeout Report)						07/15/17

**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.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/19/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SB					
<b>Project Title:</b> Safe Routes to Calimesa and Wildwood Elementary Schools						

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		55						55	
R/W SUP (CT)									
CON SUP (CT)									
R/W			100					100	
CON			872					872	
<b>TOTAL</b>		55	972					1,027	The City is only asking for construction funding support.

Fund No. 1:	TF								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)									City of Yucaipa
PS&E		55						55	
R/W SUP (CT)									
CON SUP (CT)									
R/W			100					100	
CON									
<b>TOTAL</b>		55	100					155	

Fund No. 2:	SR2S								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)									State or Fed
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			872					872	
<b>TOTAL</b>			872					872	

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									
<b>TOTAL</b>									

Project name: Safe Routes to Calimesa and Wildwood Elementary Schools

**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)	\$ 50,000
Right-of-Way Phase	\$ 100,000
Construction Phase-Infrastructure	\$ 872,000
Construction Phase-Non-infrastructure	\$ 55,000
<b>Total for ALL Phases</b>	<b>\$ 1,077,000</b>

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

\*Must indicate which funds are matching

Total Project Cost	\$ 1,077,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)	Amount
Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$ 872,000
Request for Safe Routes to Schools Non-Infrastructure work	\$
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	02/01/2016	07/01/2016

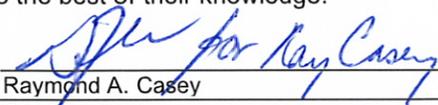
All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.



Project name: Safe Routes to Calimesa and Wildwood Elementary Schools

### 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:   
Name: Raymond A. Casey  
Title: City Manager

Date: 15 May 2014  
Phone: 909-797-2489  
e-mail: rcasey@yucaipa.org

**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:   
Name: Bill Hemsley  
Title: Director of Public Works/City Engineer

Date: 15 May 2014  
Phone: 909-797-2489 extension 253  
e-mail: bhemsley@yucaipa.org

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

Signature:   
Name: Cali Binks  
Title: Superintendent of Schools

Date: 15 May 2014  
Phone: 909-797-0174 ext. 101  
e-mail: cali\_binks@ycjUSD.k12.ca.us

**Person to contact for questions:**

Name: Cali Binks  
Title: Superintendent of Schools

Phone: 909-797-0174 ext. 101  
e-mail: cali\_binks@ycjUSD.k12.ca.us

**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: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
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>



# City of Calimesa

May 21, 2014

Caltrans

Division of Local Assistance, MS-1

Attention: Chief, Office of Active Transportation and Special Programs

PO Box 942874

Sacramento, CA 95814

Subject: Cities of Yucaipa and Calimesa  
Safe Routes to Calimesa and Wildwood Elementary Schools

Ladies and Gentlemen,

The City of Calimesa, as a joint applicant for the subject project ATP grant application, fully supports the proposed project. The project will construct sidewalk, bikeway, and related improvements (signage and striping) along County Line Road and Avenue H to provide safe passage for young children to walk and bike to Calimesa and Wildwood Elementary Schools. The project will increase the number of non-vehicular trips made to the school.

The sidewalk component of the project will provide young children and parents a path away from heavy traffic travelling along these major collector streets. The path increases safety and mobility for both children and parents. By providing these pathways, parents will escort their children by walking rather than by vehicle reducing greenhouse gas emission. In addition, the City of Calimesa is a disadvantaged community (DAC). The project will provide benefits to City DAC residents.

Please consider the joint City applications for funding. If you need anything further, please call our City Engineer, Michael Thornton at (909) 795-9801 ext 225 or (951) 680-0440.

Sincerely,

Randy Anstine, City Manager

cc: Michael Thornton, City Engineer  
Bob French, Public Works Director  
Bill Hemsley, Yucaipa Public Works Director

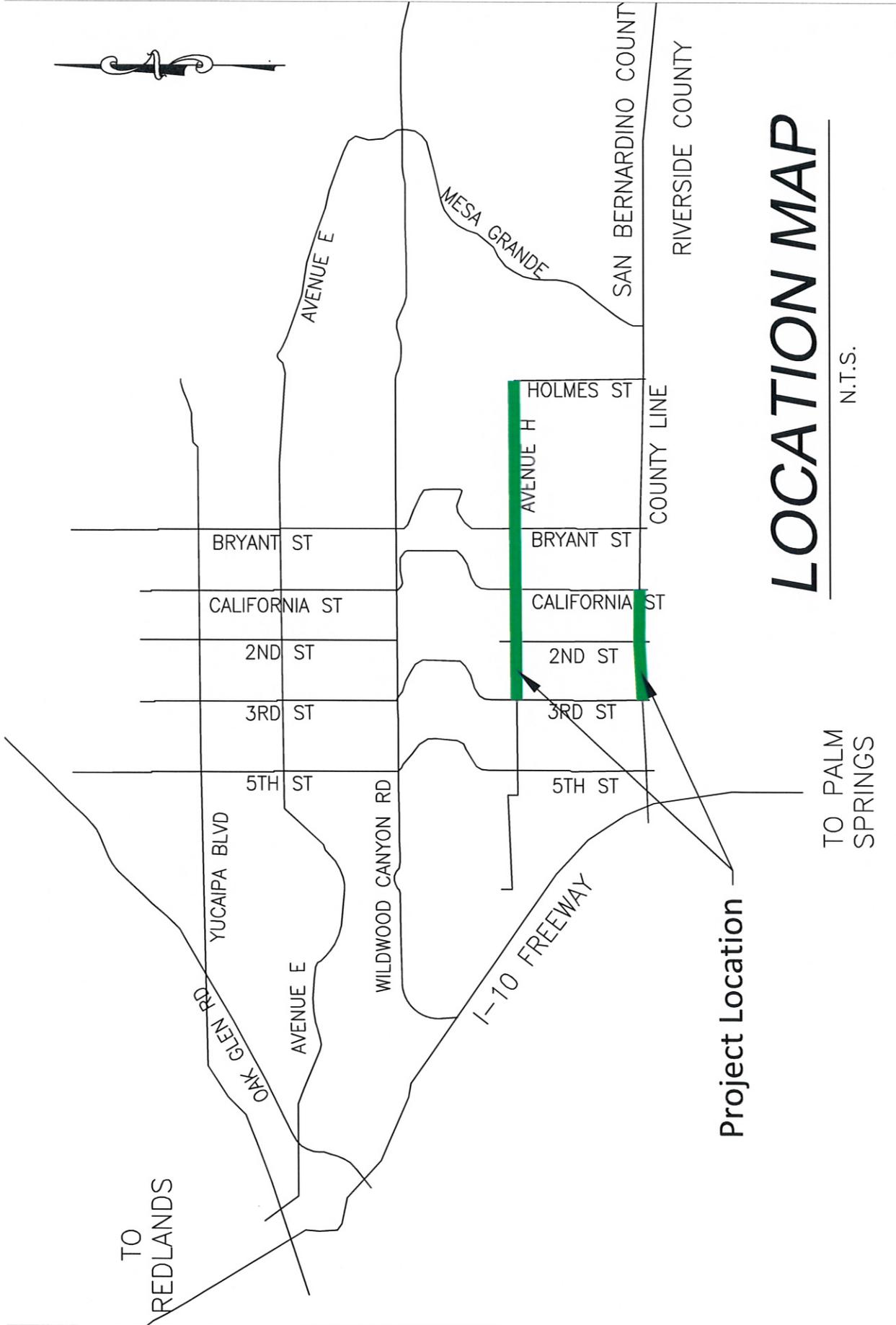
Project name:  
Safe Routes to Calimesa and Wildwood Elementary Schools

### **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)

## VICINITY/LOCATION MAP



# LOCATION MAP

N.T.S.

## PHOTOGRAPHS OF EXISTING LOCATION



COUNTY LINE ROAD AND SECOND STREET (CALIMESA ELEMENTARY SCHOOL)



2<sup>ND</sup> STREET (CALIMESA ELEMENTARY SCHOOL)



COUNTY LINE ROAD AND 2<sup>ND</sup> STREET  
(CALIMESA ELEMENTARY SCHOOL)



COUNTY LINE ROAD WEST OF 2<sup>ND</sup> STREET  
(CALIMESA ELEMENTARY SCHOOL)



AVENUE "H" AT DOUGLAS STREET (WILDWOOD ELEMENTARY SCHOOL)



AVENUE "H" NEAR BRYANT STREET (WILDWOOD ELEMENTARY SCHOOL)



AVENUE "H" NEAR BRYANT STREET(WILDWOOD ELEMENTARY SCHOOL)

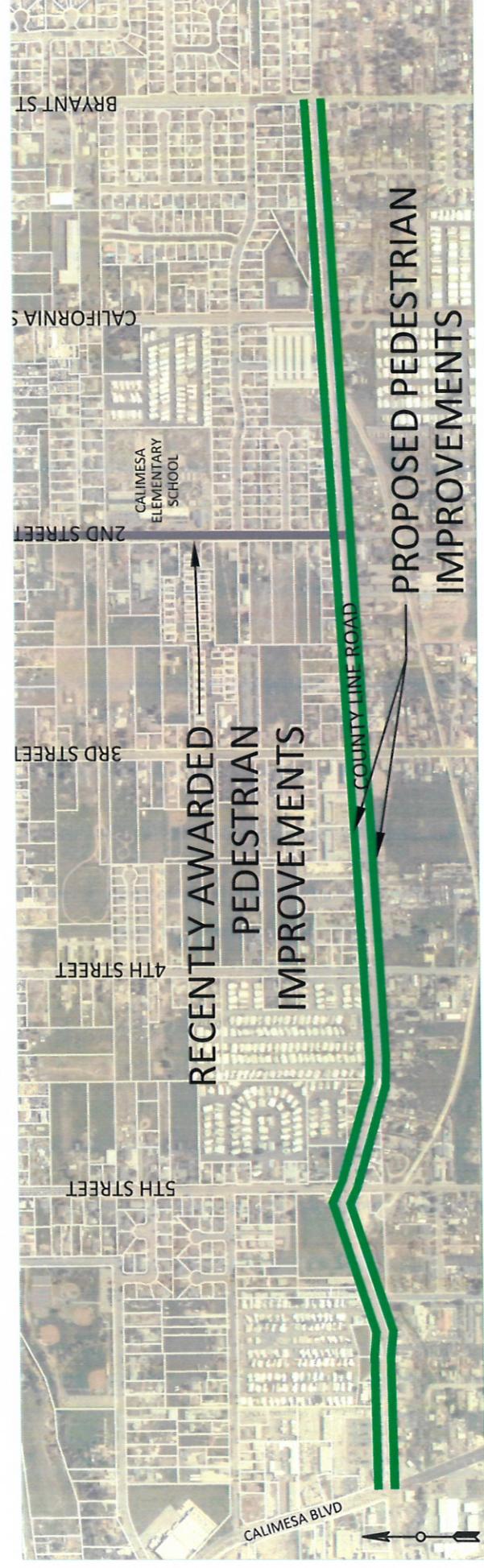


AVENUE "H" NEAR BRYANT STREET (WILDWOOD ELEMENTARY SCHOOL)

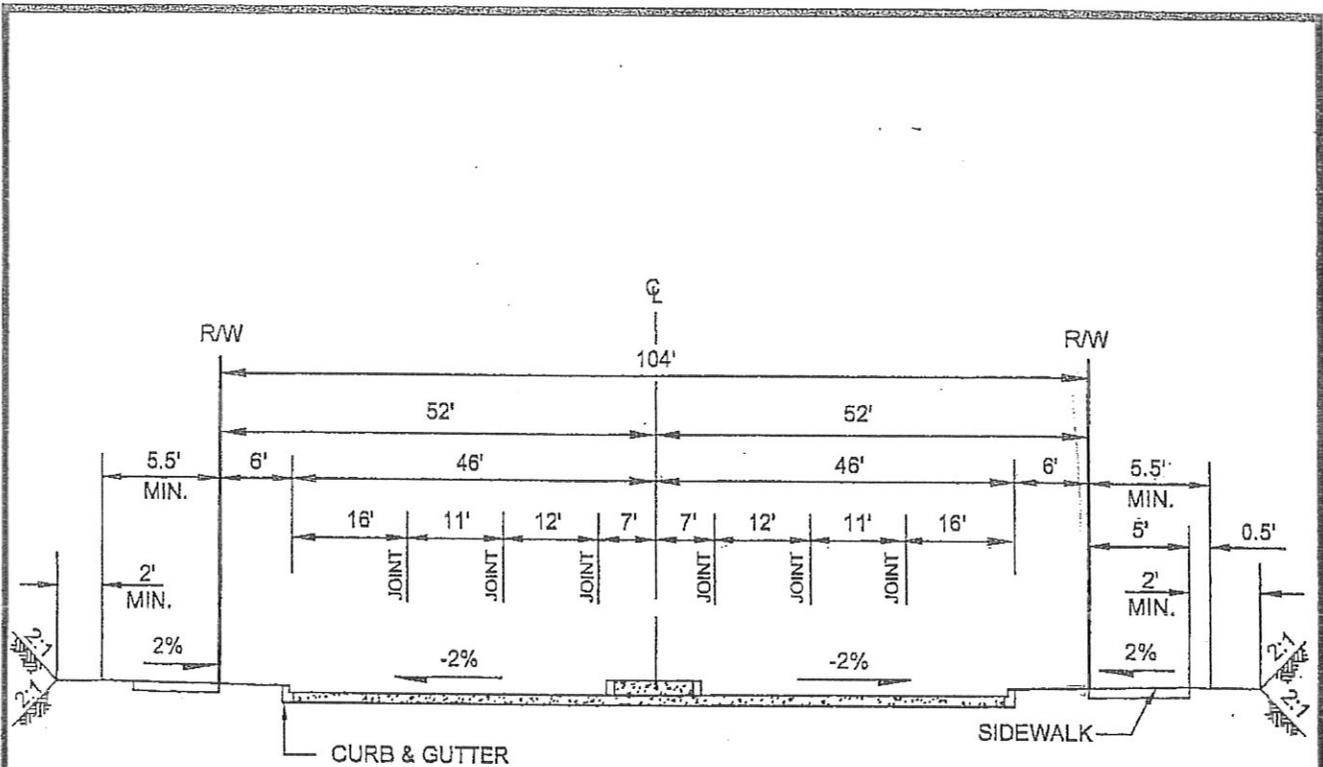
**PRELIMINARY PLANS  
INCLUDE  
SITE PLAN AND STANDARD CROSS SECTIONS**



PROPOSED SIDEWALKS ON AVENUE H FROM 3RD STREET TO HOLMES STREET



PROPOSED SIDEWALKS AND BIKE LANES ON COUNTY LINE ROAD FROM CALIMESA BLVD TO BRYANT STREET

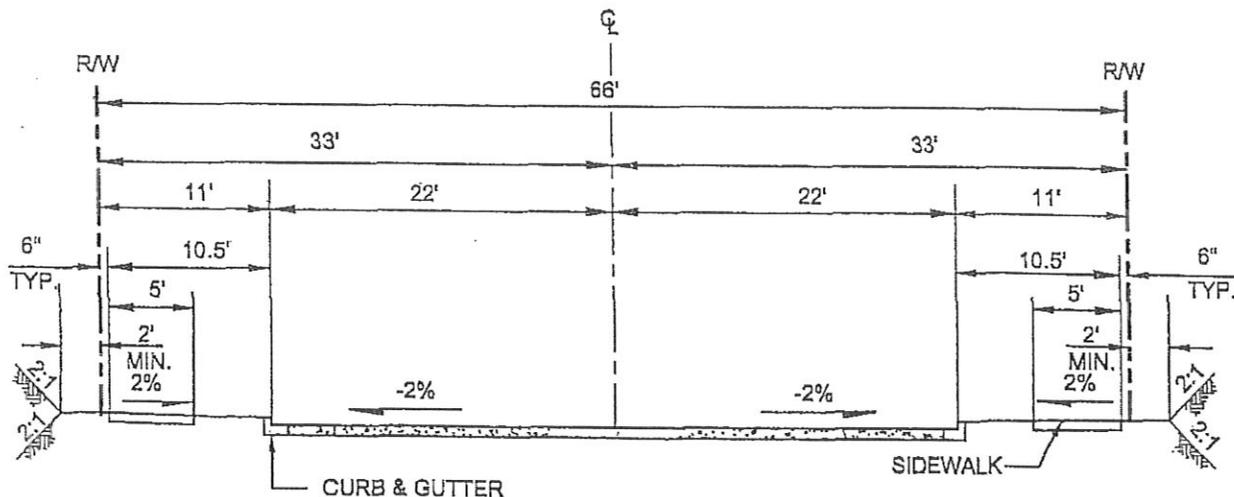


**NOTES:**

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS; OTHERWISE, 6" AC ON 12" C&B
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO DEWATER RAISED MEDIAN AREAS.
3. 10' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.
4. MINIMUM 5.5' SIDEWALK/PARKWAY EASEMENT SHALL BE PROVIDED AS REQUIRED BY CITY ENGINEER.

**MODIFIED MAJOR HIGHWAY TYPICAL SECTION  
YUCAIPA BOULEVARD BETWEEN 5TH STREET & I-10 FREEWAY**

Revisions		CITY OF YUCAIPA, CALIFORNIA	
Mark Date	Descriptions	Department of Public Works	Engineering Division
5/8/06	ADDED MIN STRUCTURAL SECTION.	Recommended: <i>D. Podd Schneider</i>	Date: 9-26-00
Drawn By:		Approved: <i>Paul T. Nagengast</i>	Date: 9-28-00
		City Engineer	STANDARD DRAWINGS <b>100-A1</b>

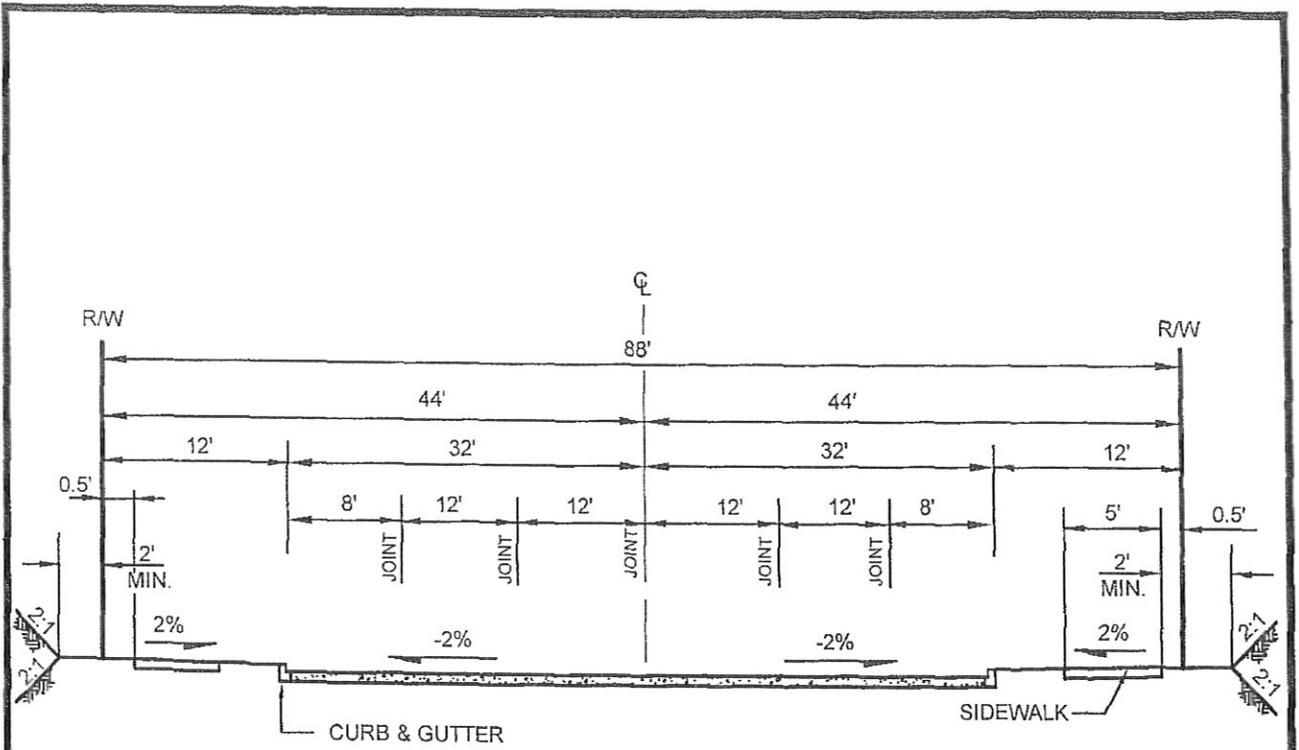


**NOTES:**

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS, OTHERWISE STRUCTURAL SECTION SHALL BE 5" AC OVER 8" ~~GMB~~ **CAB**.
2. DRAINAGE FACILITIES SHALL BE PROVIDED TO ELIMINATE REQUIREMENTS FOR CROSSGUTTERS WHEREVER POSSIBLE.
3. AS AN ALTERNATE, CRUSHED MISCELLANEOUS BASE SHALL BE ALLOWED UNDER THE FOLLOWING CONDITIONS:
  - A) COMPLIANCE WITH SSPWC (GREEN BOOK) SPECIFICATIONS, SECTION 200-2.4 IS REQUIRED.
  - B) BATCH PLANT CERTIFICATION IS REQUIRED.
  - C) COMPACTION TESTING AND CERTIFICATION BY A LICENSED GEOTECHNICAL ENGINEER IS REQUIRED.

**STANDARD COLLECTOR STREET - TYPICAL STREET SECTION**

Revisions		CITY OF YUCAIPA, CALIFORNIA	
Mark Data	Descriptions	Department of Public Works	Engineering Division
Δ 5/8/06	CHANGED BASE MATERIAL	Recommended: <u>D. J. Schmidt</u>	Date: <u>10-18-00</u>
Drawn By:		Approved: <u>Paul T. Nyquist</u>	Date: <u>10-23-00</u>
		City Engineer	STANDARD DRAWINGS
			101- <del>1</del> 1



**NOTES:**

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOILS TESTS AND SO INDICATED ON CONSTRUCTION PLANS; OTHERWISE 5" AC ON 8" CAB.
2. 8' SHOULDER AREAS MAY BE DESIGNATED AS A BIKE LANE AND EMERGENCY PARKING ONLY.
3. AS AN ALTERNATE, CRUSHED MISCELLANEOUS BASE SHALL BE ALLOWED UNDER THE FOLLOWING CONDITIONS:
  - A) COMPLIANCE WITH SSPWC (GREEN BOOK) SPECIFICATIONS SECTION 200-2.4 IS REQUIRED.
  - B) BATCH PLANT CERTIFICATION IS REQUIRED.
  - C) COMPACTION TESTING AND CERTIFICATION BY A LICENSED GEOTECHNICAL ENGINEER IS REQUIRED.

**MODIFIED SECONDARY HIGHWAY TYPICAL SECTION**

<b>Revisions</b>		<b>CITY OF YUCAIPA, CALIFORNIA</b>	
Mark Date	Descriptions	Department of Public Works	Engineering Division
		Recommended: <u><i>M. Mowser</i></u> Date: <u>7/8/08</u>	STANDARD DRAWINGS
Drawn By:		Approved: <u><i>Roger H. ...</i></u> Date: <u>7/8/08</u> <small>City Engineer</small>	<b>103-0</b>

**DETAILED ENGINEERS ESTIMATE  
AND  
BENEFIT COST CALCULATION SHEET**

**Detailed Engineer's Estimate  
For Construction Items Only**

Agency: City of Yucaipa

Project Name: Safe Routes to Calimesa and Wildwood Elementary Schools

Project Location: County Line Road from 3rd Street to California Street and Avenue H from 3rd St. to Holmes Street

Date of Estimate:

May 15, 2014

Prepared by: FP/KJ

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization	1	LS	9,330.00	\$9,330
2	Traffic Control	1	LS	8,400.00	\$8,400
3	SWPPP	1	LS	6,000.00	\$6,000
4	Construct 5" AC on 8" CAB or PMB	16,000	SF	2.90	\$46,400
5	Construct 6" AC on 12" CAB or PMB	18,750	SF	4.00	\$75,000
6	Sawcut & Remove Exist. Curb & Gutter	400	LF	3.00	\$1,200
7	Sawcut & Remove Exist. AC	4,224	SF	0.65	\$2,746
8	Sawcut & Remove Exist. Concrete	2,244	SF	0.75	\$1,683
9	Remove Existing Tree	23	EA	200.00	\$4,600
10	Construct 3" PCC Private Driveway	6,650	SF	5.00	\$33,250
11	Construct 8" Curb & Gutter	7,900	LF	15.50	\$122,450
12	Relocate Fire Hydrant	3	EA	2,500.00	\$7,500
13	Relocate exist Irrigation Line & heads behind Right of Way	62,784	SF	0.25	\$15,696
14	Remove & Replace or Furnish & Install Traffic Sign Using New Posts	32	EA	175.00	\$5,600
15	Construct 4" PCC Sidewalk	66,550	SF	3.75	\$249,563
16	Remove AC Berm	7,900	LF	1.00	\$7,900
17	Relocate Exist. Water Meter	87	EA	1,150.00	\$100,050
18	Striping	1	LS	20,000.00	\$20,000
19	Relocate Existing Landscaping to Right of Way	57,200	SF	0.25	\$14,300
20	Construct PCC ADA Ramp	11	EA	1,250.00	\$13,750
21	Construct 6" PCC Drive Approach	9,150	SF	6.00	\$54,900
22	Relocate Exist. Fence behind right of way	700	LF	25.00	\$17,500
23	Relocate Existing Mailbox	93	EA	250.00	\$23,250

**Subtotal:** \$841,067

**\*Contingency (10%):** \$31,181.80

**Construction Cost (Request for ATP Funding ) TOTAL:** \$872,249

**PS&E (City Match):** \$50,000

**Construction Management Costs (City Match):** \$55,000

**Right of Way Costs (City Match):** \$100,000

\* Up to 10% Contingency may be included in Engineer's Estimate

Project Total: \$1,077,249

**Benefit / Cost Calculation Result**

**1. Project Information**

Application ID	County Line Road	Version	1
----------------	------------------	---------	---

**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	0	0	11	0	0	11

Annual Benefit	\$ 30,385	Cost	\$ 387,692
Life Benefit	\$ 607,692	B/C Ratio	1.57

• Widen shoulder (paved)

CM Number	Project Type	Crash Type	CRF	Life
R16	Geometric Mod.	All	30	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	2	0	55	0	0	57

Annual Benefit	\$ 370,513	Cost	\$ 484,615
Life Benefit	\$ 7,410,270	B/C Ratio	15.29

**3. Benefit Cost Result**

Total Benefit	\$ 8,017,962
Total Cost	\$ 872,307
B/C Ratio	9.19

Safety Practitioner / Engineer: Bill Hemsley

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.

# DOCUMENTATION OF PARTNERSHIP



## City of Calimesa

May 21, 2014

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

Subject: Cities of Yucaipa and Calimesa  
Safe Routes to Calimesa and Wildwood Elementary Schools

Ladies and Gentlemen,

The City of Calimesa, as a joint applicant for the subject project ATP grant application, fully supports the proposed project. The project will construct sidewalk, bikeway, and related improvements (signage and striping) along County Line Road and Avenue H to provide safe passage for young children to walk and bike to Calimesa and Wildwood Elementary Schools. The project will increase the number of non-vehicular trips made to the school.

The sidewalk component of the project will provide young children and parents a path away from heavy traffic travelling along these major collector streets. The path increases safety and mobility for both children and parents. By providing these pathways, parents will escort their children by walking rather than by vehicle reducing greenhouse gas emission. In addition, the City of Calimesa is a disadvantaged community (DAC). The project will provide benefits to City DAC residents.

Please consider the joint City applications for funding. If you need anything further, please call our City Engineer, Michael Thornton at (909) 795-9801 ext 225 or (951) 680-0440.

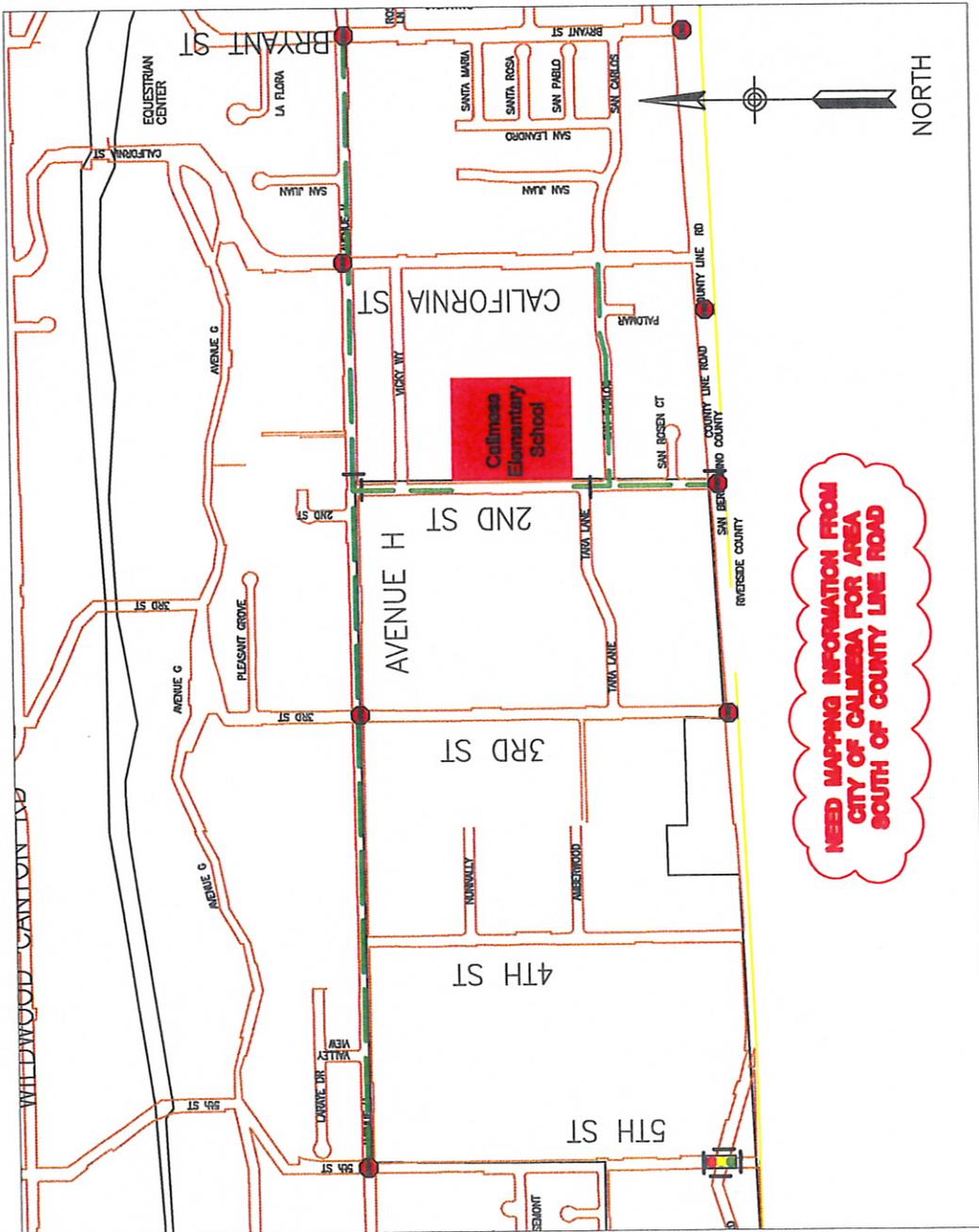
Sincerely,

Randy Anstine, City Manager

cc: Michael Thornton, City Engineer  
Bob French, Public Works Director  
Bill Hemsley, Yucaipa Public Works Director

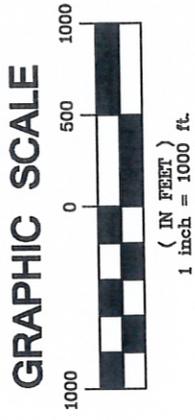
**SUGGESTED SAFE ROUTES TO SCHOOL  
AND  
CITY OF YUCAIPA  
NON-MOTORIZED TRANSPORTATION PLAN**

# Suggested Walking Route to Calimesa Elementary School

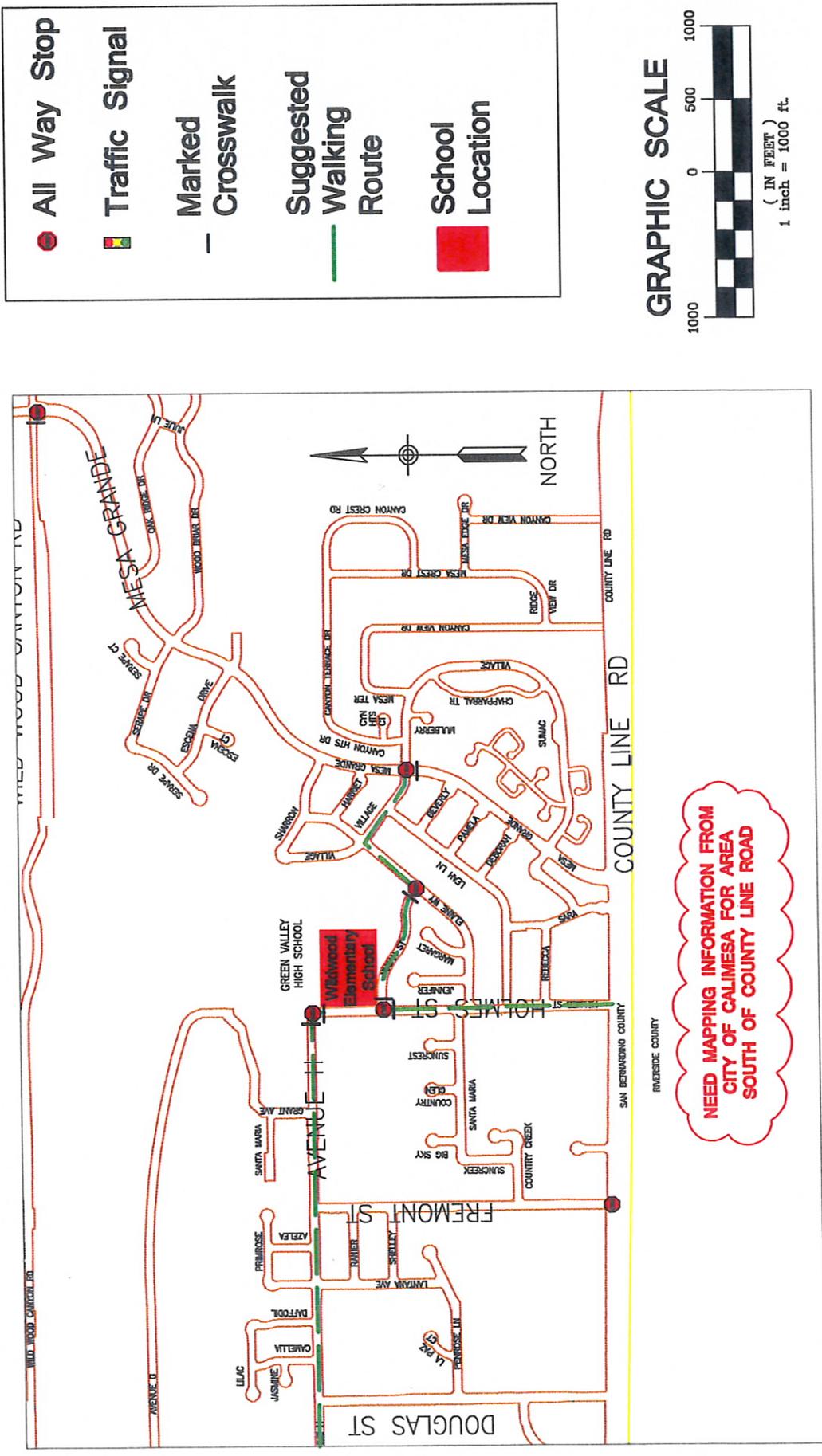


**NEED MAPPING INFORMATION FROM CITY OF CALIMESA FOR AREA SOUTH OF COUNTY LINE ROAD**

-  All Way Stop
-  Traffic Signal
-  Marked Crosswalk
-  Suggested Walking Route
-  School Location



# Suggested Walking Route to Wildwood Elementary School



# San Bernardino County Non-Motorized Transportation Plan

## March 2011

Revised November 16, 2013



Governments  
**SANBAG**  
Working Together

Prepared by San Bernardino Associated Governments ~  
In collaboration with Local Jurisdictions in San Bernardino County

## City of Yucaipa

### Population

54,544

### City Overview

Yucaipa is located in the eastern portion of the San Bernardino Valley area, at the foot of the San Bernardino Mountains, between the Cities of Redlands and Calimesa. The City is bounded on the northwest by the Crafton Hills, on the south by the City of Calimesa and on the north and east by mountainous terrain in unincorporated areas of San Bernardino County.

The topography of the City begins at an approximate elevation of 2,000 feet at the west end, adjacent to the point at which the 10 freeway enters Yucaipa from the west. Elevations increase in the northeast and eastern portions of the City to approximately 4,000+feet, which represents an elevation change of 2,000 feet. Much of the area on the northwest portion of the City above 2,400 feet has been designated by the City as an open space preserve.

### Land Use

The map on the following page shows the current and future land use patterns in the City of Yucaipa. The existing land uses within the City can be best summarized as a diversity of land uses throughout with a very low percentage of commercial and industrial land uses. The industrial and commercial areas have been developed in strips as opposed to centers or nodes of development.

### Existing Conditions:

Yucaipa's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City now enjoys one Class I bikeway along a section of Oak Glen Road for a stretch of 2.06 miles.

The City has also striped 16.02 miles of Class II bike lanes, mostly on major transportation corridors throughout the City. The bike lanes provide connectivity to commercial, residential, educational, public transportation centers and recreational amenities throughout the city.





Figure 5.46  
5-157

Table 5.105:

Yucaipa Existing Conditions

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
5th St.	Oak Glen Rd.	Yucaipa Blvd.	II	0.82	\$41,000
*Bella Vista Dr.	Fremont St.	Holmes St.	II	0.28	\$14,000
Bryant St.	SR-38	Avenue E	II	3.91	\$195,500
**California St.	Avenue D	Yucaipa Blvd.	II	0.28	\$62,500
Chapman Heights Rd.	Sand Canyon Rd.	Oak Glen Rd.	II	1.86	\$93,000
*Fremont St.	Avenue E	Bella Vista Dr.	II	0.52	\$26,000
*Fremont St.	Yucaipa Blvd	Grandview Dr.	II	0.05	\$2,500
*Holmes St.	Bella Vista Dr.	Wildwood Canyon Rd.	II	0.24	\$12,000
Oak Glen Rd.	2nd St.	Yucaipa Blvd.	I	2.06	\$2,060,000
Oak Glen Rd.	Bryant St.	2nd St.	II	0.50	\$25,000
Oak Glen Rd.	Cherry Croft Dr.	Bryant St.	II	0.87	\$43,500
Oak Glen Rd.	Yucaipa Blvd.	Calimesa Blvd.	II	1.70	\$85,000
Sand Canyon Rd.	N City Limit	Yucaipa Blvd.	II	0.92	\$46,000
*Wildwood Canyon Rd.	Holmes St.	Mesa Grande Dr.	II	0.80	\$40,000
Yucaipa Blvd.	15th St.	5th St.	II	4.19	\$209,500
*Yucaipa Blvd.	Bryant St.	Fremont St.	II	0.49	\$24,500
			<b>Total</b>	<b>19.49</b>	<b>\$2,980,000</b>

\*City Staff Input

\*\*GIS Analysis Correction

*Growth/Past investment in system*

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Yucaipa has constructed 2.1 miles of Class I and 13.9 miles of Class II facilities at a rate of 2.01 miles per year.

*Past Investment in Non-Motorized Infrastructure*

The improvements included in Table 5.105: above constitute a significant investment into the non-motorized transportation infrastructure of Yucaipa. Based on planning level estimates, the value of the improvements implemented throughout the City is \$2,861,000.

**Proposed Improvements**

Future improvements to the non-motorized network for the City of Yucaipa will continue along the major transportation corridors throughout the City. All future improvements focus on further development of additional Class II facilities. A table of future improvements is included in Table 5.106: below.

The City of Yucaipa has identified two projects as priorities, and the projects are included in Table 5.107: below. The projects focus on finishing the Class II improvements along Yucaipa Blvd. When complete, the City will have constructed an additional 2.5 miles of Class II improvements along the primary arterial roadway of the City.

Table 5.106:

Yucaipa Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
12th St.	Yucaipa Blvd.	Ave. E	II	0.50	\$25,000
14th St.	Yucaipa Blvd.	Oak Glen Rd.	II	1.11	\$55,500
3rd St.	Yucaipa Blvd.	Wildwood Canyon Rd.	II	1.25	\$62,500
6th St.	Yucaipa Blvd.	Wildwood Canyon Rd.	II	1.26	\$63,000
7th St.	Yucaipa Blvd.	Washington Dr.	II	0.09	\$4,500
8th St.	Washington Dr.	Ave. E	II	0.53	\$26,500
Avenue E	12 <sup>th</sup> St.	Bryant St.	II	3.10	\$155,000
*Avenue E	14 <sup>th</sup> St.	12 <sup>th</sup> St.	II	0.50	\$25,000
Bryant St.	Ave. E	County Line Rd.	II	1.68	\$84,000
**California St.	Ave. D	Wildwood Canyon Rd.	II	0.96	\$62,500
Calimesa Blvd.	Oak Glen Rd.	S City Limit	II	2.26	\$113,000
Campus Dr.	Sand Canyon Rd.	Sand Canyon Rd.	II	1.10	\$55,000
Colorado St.	Oak Glen Rd.	Wildwood Canyon Rd.	II	1.64	\$82,000
***Fremont St	Grandview Dr.	Avenue E	II	0.53	\$27,000
Live Oak Rd.	W City Limit	I-10	II	0.62	\$31,000
Mesa Grande Dr.	Wildwood Canyon Rd.	County Line Rd.	II	1.05	\$52,500
Oak Glen Rd.	Cherry Croft Dr.	e/o Martell Ave.	II	1.38	\$69,000
*Oak Glen Rd.	I-10	Calimesa Blvd.	II	0.13	\$6,500
Oak Glen Rd.	Oak Glen Rd.	Scenic Crest Dr.	II	0.51	\$25,500
*Outer Highway 10	Yucaipa Blvd.	Alta Vista Dr.	III	0.29	\$4,350
Washington Dr.	8th St.	7th St.	II	0.25	\$12,500
***Wildwood Canyon Rd.	Calimesa Blvd.	Holmes St.	II	3.23	\$162,000
***Wildwood Canyon Rd.	Mesa Grande Dr.	Oak Glen Rd.	II	2.62	\$131,000
Yucaipa Blvd.	5th St.	Bryant St.	II	1.25	\$62,500
Yucaipa Blvd.	I-10	15th St.	II	1.28	\$64,000
*Yucaipa Blvd.	I-10	Outer Highway 10	II	0.04	\$2,000
			<b>Total</b>	<b>29.16</b>	<b>\$1,463,350</b>

\*Gap Closure

\*\*Adopted NMTP Correction

\*\*\*City Staff Input

Table 5.107:

Priority Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
Yucaipa Blvd.	5th St.	Bryant St.	II	1.25	\$62,500
Yucaipa Blvd.	I-10	15th St.	II	1.28	\$64,000
			<b>Total</b>	<b>2.53</b>	<b>\$126,500</b>

**Municipal Code**

Yucaipa Municipal Code 10.08.010, Chapter 10.08 Transportation Control Sub-regional Implementation Program includes several design standards for residential and non-residential development pertaining to the provision of bicycle parking. The design standards are as follows:

- *Bicycle Parking Facilities* – New non-residential and multi-family (of 10 or more units) development or remodels of existing complexes (when discretionary review is required) are required to include parking racks or secured lockers at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
- *Pedestrian and Bicycle Connections to Public Streets* – New non-residential and multi-family (of 10 or more units) are required to provide on-site pedestrian walkways and bicycle facilities to connect each building in the development to public streets.
- *Shower Facilities* – New non-residential development meeting CMP thresholds (250 or more peak hour trips) are required to provide shower facilities for persons bicycling or walking to work at a minimum of one shower facility accessible to both men and women.

**End of Trip Facilities**

The City of Yucaipa has bike racks dispersed throughout the City, typically at retail centers and multi-unit housing complexes.

**Multimodal Connectivity**

The City of Yucaipa has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.108:  
Multimodal Connectivity

Facility	Facility Type	Facility Location
Yucaipa Blvd PNR Lot	Ride Share Lot	31341 Hampton Rd
Yucaipa Transit Center	Multi-Modal Facility	34276 Yucaipa Blvd
City-wide Bus Stops	Bus Stops	Throughout City

### Collisions Involving Bicyclists

Table 5.109:  
Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	41
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	8.2
Average Bicycle Collision Rate per 1000/year <sup>1</sup>	0.17

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

### Safety and Education Programs

The City sponsors an annual Bike Safety Rodeo. The activities are geared for kids from ages 3 - 14. The event features complimentary bike and helmet inspections, as well as a bicycle safety course food and giveaways.

In addition, the City also partners with the Yucaipa-Calimesa Joint Unified School District and the San Bernardino County Department of Public Health's Safe Routes to School Program. The City assists by conducting public workshops at various elementary schools throughout the City, by providing bicycle and pedestrian safety/education programs and by encouraging walking and bicycling to and from school.

**DOCUMENTATION OF  
PUBLIC PARTICIPATION PROCESS**

CITY OF



April 22, 2014

**City of Yucaipa Public Outreach Meeting  
New Sidewalks on Avenue D, Avenue H, County Line Road  
New Bike Lanes on Yucaipa Blvd. and County Line Road**

Dear Resident:

On Thursday, May 1, 2014 at 6:00 pm, the City of Yucaipa will be conducting a Public Outreach Meeting at the Dunlap Elementary School multi-purpose room, to provide information to residents regarding the Active Transportation Grant Program which includes the Federal and State Safe Routes to School Grant Program and the Bicycle Transportation Account Grant Program. This program provides federal and state funding for community programs or infrastructure construction projects that encourage and enables students to walk or bicycle to and from school.

The City of Yucaipa is applying for state and federal funding to construct pedestrian facility improvements and needs your input as part of the application process. The proposed project descriptions are as follows:

1. Install sidewalk, ADA curb ramps and associated street improvements along the south side of Avenue D from Dunlap Channel Trail (west of 14<sup>th</sup> St.) to 12<sup>th</sup> Street and along the north side of Avenue D from 12<sup>th</sup> Street to 10<sup>th</sup> Street. These improvements will be similar to the work recently completed along 12<sup>th</sup> Street and 13<sup>th</sup> Street north of Avenue E. This project will benefit the Dunlap Elementary School community along with Yucaipa High School.
2. Install sidewalk, ADA curb ramps and associated street improvements along the north side of Avenue H from 3<sup>rd</sup> Street to Holmes Street. This project will connect the Safe Routes to School project awarded to Calimesa for sidewalks on 2<sup>nd</sup> Street related to Calimesa Elementary School and will provide sidewalks for Wildwood Elementary School and Green Valley High School.
3. Install sidewalk, ADA curb ramps, bike lanes and associated street improvements along the both sides of County Line Road from Calimesa Blvd. to Bryant Street. This project will also benefit the students of Calimesa Elementary School, Wildwood Elementary School and Green Valley High School.
4. Install bike lanes on Yucaipa Blvd. from 16<sup>th</sup> St. to 18<sup>th</sup> St. extending the existing bike lanes as part of the Yucaipa Blvd. widening project.

The public is encouraged to attend this meeting to learn about the program that has provided over \$2.2 million in grant funding to the City of Yucaipa over the last 7 years for the construction of pedestrian and bicycle facilities throughout the City of Yucaipa.

The attached exhibit shows the limits of the project and the proposed improvements.

Please contact the City of Yucaipa's Public Works Department if you have any questions regarding the meeting at (909) 797-2489, ext. 228 or 254.

Sincerely,

City of Yucaipa  
Public Works Department

Enclosure:



**Public Outreach Meeting**  
**Federal Safe Routes to School (SRTS) Project**  
**12<sup>th</sup> Street and 13<sup>th</sup> Street South of Ave E**  
**Dunlap Elementary School Multi-purpose Room**  
**May 21, 2013 6:00pm-7:00pm**

**Agenda**

**1. Introductions**

- City Staff

**2. Purpose**

- Safe Routes to School Program (National, State, Local)
- Future plans for the Dunlap area (City projects only)

**3. Planned Capital Improvement Program Projects**

- Pavement Management Program (PMP). Ave D, Ave E & Dunlap Blvd
- Street Widening/Streetscape
  - Yucaipa Blvd, 15<sup>th</sup> Street to I-10 Freeway (New Signals)
  - Yucaipa Blvd westbound I-10 Freeway on-ramp widening
  - Live Oak/I-10 Freeway Interchange Landscape Improvements
  - Dunlap Blvd
- Drainage
  - Dunlap Channel
  - Wilson Creek, 14<sup>th</sup> Street to I-10 Freeway
  - LWC (Ave D & 13<sup>th</sup> St)
  - Avenue E Storm Drain
- Sidewalk
  - 12<sup>th</sup> Street
  - 13<sup>th</sup> Street
  - Avenue E
  - 18<sup>th</sup> Street
- Public/Park Facilities
  - 13<sup>th</sup> Street Sports Complex
  - Yucaipa High School Baseball Field Bleachers & Parking Lot
  - BMX Facility

**4. Grant Funding Opportunities for the Dunlap area**

- Community Based Transportation Planning Grant
- Economic Development Administration (EDA) Grant
- Safe Routes to School

**5. SRTS (3<sup>rd</sup> Cycle) Project**

- Public Input

# Public Outreach Meeting

## Active Transportation/Safe Routes to School Grant Program

*“Your attendance will improve the chances of obtaining the money”*

**Date:** Thursday, May 1, 2014;     **Time:** 6:00PM;     **Place:** Multi-Purpose Room - Dunlap Elementary School

---

The Cities of Yucaipa and Calimesa and the Yucaipa-Calimesa Joint Unified School District will be conducting a Public Outreach Meeting to provide information to parents and Calimesa Elementary School neighbors regarding the Active Transportation Program/Safe Routes to School Grant Program. This Program provides federal and state funding for community programs and construction projects that encourage and enable students to walk or bicycle to and from school in a safer manner.

The City of Yucaipa and the City of Calimesa have successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps and associated street improvements in various locations. This year, the Cities of Yucaipa and Calimesa will be applying for grant funding to construct pedestrian facility improvements along County Line Road and Avenue H to serve Calimesa Elementary School.

This Public Outreach Meeting provides the public an opportunity to get involved and offer valuable input through a survey and data collection process. Attendees will also be given the opportunity to inquire about the Safe Routes to School Grant Program and the proposed sidewalk construction project. Your attendance at the meeting will help the City obtain the funds to construct the pedestrian improvements.



# Public Outreach Meeting

## Active Transportation/Safe Routes to School Grant Program

*“Your attendance will improve the chances of obtaining the money”*

**Date:** Thursday, May 1, 2014;     **Time:** 6:00PM;     **Place:** Multi-Purpose Room - Dunlap Elementary School

---

The Cities of Yucaipa and Calimesa and the Yucaipa-Calimesa Joint Unified School District will be conducting a Public Outreach Meeting to provide information to parents and Calimesa Elementary School neighbors regarding the Active Transportation Program/Safe Routes to School Grant Program. This Program provides federal and state funding for community programs and construction projects that encourage and enable students to walk or bicycle to and from school in a safer manner.

The City of Yucaipa and the City of Calimesa have successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps and associated street improvements in various locations. This year, the Cities of Yucaipa and Calimesa will be applying for grant funding to construct pedestrian facility improvements along County Line Road and Avenue H to serve Calimesa Elementary School.

This Public Outreach Meeting provides the public an opportunity to get involved and offer valuable input through a survey and data collection process. Attendees will also be given the opportunity to inquire about the Safe Routes to School Grant Program and the proposed sidewalk construction project. Your attendance at the meeting will help the City obtain the funds to construct the pedestrian improvements.



# Reunión Pública

## Safe Routes to School Grant Program

*“Su presencia mejorará las posibilidades de obtener el dinero”*

**Fecha:** Thursday, May 1, 2014    **Hora:** 6:00PM    **Lugar:** Multi-Purpose Room - Dunlap Elementary School

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Las ciudades de Yucaipa y Calimesa en colaboración con Yucaipa-Calimesa Joint Unified School District van a realizar una reunión pública para proporcionar información a los padres y vecinos de estudiantes en nuestras escuelas con respecto a los programas federal y estatal de fondos “Active Transportation Program” y “Safe Routes to School.” Estos programas proporcionan fondos para programas comunitarios y proyectos de construcción que animan y permiten a los estudiantes a caminar o andar en bicicleta a la escuela en una forma más segura.

Las ciudades de Yucaipa y Calimesa han solicitado y recibido fondos para construir banqueta y otras instalaciones peatonales a lo largo de varias calles sirviendo escuelas en la ciudad de Yucaipa. Una vez más, las ciudades de Yucaipa y Calimesa intentan solicitar fondos para construir banqueta y otras instalaciones peatonales a lo largo de las calles Avenue H, Avenue D y County Line Road.

Esta reunión pública proporcionará al público la oportunidad de participar y ofrecer información que se usará para implementar programas y proyectos de construcción. El público tendrá la oportunidad de informarse acerca del programa y la construcción de el proyecto. Su presencia mejorará las posibilidades de conseguir el dinero



# Reunión Pública

## Safe Routes to School Grant Program

*“Su presencia mejorará las posibilidades de obtener el dinero”*

**Fecha:** Thursday, May 1, 2014    **Hora:** 6:00PM    **Lugar:** Multi-Purpose Room - Dunlap Elementary School

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Las ciudades de Yucaipa y Calimesa en colaboración con Yucaipa-Calimesa Joint Unified School District van a realizar una reunión pública para proporcionar información a los padres y vecinos de estudiantes en nuestras escuelas con respecto a los programas federal y estatal de fondos “Active Transportation Program” y “Safe Routes to School.” Estos programas proporcionan fondos para programas comunitarios y proyectos de construcción que animan y permiten a los estudiantes a caminar o andar en bicicleta a la escuela en una forma más segura.

Las ciudades de Yucaipa y Calimesa han solicitado y recibido fondos para construir banqueta y otras instalaciones peatonales a lo largo de varias calles sirviendo escuelas en la ciudad de Yucaipa. Una vez más, las ciudades de Yucaipa y Calimesa intentan solicitar fondos para construir banqueta y otras instalaciones peatonales a lo largo de las calles Avenue H, Avenue D y County Line Road.

Esta reunión pública proporcionará al público la oportunidad de participar y ofrecer información que se usará para implementar programas y proyectos de construcción. El público tendrá la oportunidad de informarse acerca del programa y la construcción de el proyecto. Su presencia mejorará las posibilidades de conseguir el dinero



**Public Outreach Meeting**  
**Active Transportation/Safe Routes to School Grant Program**  
***“Your attendance will improve the chances of obtaining the money”***

Date: Thursday, May 1, 2014      Time: 6:00PM

Place: Multi-Purpose Room - Dunlap Elementary School

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The City of Yucaipa and the Yucaipa-Calimesa Joint Unified School District will be conducting a Public Outreach Meeting to provide information to parents and Dunlap Elementary School neighbors regarding the Active Transportation Program and Safe Routes to School Grant Program. These Programs provides federal and state funding for community programs and construction projects that encourage and enable students to walk or bicycle to and from school in a safer manner.

The City of Yucaipa has successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps and associated street improvements along 12<sup>th</sup> Street, 13<sup>th</sup> Street and Avenue E serving Dunlap Elementary School. Once again, the City of Yucaipa will be applying for grant funding to construct pedestrian facility improvements along Avenue D to serve Dunlap Elementary School and Yucaipa High School.

This Public Outreach Meeting provides the public an opportunity to get involved and offer valuable input through a survey and data collection process. Attendees will also be given the opportunity to inquire about the Safe Routes to School Grant Program and the proposed sidewalk construction project. Your attendance at the meeting will help the City obtain the funds to construct the pedestrian improvements.



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# Reunión Pública

## Safe Routes to School Grant Program

*“Su presencia mejorará las posibilidades de obtener el dinero”*

**Fecha:** Thursday, May 1, 2014    **Hora:** 6:00PM    **Lugar:** Multi-Purpose Room - Dunlap Elementary School

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Esta reunión pública proporcionará al público la oportunidad de participar y ofrecer información que se usará para implementar programas y proyectos de construcción. El público tendrá la oportunidad de informarse acerca del programa y la construcción del proyecto. Su presencia mejorará las posibilidades de conseguir el dinero.



# Reunión Pública

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## Public Outreach Meeting

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## Reunión Pública

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La ciudad de Yucaipa ha solicitado y recibido fondos estatales y federales para construir banqueta y otras instalaciones peatonales a lo largo de las calles 12<sup>th</sup> Street y 13<sup>th</sup> Street sirviendo Dunlap Elementary School. Una vez más, la Ciudad de Yucaipa intenta solicitar fondos para construir banqueta y otras instalaciones peatonales a lo largo de la calle Avenue D sirviendo a las escuelas Dunlap Elementary school y Yucaipa High School.

Esta reunión pública proporcionara al público la oportunidad de participar y ofrecer informacion que se usara para implementar programas y proyectos de construcción. El publico tendrá la oportunidad de informarse acerca el programa y la construcción de el proyecto. Su presencia mejorara las posibilidades de conseguir el dinero.



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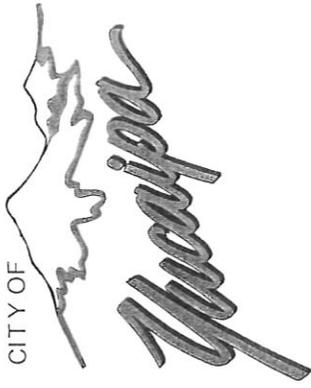
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May 1, 2014 at 6:00 PM

### Sign-in Sheet

	Name	Address	Parent or Neighbor	Phone No. or Email
1.	<sup>Kristal Rominger</sup> John Rominger	32755 Ave. D	Neighbor	Elite_Pilot@hotmail.com
2.	Lindy Ward	32870 Ave E	Dunlap Elementary	
3.	Bob & Ed Shinnick	12685 16 <sup>th</sup> St	Neighbor	differentgrandma@verizon.net
4.	Fermin Roca	12212 16 <sup>th</sup> Street	Neighbor	
5.	James Pass	12671 16 <sup>th</sup> Street	Neighbor	Yuripa3@earthlink.net
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				



## Public Outreach Meeting

Active Transportation/Safe Routes to School Grant Program  
 Dunlap Elementary School Multi-Use Room  
 May 1, 2014 at 6:00 PM

### Sign-in Sheet

	Name	Address	Parent or Neighbor	Phone No. or Email
1.	Josiah Henley	11610 Oak Ct.	Parent/Neighbor	909-528-9363
2.	Eloise Johnson	32938 Ave D	neighbor	909-855-8864
3.	Chris Messina	12202 11th St	neighbor	909 7974989 " "
4.	Leslie McGinn	12262 11th St	neighbor	757-5326954 cell
5.	Jeff Wickstrom	12275 13th	neighbor	909-797-2269
6.	Teresa Wickstrom	12255 13th	neighbor	" "
7.	Maria Vilchis	32625 Kentucky St	Parent/Neighbor	909-5709690
8.	Shellie Swainston	32750 Ave E	Neighbor/Parent	909 3623146
9.				
10.				
11.				
12.				
13.				



## Public Outreach Meeting

Active Transportation/Safe Routes to School Grant Program  
 Dunlap Elementary School Multi-Use Room  
 May 1, 2014 at 6:00 PM

### Sign-in Sheet

Name	Address	Parent or Neighbor	Phone No. or Email
1. <i>Sail Mealy</i>	<i>12283 Shermes Lane YUCAIPA</i>		
2. <i>Kurt Meidinger</i>	<i>1462 Hunter Moon Way Benmont, CA 92223</i>	<i>Dunlap Teacher</i>	<i>kurt-meidinger@ yahoo.com</i>
3. <i>Tom Dryer</i>	<i>12657 17th St</i>	<i>RESIDENT</i>	
4. <i>Josh Lee</i>	<i>SANBAG.</i>		<i>jllee@sanbag.ca.gov.</i>
5. <i>Cali Bink</i>	<i>YCSUSD</i>	<i>Superintendent / Spicident</i>	<i>Cali_bink@ycsusd, K12, CA, US</i>
6. <i>Bill Hensley</i>	<i>CITY OF YUCAIPA</i>	<i>CITY FEELINER</i>	<i>909 9801-0435 389-3244 ofranco@coofyonline.us.edu</i>
7. <i>Vicky Franco</i>	<i>3 blocks north west 30018 AVENUE E P.O BOX 9266 REDLANDS, CA</i>	<i>Parent &amp; Neighbor / emty INLAND EMPIRE PAX 100 ALLI.</i>	<i>909-800-4322 IEBAFRIS@GMAIL.COM</i>
8. <i>MARYFRIS</i>			<i>kes.coate@ FOURINTERNATIONAL COM</i>
9. <i>Ken Coate</i>	<i>30012 Missy Mearns, 92399</i>	<i>ILCS, INLAND ACTION</i>	
10. <i>Sandra Lidbom</i>	<i>12510 OAK CT - 92399</i>	<i>Parent / neighbor</i>	<i>909-797-7137</i>
11. <i>LEONARD LIDBOM</i>	<i>11 11</i>	<i>11</i>	<i>11</i>
12. <i>Josh Hensley</i>	<i>12510 oak CT - 92399</i>	<i>Parent / neighbor</i>	<i>909 379 4236</i>
13. <i>Kari Hensley</i>	<i>11 11</i>	<i>11</i>	<i>909 910 3499</i>

# Parent Survey About Walking and Biking to School

**Dear Parent or Caregiver,**

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

**Thank you for participating in this survey!**

**+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +**

School Name:

D u n l a p   E l e m e n t a r y   S c h o o l

1. What is the grade of the child who brought home this survey?  Grade (PK,K,1,2,3...) *Teacher*
2. Is the child who brought home this survey male or female?  Male    Female
3. How many children do you have in Kindergarten through 8<sup>th</sup> grade?
4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

*11th* and *12th*

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.**

5. How far does your child live from school?
 

<input type="checkbox"/> Less than ¼ mile	<input type="checkbox"/> ½ mile up to 1 mile	<input type="checkbox"/> More than 2 miles
<input type="checkbox"/> ¼ mile up to ½ mile	<input type="checkbox"/> 1 mile up to 2 miles	<input type="checkbox"/> Don't know

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.** +

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)
- |   |  |
|---|--|
| <p><b><u>Arrive at school</u></b></p> <p><input type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p> | <p><b><u>Leave from school</u></b></p> <p><input type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p> |
|---|--|

**+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +**

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)
- |  |  |
|--|--|
| <p><b><u>Travel time to school</u></b></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p> | <p><b><u>Travel time from school</u></b></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p> |
|--|--|

**+ +**

8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?  
(Select a grade between PK,K,1,2,3...)   grade (or)  I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....  My child already walks or bikes to/from school
- Convenience of driving.....  Yes  No  Not Sure
- Time.....  Yes  No  Not Sure
- Child's before or after-school activities.....  Yes  No  Not Sure
- Speed of traffic along route.....  Yes  No  Not Sure
- Amount of traffic along route.....  Yes  No  Not Sure
- Adults to walk or bike with.....  Yes  No  Not Sure
- Sidewalks or pathways.....  Yes  No  Not Sure
- Safety of intersections and crossings.....  Yes  No  Not Sure
- Crossing guards.....  Yes  No  Not Sure
- Violence or crime.....  Yes  No  Not Sure
- Weather or climate.....  Yes  No  Not Sure

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?  
 Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?  
 Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?  
 Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?  
 Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)  
 Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)  
 Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.  
I ride <sup>MTBIKE</sup> to Dunlap from Beaumont. Bike paths need to be swept and maintained. Closer to school, we need lit sidewalks and crosswalks.

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**Thank you for participating in this survey!**

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School Name:

I N L A N D   L E A D E R S   C H A R T E R   S C H O O L

1. What is the grade of the child who brought home this survey?  2 Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female?  Male  Female

3. How many children do you have in Kindergarten through 8<sup>th</sup> grade?  0  1

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

M I S T Y   M E A D O W   and   M E A D O W   V I E W

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

- Less than ¼ mile    
  ½ mile up to 1 mile    
  More than 2 miles  
 ¼ mile up to ½ mile    
  1 mile up to 2 miles    
  Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

**Arrive at school**

- Walk  
 Bike  
 School Bus  
 Family vehicle (only children in your family)  
 Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  
 Other (skateboard, scooter, inline skates, etc.)

**Leave from school**

- Walk  
 Bike  
 School Bus  
 Family vehicle (only children in your family)  
 Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  
 Other (skateboard, scooter, inline skates, etc.)

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

**Travel time to school**

- Less than 5 minutes  
 5 – 10 minutes  
 11 – 20 minutes  
 More than 20 minutes  
 Don't know / Not sure

**Travel time from school**

- Less than 5 minutes  
 5 – 10 minutes  
 11 – 20 minutes  
 More than 20 minutes  
 Don't know / Not sure

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

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(Select a grade between PK,K,1,2,3...)   grade (or)  I would not feel comfortable at any grade

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- Distance.....  Yes  No  Not Sure
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- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

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15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.

We Live TOO FAR UP WILLOWOOD CANYON (HIDDEN MEADOWS) FOR WALKING OR BIKING TO ~~WALK~~ SCHOOL, BUT WE ENCOURAGE THE POLICY OF ENCOURAGING DRIVING ALTERNATIVES.

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**Dear Parent or Caregiver,**

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After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

**Thank you for participating in this survey!**

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

DUNLAP

1. What is the grade of the child who brought home this survey? 02 Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female?  Male  Female

3. How many children do you have in Kindergarten through 8<sup>th</sup> grade? 03

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

AVENUE E and 13th

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

- Less than ¼ mile     
  ½ mile up to 1 mile     
  More than 2 miles  
 ¼ mile up to ½ mile     
  1 mile up to 2 miles     
  Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

**Arrive at school**

- Walk  
 Bike  
 School Bus  
 Family vehicle (only children in your family)  
 Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  
 Other (skateboard, scooter, inline skates, etc.)

**Leave from school**

- Walk  
 Bike  
 School Bus  
 Family vehicle (only children in your family)  
 Carpool (Children from other families)  
 Transit (city bus, subway, etc.)  
 Other (skateboard, scooter, inline skates, etc.)

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

**Travel time to school**

- Less than 5 minutes  
 5 – 10 minutes  
 11 – 20 minutes  
 More than 20 minutes  
 Don't know / Not sure

**Travel time from school**

- Less than 5 minutes  
 5 – 10 minutes  
 11 – 20 minutes  
 More than 20 minutes  
 Don't know / Not sure

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?  
(Select a grade between PK,K,1,2,3...)  05 grade (or)  I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....
- Convenience of driving.....
- Time.....
- Child's before or after-school activities.....
- Speed of traffic along route.....
- Amount of traffic along route.....
- Adults to walk or bike with.....
- Sidewalks or pathways.....
- Safety of intersections and crossings.....
- Crossing guards.....
- Violence or crime.....
- Weather or climate.....

- My child already walks or bikes to/from school
- Yes  No  Not Sure

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.

Intersection of 13th & E should really be a 4-way stop. It's confusing to many, including the walkers & bikers. It would be a much safer route if it was a 4-way stop.





# Parent Survey About Walking and Biking to School

**Dear Parent or Caregiver,**

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

**Thank you for participating in this survey!**

**+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +**

School Name:

DUNLAP ELEM # YUCAIPA HIGH SCHOOL

1. What is the grade of the child who brought home this survey?

05

Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female?

Male

Female

3. How many children do you have in Kindergarten through 8<sup>th</sup> grade?

02

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

AVENUE E # 13TH and 13TH

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

Less than ¼ mile

½ mile up to 1 mile

More than 2 miles

¼ mile up to ½ mile

1 mile up to 2 miles

Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

**Arrive at school**

Walk *Dunlap*

Bike

School Bus

Family vehicle (only children in your family) *High School*

Carpool (Children from other families)

Transit (city bus, subway, etc.)

Other (skateboard, scooter, inline skates, etc.)

**Leave from school**

Walk

Bike

School Bus

Family vehicle (only children in your family) *High School*

Carpool (Children from other families)

Transit (city bus, subway, etc.)

Other (skateboard, scooter, inline skates, etc.)

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

**Travel time to school**

Less than 5 minutes

5 – 10 minutes

11 – 20 minutes *High School*

More than 20 minutes

Don't know / Not sure

**Travel time from school**

Less than 5 minutes

5 – 10 minutes

11 – 20 minutes *High School*

More than 20 minutes

Don't know / Not sure

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3...)  0  4  grade (or)  I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....  My child already walks or bikes to/from school
- Convenience of driving.....  Yes  No  Not Sure
- Time.....  Yes  No  Not Sure
- Child's before or after-school activities.....  Yes  No  Not Sure
- Speed of traffic along route.....  Yes  No  Not Sure
- Amount of traffic along route.....  Yes  No  Not Sure
- Adults to walk or bike with.....  Yes  No  Not Sure
- Sidewalks or pathways.....  Yes  No  Not Sure
- Safety of intersections and crossings.....  Yes  No  Not Sure
- Crossing guards.....  Yes  No  Not Sure
- Violence or crime.....  Yes  No  Not Sure
- Weather or climate.....  Yes  No  Not Sure

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Parent Survey About Walking and Biking to School

**Dear Parent or Caregiver,**

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

**Thank you for participating in this survey!**

+ **CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY** +

School Name:

DUNLAP YUCAIPA HIGH SCHOOL

1. What is the grade of the child who brought home this survey?  Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female?  Male  Female

3. How many children do you have in Kindergarten through 8<sup>th</sup> grade?

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

AVENUE E and 13TH

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

5. How far does your child live from school?

- Less than ¼ mile     
  ½ mile up to 1 mile     
  More than 2 miles  
 ¼ mile up to ½ mile     
  1 mile up to 2 miles     
  Don't know

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

- |  |   |
|--|---|
| <p><b><u>Arrive at school</u></b></p> <p><input checked="" type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p> | <p><b><u>Leave from school</u></b></p> <p><input checked="" type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p> |
|--|---|

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

- |   |   |
|---|---|
| <p><b><u>Travel time to school</u></b></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input checked="" type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p> | <p><b><u>Travel time from school</u></b></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input checked="" type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p> |
|---|---|

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?  
(Select a grade between PK,K,1,2,3...)   grade (or)  I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....
- Convenience of driving.....
- Time.....
- Child's before or after-school activities.....
- Speed of traffic along route.....
- Amount of traffic along route.....
- Adults to walk or bike with.....
- Sidewalks or pathways.....
- Safety of intersections and crossings.....
- Crossing guards.....
- Violence or crime.....
- Weather or climate.....

- My child already walks or bikes to/from school
- Yes  No  Not Sure

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

- Strongly Encourages
- Encourages
- Neither
- Discourages
- Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun
- Fun
- Neutral
- Boring
- Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy
- Healthy
- Neutral
- Unhealthy
- Very Unhealthy

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)
- College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)
- College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)
- Prefer not to answer

16. Please provide any additional comments below.

Avenue E & 13th is a confusing intersection - I witness on a daily basis we need safe access for 9-12 also NOT just K-8



8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?  
(Select a grade between PK,K,1,2,3...)  grade (or)  I would not feel comfortable at any grade

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....  Yes  No  Not Sure
- Convenience of driving.....  Yes  No  Not Sure
- Time.....  Yes  No  Not Sure
- Child's before or after-school activities.....  Yes  No  Not Sure
- Speed of traffic along route.....  Yes  No  Not Sure
- Amount of traffic along route.....  Yes  No  Not Sure
- Adults to walk or bike with.....  Yes  No  Not Sure
- Sidewalks or pathways.....  Yes  No  Not Sure
- Safety of intersections and crossings.....  Yes  No  Not Sure
- Crossing guards.....  Yes  No  Not Sure
- Violence or crime.....  Yes  No  Not Sure
- Weather or climate.....  Yes  No  Not Sure

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.

QUESTION # 13 FUN BUT DANGEROUS NO SIDE WALK.



**LETTER OF SUPPORT  
FROM  
IMPACTED SCHOOL**



**Calimesa Elementary School**  
**13523 2nd St Yucaipa, CA 92399**  
**(909) 790-8570**  
**<http://ycjUSD.calimesa.schoolfusion.us>**

May 13, 2014

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

RE: Active Transportation Program, Cities of Yucaipa and Calimesa

To Whom It May Concern:

The purpose of this letter is to express my support for the Active Transportation Program being submitted jointly between the Cities of Yucaipa in San Bernardino County and Calimesa in Riverside County.

This year, the Cities of Yucaipa and Calimesa will be applying for grant funding to construct pedestrian facility improvements along County Line Road and Avenue H to serve Calimesa and Wildwood Elementary Schools.

This project will add another level of safety to children attending these schools and facilitate general pedestrian improvements that will serve a Disadvantaged Community (Calimesa) and census tracts with disadvantaged populations within portions of the City of Yucaipa.

This proposal will encourage children to walk and bicycle to school, improve public infrastructure, increase driver awareness of school zones, and provide students and their parents an opportunity to live a healthier lifestyle.

Each day Calimesa has approximately two dozen students that ride a bicycle or scooter to school. Additionally, many of our families walk along County Line Road daily to arrive at school. The addition of sidewalks and bike lanes will help ensure a safer route for our students and families. Through installing sidewalks and bike lanes, our families will be have a clear and safe route to and from school. Your support of this program will help ensure a safer route to and from school for Calimesa students now and for the future.

Sincerely,

Dana Carter  
Principal



35972 Susan Street • Yucaipa, CA 92399  
(909) 790-8521 • fax: (909) 790-8525  
<http://ycjUSD.wildwood.schoolfusion.us>  
*A California Distinguished School*

May 13, 2014

CALTRANS

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

RE: Active Transportation Program, Cities of Yucaipa and Calimesa

To Whom It May Concern:

Wildwood Elementary School (WES) is most interested in the Active Transportation Program between the cities of Yucaipa in San Bernardino County and Calimesa in Riverside County. WES is located between County Line Road and the east end of Avenue H.

The heavy traffic volume on these two streets, especially during the morning commute hours is seen as a safety concern by parents/guardians of children attending WES. Many of our students are driven to school as opposed to walking or riding bikes or scooters to school, primarily due to the lack of safe routes leading to school. Long stretches of these streets do not have curbs, sidewalks or bike lanes. Adequate safe sidewalks, curbs, gutters, bike lanes, ADA curb ramps, and signing and striping would ensure that our students could travel safely to and from school, walking or riding on these streets.

The number of vehicles and the amount of school traffic in the drop off and pick up times (before and after school), would diminish if there were safe and secure ways for WES students to travel, such as walking or riding bikes or scooters on the aforementioned streets.

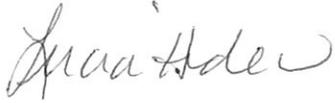
In the more disadvantaged attendance area of WES, transportation by vehicle can be unaffordable and carpooling is not always a viable option. Daily attendance could increase if these affected streets were not a safety concern, for getting to and from school. Driver awareness of school zones and an increased number of children walking or riding on these streets may also increase driver caution while driving in these neighborhoods.

Presently, of the 740 students currently enrolled at Wildwood, approximately 50 students walk to school and 25 students ride bikes or scooters. The improvement of the routes leading to our school would undoubtedly cause parents/guardians to not only allow their

CALTRANS  
May 13, 2014  
Page 2

children to walk or ride bikes/scooters to school, but encourage them to do so, thereby increasing the general physical fitness of our student body. Safer routes for walkers and bike riders, reduced vehicular traffic, and increased physical fitness are all reasons the improvement of these streets would greatly benefit Wildwood Elementary School.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lucia Hudec".

Lucia Hudec  
Principal

**ADDITIONAL DOCUMENTATION**

**LETTERS OF SUPPORT**

**CCC AND**

**CALOCALCORPS**

# California State Senate

TWENTY-THIRD SENATE DISTRICT



May 7, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

## **Active Transportation Program, Cities of Yucaipa and Calimesa, CA**

I write to express my support for the joint application for the Active Transportation Program being submitted by the City of Yucaipa and the City of Calimesa. These proposed improvements will benefit the students of the Yucaipa/Calimesa Joint Unified School District.

The Cities of Yucaipa and Calimesa are seeking the above funds in order to help ensure the safe passage of students to and from school. With these funds, Yucaipa and Calimesa will improve curbing, sidewalks, ADA compliant ramps, bicycle lanes and striping. These projects will benefit the students of Calimesa Elementary and Wildwood Elementary Schools in Calimesa, as well as Dunlap Elementary School, Ridgeview Elementary School, Park View Middle School and Yucaipa High School in Yucaipa.

Upon completion, these projects will encourage students and their families to walk and/or bike to school, which in turn fosters an active, healthy lifestyle. I support the Cities of Yucaipa and Calimesa's joint application for grant funds through the CALTRANS Office of Active Transportation and Special Programs, and I ask for your consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Mike Morrell'.

MIKE MORRELL  
Senator, 23<sup>rd</sup> District



**Capitol Office**  
1222 Longworth HOB  
Washington, DC 20515  
Phone: (202) 225-5861  
Fax: (202) 225-6498

**Col. Paul Cook (Ret.)**  
**Congress of the United States**  
**House of Representatives**  
**California's 8<sup>th</sup> District**

**District Office**  
14955 Dale Evans Pkwy  
Apple Valley, CA 92307  
Phone: (760) 247-8150  
Fax: (202) 225-6498

May 14, 2014

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

**RE: Active Transportation Program, Cities of Yucaipa and Calimesa**

Dear Ms. McWilliams:

The purpose of this letter is to express my support for the Active Transportation Program joint application between the cities of Yucaipa and Calimesa.

These cities are proposing pedestrian and bicycle facility improvements near several schools within the Yucaipa/Calimesa Joint Unified School District. These improvements will affect curbs, gutters, sidewalks, ADA curb ramps, bicycle lanes, and associated signage/striping to ensure students benefit from safer routes of travel to and from school. These improvements will also promote a greater sense of awareness for motorists of the presence of children, causing them to exercise greater caution as they travel on these heavily-used public roadways.

Yucaipa and Calimesa have successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps, and associated street improvements in various locations near schools.

This year, Yucaipa and Calimesa will be applying for grant funding to construct pedestrian facility improvements along County Line Road and Avenue H to serve Calimesa and Wildwood Elementary Schools.

The City of Yucaipa will be applying for grant funding to construct pedestrian facility improvements along Avenue D serving Dunlap Elementary School and Yucaipa High School, and bicycle lane improvements on Yucaipa Boulevard between 16th Street and 18th Street. The combination of these projects will add another level of safety to children attending these schools and facilitate general pedestrian improvements that will serve a Disadvantaged Community (Calimesa) and census tracts with disadvantaged populations within portions of Yucaipa.

I ask that you give strong consideration to this joint application. If you have any questions regarding this letter of support, please contact my office at 760-247-1815.

Sincerely,

A handwritten signature in cursive script that reads "Paul Cook". The letters are fluid and connected, with a prominent loop at the end of the word "Cook".

Col. Paul Cook (ret)  
Congressman, 8<sup>th</sup> District of California

# YUCAIPA-CALIMESA JOINT UNIFIED SCHOOL DISTRICT

*Innovative Programs • World Class Education*



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Chuck Christie, Ph.D.  
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*District Superintendent*

Melissa Moore  
*Assistant Superintendent  
Human Resources*

Victoria Schumacher, Ph.D.  
*Assistant Superintendent  
Educational Services*

George Velarde  
*Assistant Superintendent  
Business Services*

12797 Third Street  
Yucaipa, CA 92399  
(909) 797-0174  
(909) 790-6101 Fax

[www.yucaipaschools.com](http://www.yucaipaschools.com)

May 15, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special. Programs.

P.O. Box 942874

Sacramento, CA 94274-0001

### **RE: Active Transportation Program, Cities of Yucaipa and Calimesa, CA**

The purpose of this letter is to express my support for the Active Transportation Program being submitted jointly between the Cities of Yucaipa in San Bernardino County and Calimesa in Riverside County.

These cities are proposing pedestrian and bicycle facility improvements near several schools within the Yucaipa-Calimesa Joint Unified School District that include curb, gutter, sidewalks, ADA curb ramps, bicycle lanes and associated signing/stripping to ensure that these young elementary school children benefit from safer routes of travel to and from school, whether as pedestrians or cyclists. These improvements will also help to promote a greater sense of awareness for motorists of the presence of children, causing them to exercise greater caution as they travel on these heavily used public streets.

The City of Yucaipa and the City of Calimesa have successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps and associated street improvements in various locations near schools. This year, the Cities of Yucaipa and Calimesa will be applying for grant funding to construct pedestrian facility improvements along County Line Road and Avenue H to serve Calimesa and Wildwood Elementary Schools.

The City of Yucaipa will be applying for grant funding to construct pedestrian facility improvements along Avenue D serving Dunlap Elementary School and Yucaipa High School, and bicycle lane improvements on Yucaipa Boulevard between 16<sup>th</sup> Street and 18<sup>th</sup> Street. The combination of these projects will add another level of safety to children attending these schools and facilitate general pedestrian improvements that will serve a Disadvantaged Community (Calimesa) and census tracts with disadvantaged populations within portions of the City of Yucaipa.

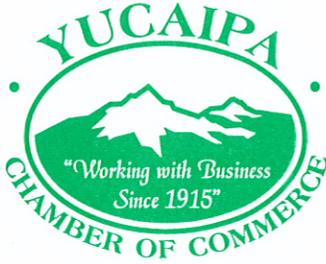
These proposals will encourage children to walk and bicycle to school, improve public infrastructure, increase driver awareness of school zones and provide students and their parents an opportunity to live a healthier lifestyle.

Due to the effects of the recession and reductions in state revenue over the past several years the Yucaipa-Calimesa Joint Unified School District eliminated all home to school busing for regular education students. This action generated a greater number of students that must now walk or bicycle to school however without adequate public infrastructure surrounding our neighborhood schools it can be challenging for students to navigate their way to the campus. In addition, a number of our students do not have a reliable source of transportation and must rely on walking or bicycling to get to school. With the proposed improvements identified in the Active Transportation Program grant student safety will be greatly enhanced.

Sincerely,



Cali Binks  
Superintendent



## Yucaipa Valley Chamber Of Commerce

35139 Yucaipa Blvd. • Yucaipa, CA 92399

(909) 790-1841 • FAX (909) 363-7373

YucaipaChamber.org

May 15, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special. Programs.

P.O. Box 942874

Sacramento, CA 94274-0001

### **Active Transportation Program, Cities of Yucaipa and Calimesa, CA**

The purpose of this letter is to express my support for the Active Transportation Program being submitted jointly between the Cities of Yucaipa in San Bernardino County and Calimesa in Riverside County.

These cities are proposing pedestrian and bicycle facility improvements near several schools within the Yucaipa/Calimesa Joint Unified School District that include curb, gutter, sidewalks, ADA curb ramps, bicycle lanes and associated signing/striping to ensure that these young elementary school children benefit from safer routes of travel to and from school, whether as pedestrians or cyclists. These improvements will also help to promote a greater sense of awareness for motorists of the presence of children, causing them to exercise greater caution as they travel on these heavily used public streets.

The City of Yucaipa and the City of Calimesa have successfully applied for and received state and federal funding to construct pedestrian facility improvements including sidewalk, ADA curb ramps and associated street improvements in various locations near schools.

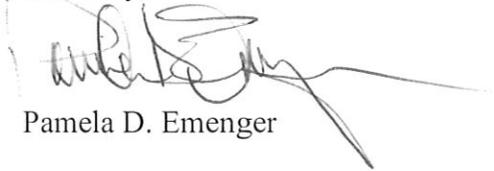
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These proposals will encourage children to walk and bicycle to school, improve public infrastructure, increase driver awareness of school zones and provide students and their parents an opportunity to live a healthier lifestyle.

Sincerely,

A handwritten signature in black ink, appearing to read 'Pamela D. Emenger', with a long, sweeping horizontal line extending to the right.

Pamela D. Emenger

Pres/CEO

---

May 15, 2014

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

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These proposals will encourage children to walk and bicycle to school, improve public infrastructure, increase driver awareness of school zones and provide students and their parents an opportunity to live a healthier lifestyle.

The current situation in the proposed areas is extremely risky to students and parents going to and from school. The roads are in heavy use during the critical periods and many of these roads have no sidewalk at all. We are pleased to be able to support this, and ask that you do as well.

Ken & Cathy Coate

38672 Misty Meadow Drive

Yucaipa, CA 92399

951-212-5746

Yucaipa Fire Department  
11416 Bryant St.  
Yucaipa, Ca. 92399  
909-797-2224  
Fax 909-797-1767



May 14, 2014

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

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These proposals will encourage children to walk and bicycle to school, improve public infrastructure, increase driver awareness of school zones and provide students and their parents an opportunity to live a healthier lifestyle.

Sincerely,  
/s/ Ron Janssen  
Fire Chief  
Yucaipa Fire and Paramedic Services

---

Allen Bogh

May 15, 2014

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

**Active Transportation Program, Cities of Yucaipa and Calimesa, CA**

The purpose of this letter is to express my support for the Active Transportation Program being submitted jointly between the Cities of Yucaipa in San Bernardino County and Calimesa in Riverside County. Our family has several children attending, or soon to be attending schools in this area and their safety is our priority.

These cities are proposing pedestrian and bicycle facility improvements near several schools within the Yucaipa/Calimesa Joint Unified School District that include curb, gutter, sidewalks, ADA curb ramps, bicycle lanes and associated signing/stripping to ensure that these young elementary school children benefit from safer routes of travel to and from school, whether as pedestrians or cyclists. These improvements will also help to promote a greater sense of awareness for motorists of the presence of children, causing them to exercise greater caution as they travel on these heavily used public streets.

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38612 Misty Meadow Dr.  
Yucaipa, CA 92399

PHONE (909) 376-2722  
E-MAIL allenbogh@roadrunner.com

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Sincerely,

  
Allen Bogh

**Re: Fwd: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications**

Calcc Calcc [callocalcorps@gmail.com]

**Sent:** Saturday, May 17, 2014 2:54 PM

**To:** Sarah Miggins [smiggins@mountainsfoundation.org]

**Cc:** Mary Petite; virginia.clark@ccc.ca.gov

---

Hi Mary,

This email is an additional confirmation that you have contacted the local corps and that the Urban Conservation Corps of the Inland Empire would like to participate on the landscaping, education and outreach elements of this project. Please use this information to complete your application, and feel free to attach this email to your final application.

Thanks,  
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

This electronic message contains information from Conservation Strategy Group, LLC, which is confidential or privileged. The information is intended to be sent to the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying or distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify us by telephone at 916-558-1516.

On Wed, May 14, 2014 at 6:50 PM, Sarah Miggins <[smiggins@mountainsfoundation.org](mailto:smiggins@mountainsfoundation.org)> wrote:

Thank you! We can help with landscaping, education and outreach.

Sarah

On May 14, 2014 6:46 PM, "Calcc Calcc" <[callocalcorps@gmail.com](mailto:callocalcorps@gmail.com)> wrote:

Good afternoon,

Please review the attached ATP Application. Please respond and let me and the applicant (Mary, copied here) know if you would like to participate, and if so, what parts of the project you can contribute to.

Thanks,  
Cynthia

Cynthia Vitale

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Sacramento, CA 95814

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----- Forwarded message -----

From: **Mary Petite** <[mpetite@yucaipa.org](mailto:mpetite@yucaipa.org)>

Date: Wed, May 7, 2014 at 10:29 AM

Subject: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications

To: "[Virginia.Clark@ccc.ca.gov](mailto:Virginia.Clark@ccc.ca.gov)" <[Virginia.Clark@ccc.ca.gov](mailto:Virginia.Clark@ccc.ca.gov)>, "[calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)" <[calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)>

Cc: Bill Hemsley <[BHemslev@yucaipa.org](mailto:BHemslev@yucaipa.org)>, "[ranstine@cityofcalimesa.net](mailto:ranstine@cityofcalimesa.net)" <[ranstine@cityofcalimesa.net](mailto:ranstine@cityofcalimesa.net)>, "Michael (Mike) Thornton ([mthornton@tkeengineering.com](mailto:mthornton@tkeengineering.com))" <[mthornton@tkeengineering.com](mailto:mthornton@tkeengineering.com)>, "[sledbetter@tkeengineering.com](mailto:sledbetter@tkeengineering.com)" <[sledbetter@tkeengineering.com](mailto:sledbetter@tkeengineering.com)>

Good morning,

The ATP guidelines require that applicants contact both the California Conservation Corps and the California Local Conservation Corps to ascertain whether either agency has the availability to assist with programs being proposed by local agencies.

The City of Yucaipa as Lead Agency is submitting the following applications:

1. The City of Yucaipa and the City of Calimesa are co-applicants on a "bundled" proposal that consists of pedestrian facility improvements along County Line Road and on Avenue H to serve Calimesa Elementary School, and Avenue H from Third Street to Holmes Street to serve Wildwood Elementary School. We are co-applicants because we share County Line Road, with the north side in Yucaipa (San Bernardino County) and the south side in Calimesa (Riverside County). The Yucaipa/Calimesa Joint Unified School District provides educational services for both cities.
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The attached site plans will provide you with the precise location of the projects.

Please provide us with a statement noting the extent of your ability to participate in any of these projects, by Monday, May 12, 2014.

Thank you,

Mary Petite

Mary Petite  
Grants Consultant  
City of Yucaipa  
34272 Yucaipa Blvd.  
Yucaipa CA 92399

[www.yucaipa.org](http://www.yucaipa.org)

Office: 909-797-2489, extension 275

Mobile: 909-264-0733

**FW: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications**

Wallace, Melanie@CCC [Melanie.Wallace@ccc.ca.gov] on behalf of Clark, Virginia@CCC [Virginia.Clark@CCC.CA.GOV]

**Sent:** Tuesday, May 13, 2014 4:27 PM

**To:** Mary Petite

**Cc:** Soria, Rhody@CCC [Rhody.Soria@ccc.ca.gov]; Wallace, Melanie@CCC [Melanie.Wallace@ccc.ca.gov]

---

Mary,

The CCC will not be participating in this ATP Project.

Thank you,

**Virginia Clark**  
Region Deputy, Region 1



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

**P PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL**

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Soria, Rhody@CCC

**Sent:** Tuesday, May 13, 2014 10:01 AM

**To:** Clark, Virginia@CCC

**Cc:** Schmier, Scot@CCC; Rankin, Michelle@CCC

**Subject:** RE: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications

Hello Virginia,

No thank you on this ATP project.

---

**From:** Clark, Virginia@CCC

**Sent:** Tuesday, May 13, 2014 9:43 AM

**To:** Soria, Rhody@CCC

**Cc:** Schmier, Scot@CCC; Rankin, Michelle@CCC

**Subject:** FW: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications

**Importance:** High

Rhody,

Please let me know if you are interested in this ATP project

**Virginia Clark**  
Region Deputy, Region 1



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



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps

Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Mary Petite [<mailto:mpetite@Yucaipa.org>]  
**Sent:** Wednesday, May 07, 2014 10:29 AM  
**To:** Clark, Virginia@CCC; [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com)  
**Cc:** [bhemsley@yucaipa.org](mailto:bhemsley@yucaipa.org); Anstine, Randy; Michael (Mike) Thornton ([mthornton@tkeengineering.com](mailto:mthornton@tkeengineering.com)); [sledbetter@tkeengineering.com](mailto:sledbetter@tkeengineering.com)  
**Subject:** TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications  
**Importance:** High

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Thank you,

Mary Petite

Mary Petite  
Grants Consultant  
City of Yucaipa  
34272 Yucaipa Blvd.  
Yucaipa CA 92399

[www.yucaipa.org](http://www.yucaipa.org)

Office: 909-797-2489, extension 275  
Mobile: 909-264-0733

**Re: Fwd: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications**

Sarah Miggins [smiggins@mountainsfoundation.org]

Sent: Wednesday, May 14, 2014 6:50 PM

To: Calcc Calcc [calocalcorps@gmail.com]

Cc: Mary Petite

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Sarah

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Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

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From: **Mary Petite** <mpetite@yucaipa.org>

Date: Wed, May 7, 2014 at 10:29 AM

Subject: TIME SENSITIVE: City of Yucaipa - Active Transportation Program Applications

To: "Virginia.Clark@ccc.ca.gov" <Virginia.Clark@ccc.ca.gov>, "calocalcorps@gmail.com" <calocalcorps@gmail.com>

Cc: Bill Hemsley <BHemsley@yucaipa.org>, "ranstine@cityofcalimesa.net"

<ranstine@cityofcalimesa.net>, "Michael (Mike) Thornton (mthornton@tkeengineering.com)" <mthornton@tkeengineering.com>, "sledbetter@tkeengineering.com"

<[sledbetter@tkeengineering.com](mailto:sledbetter@tkeengineering.com)>

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Office: [909-797-2489](tel:909-797-2489), extension 275  
Mobile: [909-264-0733](tel:909-264-0733)

**DISADVANTAGED COMMUNITY  
DOCUMENTATION**

S1903

**MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)**  
**2008-2012 American Community Survey 5-Year Estimates**

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

1 - 30 of 30	Subject	Yucaipa CCD, San Bernardino County, California				Census Tract 87.05, San Bernardino County, California			
		Total		Median income (dollars)		Total		Median income (dollars)	
		Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
	Households	17,560	+/-475	60,083	+/-3,508	1,474	+/-108	48,077	+/-12,511
	One race--								
	White	86.7%	+/-2.1	60,163	+/-3,139	80.3%	+/-6.9	53,613	+/-9,080
	Black or African American	1.5%	+/-0.7	77,944	+/-31,915	2.6%	+/-2.8	24,762	+/-80,977
	American Indian and Alaska Native	0.5%	+/-0.4	155,208	+/-156,995	0.0%	+/-2.5	-	**
	Asian	1.6%	+/-0.7	59,821	+/-58,455	0.0%	+/-2.5	-	**
	Native Hawaiian and Other Pacific Islander	0.5%	+/-0.4	70,933	+/-5,928	0.0%	+/-2.5	-	**
	Some other race	7.4%	+/-1.6	43,731	+/-21,843	14.2%	+/-6.4	36,486	+/-3,667
	Two or more races	1.8%	+/-0.7	56,563	+/-28,458	2.9%	+/-2.5	80,433	+/-40,783
	Hispanic or Latino origin (of any race)	19.4%	+/-1.8	55,965	+/-9,801	26.5%	+/-6.2	35,977	+/-1,440
	White alone, not Hispanic or Latino	75.8%	+/-2.0	60,320	+/-3,322	68.6%	+/-6.5	54,709	+/-10,468
	HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER								
	15 to 24 years	0.8%	+/-0.4	38,750	+/-19,483	2.4%	+/-2.0	46,705	+/-21,308
	25 to 44 years	32.4%	+/-1.9	65,974	+/-5,280	41.0%	+/-6.6	42,721	+/-13,693
	45 to 64 years	41.4%	+/-1.8	72,394	+/-5,863	36.6%	+/-5.4	69,464	+/-24,100
	65 years and over	25.4%	+/-1.3	42,525	+/-5,620	20.0%	+/-3.9	37,019	+/-28,173
	FAMILIES								
	Families	13,049	+/-400	70,161	+/-3,118	1,136	+/-125	53,786	+/-13,745
	With own children under 18 years	45.8%	+/-2.9	70,000	+/-5,838	51.5%	+/-9.1	38,194	+/-10,694
	With no own children under 18 years	54.2%	+/-2.9	70,269	+/-3,393	48.5%	+/-9.1	64,311	+/-13,686
	Married-couple families	78.3%	+/-2.9	78,226	+/-3,829	61.2%	+/-9.6	63,309	+/-17,650
	Female householder, no husband present	15.1%	+/-2.6	44,222	+/-3,350	37.1%	+/-9.0	36,957	+/-9,905
	Male householder, no wife present	6.6%	+/-1.6	36,513	+/-17,594	1.8%	+/-2.0	44,583	+/-62,339
	NONFAMILY HOUSEHOLDS								
	Nonfamily households	4,511	+/-467	31,484	+/-2,414	338	+/-111	26,613	+/-7,927
	Female householder	53.5%	+/-4.6	31,472	+/-4,596	51.2%	+/-14.3	24,958	+/-4,660
	Living alone	43.8%	+/-4.8	26,410	+/-4,004	51.2%	+/-14.3	24,958	+/-4,660
	Not living alone	9.8%	+/-3.5	65,987	+/-26,958	0.0%	+/-10.5	-	**
	Male householder	46.5%	+/-4.6	31,491	+/-3,940	48.8%	+/-14.3	47,750	+/-42,009
	Living alone	38.8%	+/-4.2	28,488	+/-4,492	32.0%	+/-15.4	14,891	+/-17,125
	Not living alone	7.6%	+/-3.1	56,447	+/-12,759	16.9%	+/-15.7	54,875	+/-52,640
	PERCENT IMPUTED								
	Household income in the past 12 months	29.6%	(X)	(X)	(X)	36.5%	(X)	(X)	(X)
	Family income in the past 12 months	29.8%	(X)	(X)	(X)	39.8%	(X)	(X)	(X)
	Nonfamily income in the past 12 months	27.3%	(X)	(X)	(X)	25.4%	(X)	(X)	(X)

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

An "\*\*\*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "\*\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

*Dunlap* 78070  
 4/1/2014 12:32 PM  
 101

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see *Accuracy of the Data*). The effect of nonsampling error is not represented in these tables.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau | American FactFinder



S1901

INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Calimesa city, California					
	Households		Families		Married-couple families	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	
Total	3,227	+/-239	2,078	+/-195	1,753	
Less than \$10,000	4.7%	+/-2.5	0.4%	+/-0.7	0.5%	
\$10,000 to \$14,999	6.6%	+/-3.5	3.7%	+/-2.7	2.7%	
\$15,000 to \$24,999	15.4%	+/-4.8	7.4%	+/-4.5	8.0%	
\$25,000 to \$34,999	12.2%	+/-3.9	11.5%	+/-5.4	7.6%	
\$35,000 to \$49,999	14.5%	+/-3.7	13.5%	+/-4.3	13.5%	
\$50,000 to \$74,999	16.3%	+/-5.6	21.4%	+/-7.2	21.6%	
\$75,000 to \$99,999	17.8%	+/-5.2	23.9%	+/-6.9	25.8%	
\$100,000 to \$149,999	8.5%	+/-3.0	12.1%	+/-5.0	13.4%	
\$150,000 to \$199,999	1.7%	+/-1.3	2.7%	+/-2.0	2.7%	
\$200,000 or more	2.2%	+/-2.7	3.4%	+/-4.1	4.1%	
Median income (dollars)	44,817	+/-7,108	65,821	+/-7,628	70,046	
Mean income (dollars)	56,854	+/-6,788	71,214	+/-8,761	N	
PERCENT IMPUTED						
Household income in the past 12 months	26.4%	(X)	(X)	(X)	(X)	
Family income in the past 12 months	(X)	(X)	29.7%	(X)	(X)	
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)	

Subject	Calimesa city, California		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-212	1,149	+/-264
Less than \$10,000	+/-0.9	12.5%	+/-7.0
\$10,000 to \$14,999	+/-2.5	12.0%	+/-8.3
\$15,000 to \$24,999	+/-5.2	29.9%	+/-8.9
\$25,000 to \$34,999	+/-4.7	13.5%	+/-6.7
\$35,000 to \$49,999	+/-4.5	16.4%	+/-7.3
\$50,000 to \$74,999	+/-7.9	7.6%	+/-5.9
\$75,000 to \$99,999	+/-7.9	8.0%	+/-5.7
\$100,000 to \$149,999	+/-5.6	0.0%	+/-3.2
\$150,000 to \$199,999	+/-2.1	0.0%	+/-3.2
\$200,000 or more	+/-4.9	0.0%	+/-3.2
Median income (dollars)	+/-9,647	22,889	+/-6,154
Mean income (dollars)	N	30,139	+/-5,083
PERCENT IMPUTED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	20.4%	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION**

**CITY OF CALIMESA**

**SAFE ROUTES TO SCHOOL PROGRAM**

**2<sup>ND</sup> STREET AND AVENUE L**



Notice of Intent to Adopt a Negative Declaration and Conduct a Public Hearing

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CITY OF CALIMESA

- Subject: **NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION IN COMPLIANCE WITH SECTION 15072 OF CEQA AND CONDUCT A PUBLIC HEARING**
- Project Title: 2<sup>nd</sup> Street and Avenue L Safe Routes to School, Cycle 8
- Project Location: The Project site is located along Avenue "L" between 2nd Street and 3rd Street and along 2nd Street between Avenue "L" and Avenue "H" with portions of the project being located in both the City of Calimesa, Riverside County and the City of Yucaipa, San Bernardino County.
- Project Description: The project is approximately 7.3 acres within existing streets and public right-of-way consisting of the following improvements: Curb and Gutter, Sidewalk, Driveway Approaches, Curb Ramps, Cross Gutters, Spandrels, Asphalt Concrete Pavement, Catch Basin, Storm Drain Pipe, Bridge Widening, Utility Relocations, Fencing, and Retaining Walls. The Project will provide approximately 1.0 miles of safe walking access to Calimesa Elementary School.
- Project Applicant: City of Calimesa
- Date of Hearing: Monday, June 2, 2014
- Time of Hearing: 6:00 PM
- Location of Hearing: City of Calimesa  
Norton Younglove Multi-Purpose Senior Center  
908 Park Avenue  
Calimesa, CA 92320
- CEQA Determination: The City of Calimesa is considering a recommendation that the project herein identified will have no significant environmental impact in compliance with Section 15072 of California Environmental Quality Act (CEQA) guidelines. A Negative Declaration (ND) is being proposed for the project. Copies of the ND, Initial Study of environmental impact and other project information are available for your review at the City of Calimesa, City Hall, 908 Park Avenue, Calimesa, CA 92320; and on the City's website at [www.cityofcalimesa.net](http://www.cityofcalimesa.net). The public review period extends from May 2, 2014 to June 2, 2014 at 6:00 PM. Comments may be submitted in writing to Michael Thornton, City Engineer, 908 Park Avenue, Calimesa, CA 92320 or comments can be emailed to [mthornton@cityofcalimesa.net](mailto:mthornton@cityofcalimesa.net).
- Invitation to be Heard: Those persons desiring to testify in favor of or in opposition to the proposal will be given an opportunity to do so at the public hearing. If you challenge the subject applications in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the City Council at, or prior to the public hearing.

If further information is desired, you may contact the Engineering Department at 909-795-9801.

  
\_\_\_\_\_  
Michael Thornton  
City Engineer

Send proof of publication to:  
City of Calimesa  
908 Park Avenue  
Calimesa, CA 92320  
Publish: \_\_\_\_\_

**CITY OF CALIMESA**

**INITIAL STUDY  
(ENVIRONMENTAL ASSESSMENT NO. 13-01)  
& PROPOSED NEGATIVE DECLARATION**

**CALIMESA  
2<sup>nd</sup> STREET AND AVENUE L  
SAFE ROUTES TO SCHOOLS, CYCLE 8 PROJECT**



April 30, 2014

City of Calimesa,  
908 Park Avenue  
Calimesa, California 92320

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## 1. EXECUTIVE SUMMARY

The Project is a street/sidewalk improvement project that includes: Curb and Gutter, Sidewalk, Driveway Approaches, Curb Ramps, Cross Gutters, Spandrels, Asphalt Concrete Pavement, Catch Basin, Storm Drain Pipe, Bridge Widening, Utility Relocations, Fencing, and Retaining Walls.

The Project site is located along Avenue "L" between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street and along 2<sup>nd</sup> Street between Avenue "L" and Avenue "H" with portions of the project being located in both the City of Calimesa, Riverside County and the City of Yucaipa, San Bernardino County. (See Exhibit 1)

This Initial Study serves as the environmental review of the proposed Project, as required by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., the State CEQA Guidelines, and the Cities of Calimesa and Yucaipa.

In accordance with Section 15063 of the State CEQA Guidelines, the City of Calimesa as the lead agency, is required to prepare an Initial Study Checklist to determine if the Project may have a significant effect on the environment. This Initial Study Checklist is intended to be an informational document providing the City of Calimesa, other public agencies, and the general public with an objective assessment of the potential environmental impacts that could result from the implementation of the Project.

Impacts to environmental factors; Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems are considered as having a less than significant or no impact on the environment.

## 2. EVALUATION OF ENVIRONMENTAL IMPACTS

An Environmental Checklist Form (Form) has been used to evaluate the potential environmental impacts associated with the proposed Project. The Form has been prepared to assist local governmental agencies, such as the City of Calimesa, in complying with the requirements of the Statutes and Guidelines for implementing the California Environmental Quality Act.

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Greenhouse Gas Emissions      | <input type="checkbox"/> Population/Housing                 |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Land Use and Planning         | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Geology/Soils                      | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |

### 3. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation, I find that:

- The proposed Project could not have a significant effect on the environment, and a Negative Declaration will be prepared.
- Although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Exhibit C have been added to the Project. A Mitigated Negative Declaration will be prepared.
- The proposed Project may have a significant effect on the environment, and an Environmental Impact Report is required.
- The proposed Project may have a potentially significant impact or a potentially significant impact, unless mitigation is incorporated, but at least one of the impacts has been: 1) adequately analyzed in an earlier document pursuant to applicable legal standards and 2) addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An Environmental Impact Report is required, but it is to analyze only those impacts that have not already been addressed.
- Although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or in a Negative Declaration pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

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Approved for distribution by:

Signature: Michael P. Thornton  
Michael Thornton, City Engineer

Prepared by: Michael Thornton, City Engineer

Date: April 30, 2014

Public Review: To be determined

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#### 4. GENERAL INFORMATION

**Project Title:** 2<sup>nd</sup> Street and Avenue L Safe Routes to Schools, Cycle 8

**Project Description:** The project is approximately 7.3 acres within existing streets and public right-of-way consisting of the following improvements:

Curb and Gutter, Sidewalk, Driveway Approaches, Curb Ramps, Cross Gutters, Spandrels, Asphalt Concrete Pavement, Catch Basin, Storm Drain Pipe, Bridge Widening, Utility Relocations, Fencing, and Retaining Walls.

**Applicant:** City of Calimesa, 908 Park Avenue, Calimesa, California 92320

**Lead Agency Staff:** Randy Anstine, City Manager (909) 795-9801 x227  
Michael Thornton, City Engineer (909) 795-9801 x225

**Approvals Required:** In order to complete the Project and to authorize construction of improvements that are required, the City of Calimesa would need to take the following actions:

- Approval of a Negative Declaration;
- Approval of Construction Plans and Contract Documents
- Issuance of construction related permits.

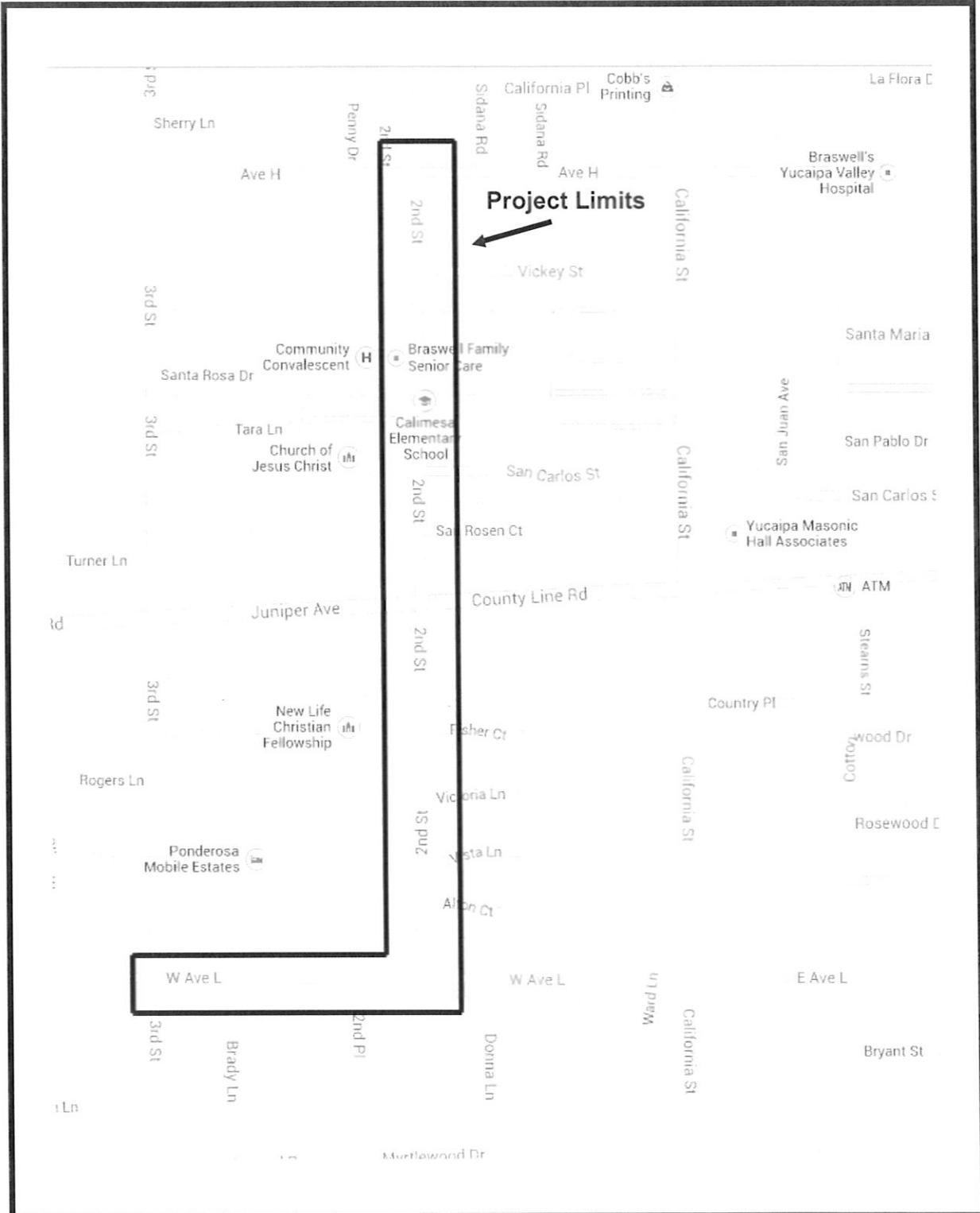
**Location:** The Project site is located along Avenue "L" between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street and along 2<sup>nd</sup> Street between Avenue "L" and Avenue "H" with portions of the project being located in both the City of Calimesa, Riverside County and the City of Yucaipa, San Bernardino County. (See Exhibit 1)

**Site Size:** Approximately 7.3 Acres within Existing Streets

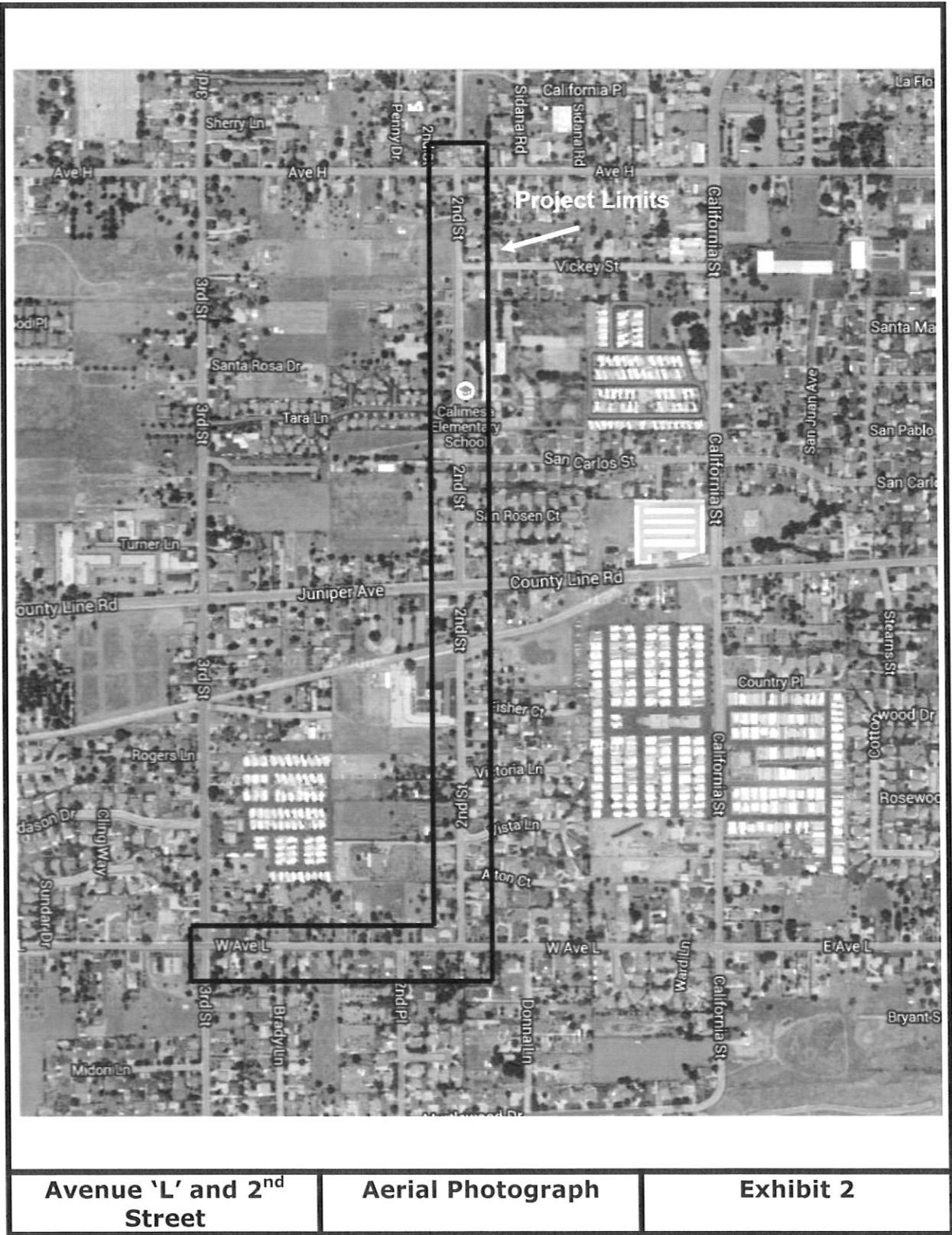
**Existing Site Conditions:** Existing public streets.

#### Adjacent Properties

Adjacent Properties are primarily single family residential (Residential Low Medium (4-7 DU/AC), Residential Low (2-4 DU/AC), and Multiple Residential).



<p><b>Avenue 'L' and 2<sup>nd</sup> Street</b></p>	<p><b>Location Map</b></p>	<p><b>Exhibit 1</b></p>
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**Avenue 'L' and 2<sup>nd</sup> Street**

**Aerial Photograph**

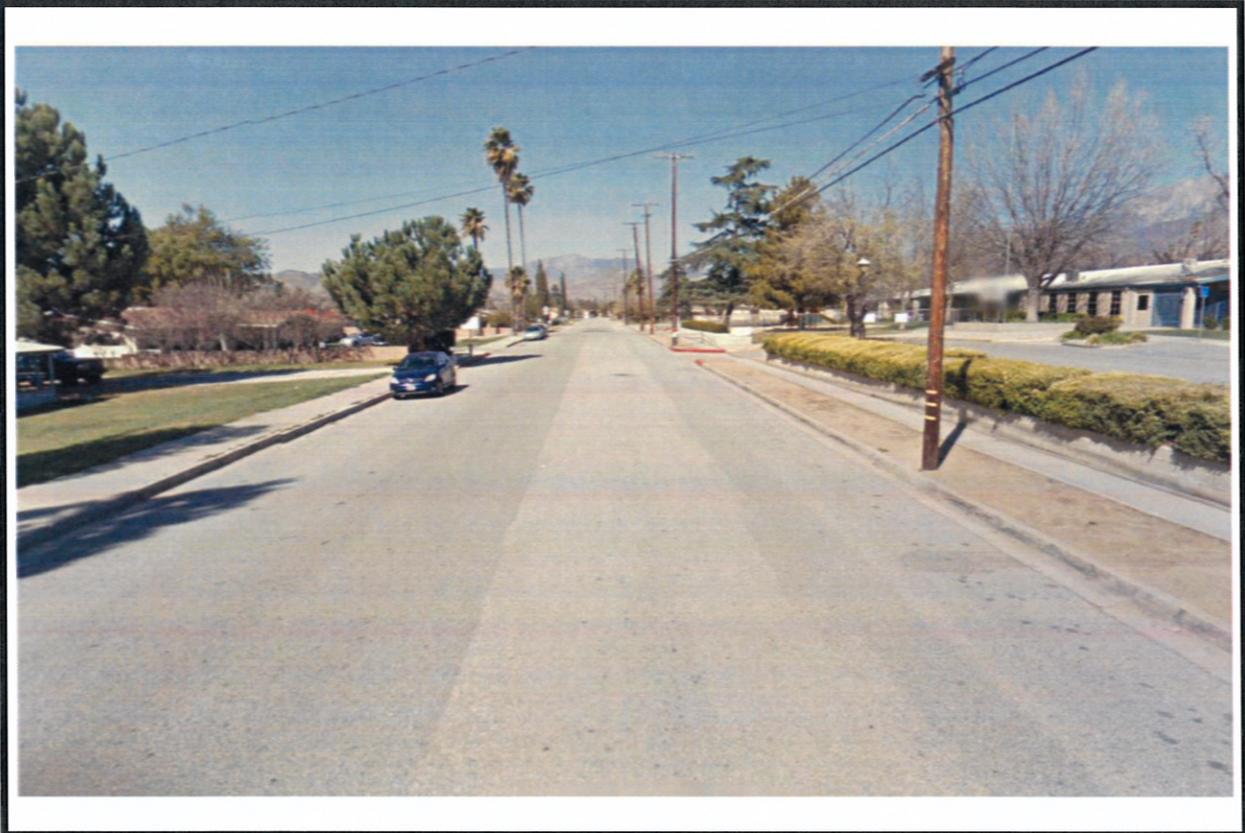
**Exhibit 2**



**Avenue 'L'**

**Site Photograph**

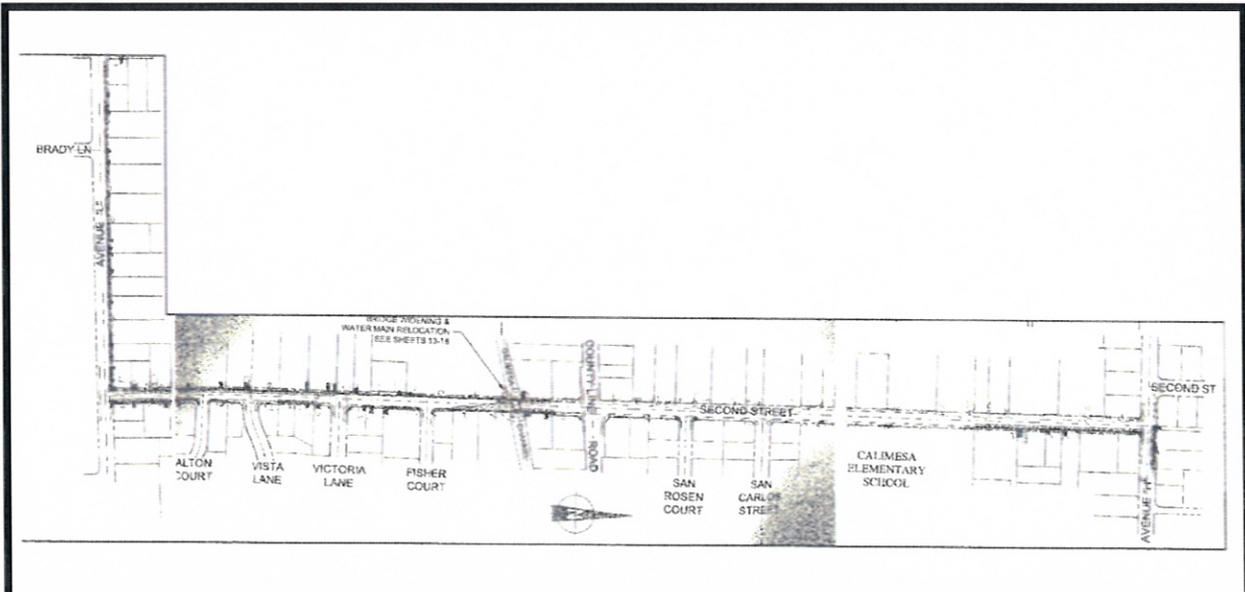
**Exhibit 3**



**2<sup>nd</sup> Street**

**Site Photograph**

**Exhibit 4**



**Avenue 'L' and 2<sup>nd</sup> Street**

**Conceptual Site Plan**

**Exhibit 5**

**5. ENVIRONMENTAL ANALYSIS CHECKLIST**

I. <b>AESTHETICS. Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**I(a). No Impact:** The scenic character of the Cities of Calimesa and Yucaipa is defined by five distinguishably diverse landscapes. Within each defined scenic community there are distinguishable limits to the affected view sheds of each. These diverse scenic resources are listed in the City of Calimesa's General Plan including, but not limited to, San Timoteo Canyon, Central Valleys, Northern Plains, Northern Plateaus and the Northern Valley. All of these scenic resources are generally located in the northwestern portion of the Cities. Properties located towards the Interstate-10 Freeway corridor and the San Bernardino Mountains benefit from these scenic vistas.

The Project involves street improvements along Avenue L and 2<sup>nd</sup> Street in the Cities of Calimesa and Yucaipa. The Project does not have the potential to adversely affect scenic vistas at this location because none exist in the immediate vicinity of the Project site. The scenic resources described in the General Plans are beyond the limits of the project area. Therefore, it is determined that the Project will have no impact on scenic resources.

**I(b). No Impact:** Neither Avenue L or 2<sup>nd</sup> Street are designated as a State scenic highway. The I-10 Freeway, which runs through the Cities of Calimesa and Yucaipa, is identified as an "Eligible State Scenic Highway" by the California Department of Transportation. The term "Eligible State Scenic Highway" is not an official designation, but it means that the I-10 has the potential to be designated as a scenic highway if certain criteria are satisfied and the local jurisdiction seeks this designation. Regardless of the eligible status of the I-10, the proposed Project would not impact any scenic resources (including trees, rock outcroppings, or historic buildings) along this corridor because the Project is located well outside of the view shed of the I-10 Freeway.

**I(c). No Impact:** The project will be constructed within existing public right-of-way. Adjacent areas are predominantly characterized by single-family homes on parcels of land which range from approximately 7,200 square feet to at least ½ acre in size. The project will improve street character by the inclusion of missing curb and gutter together with pedestrian sidewalks and street pavement rehabilitation.

**I(d). No Impact:** The Project will include street lighting; however, it will be consistent with existing street lighting in the project area and will only light street areas. In addition, the Calimesa Municipal Code contains performance standards and general requirements regulating the limits of candle power for lighting fixtures, limits on the height of lighting poles, and the requirement that all lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties and adhere to the County of Riverside's Dark Sky Ordinance. These are mandatory requirements that will be part of the Project.

Therefore, it can be determined that the project will have no impact on the existing environment as a result of new sources of light and glare.

<p><b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.</p> <p><b>Would the Project:</b></p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to nonforest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**II(a). No Impact:** The project is within existing street right-of-way and has no impact on any farmland. In addition, no lands in the most recent data from the Farmland Mapping and Monitoring Program prepared by the California Department of Conservation, the Project areas are not designated as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

**II(b). No Impact:** The zoning of the site is RLM (Residential Low Medium Density), so it is not intended to be used for agricultural purposes. The surrounding zoning is residential. Therefore, the Project would not create conflicts between agriculture zoning and non-agriculture zoning. The site is not covered by a Williamson Act Contract.

**II(c). No Impact:** The Project site is located within the Residential Zones. There is no land in the vicinity of the site that is zoned as forest land or timberland. Therefore, the Project would not be in conflict with existing zoning for forest land or timberland.

**II(d). No Impact:** The proposed project would be developed within an area in which there are no existing forest lands, so the loss of forest land or conversion of forest land to non-forest use would not occur.

**II(e). No Impact:** The Project site is not located in close proximity to forest land or farmland as shown on the maps prepared by the California Department of Conservation and based on a field reconnaissance. The Project would not involve the disruption or damage of the existing environment that would result in the loss of farmland to nonagricultural use or conversion of forest land to non-forest use because its location is not in the vicinity of farmland or forest land.

III. AIR QUALITY. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions with exceeded quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**III(a). No Impact.** Both the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The project site is located within a nonattainment basin—the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment, which include ozone, coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), nitrogen oxide (NO<sub>x</sub>) and lead.

In order to reduce emissions for which the SoCAB is in nonattainment, the SCAQMD (2012) has adopted the 2012 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national ambient air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, the Southern California Association of Governments (SCAG), and the EPA.

The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional

Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's AQMP. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the growth assumptions in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue III(b) below, the project will not exceed the SCAQMD short-term construction thresholds or SCAQMD long-term operational thresholds. Thus, it will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards. Thus, the project would be consistent with the first criterion.

In regard to Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The construction of new pedestrian facilities would not conflict with the Calimesa General Plan and would not result in any increase in population or employment growth. Therefore, the proposed project would not exceed the population or job growth projections used by the SCAQMD to develop the 2012 AQMP. Thus, no impact would occur, as the project is consistent with both criteria.

**III(b). Less Than Significant Impact.** As discussed above, the project site and the city are located in the SoCAB, which is considered nonattainment for certain criteria pollutants. Implementation of the proposed project would introduce additional construction-related emissions, which would adversely affect regional air quality. However, the proposed project will not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, it will not generate quantifiable criteria emissions from project operations. For instance, once the proposed improvements are implemented, there will be no resultant increase in automobile trips to the area because the improved facilities will not require or inspire daily visits via automobile. Therefore, new permanent stationary or mobile sources of emissions will not be quantified as the project would not result in such emissions.

## Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., reactive organic gases (ROG and NO<sub>x</sub>) and PM<sub>10</sub> and PM<sub>2.5</sub>. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance. Construction results in the temporary generation of emissions resulting from excavation, hardscape paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions.

The duration of construction activities associated with the proposed project is estimated to last just 60 days. Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for projects in the SoCAB region. Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table III-1**. The project's complete CalEEMod output spreadsheets are included in **Appendix A**.

**TABLE III-1  
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – MAXIMUM POUNDS PER DAY**

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO <sub>x</sub> )	Carbon Monoxide (CO)	Sulfur Dioxide (SO <sub>2</sub> )	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
Project Construction	1.45	14.51	8.63	0.01	0.96	0.83
<b>SCAQMD Potentially Significant Impact Threshold</b>	<b>75 pounds/day</b>	<b>100 pounds/day</b>	<b>550 pounds/day</b>	<b>150 pounds/day</b>	<b>150 pounds/day</b>	<b>55 pounds/day</b>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Source: Emissions modeled by PMC using the California Emissions Estimator Model (CalEEMod), version 2013.2.2 computer program. Projected emissions account for the installation of 1,300 feet of sidewalk and 20 driveway improvements on the north side of Avenue L; 1,600 feet of curb, gutter, sidewalk, and 15 driveway improvements on 2<sup>nd</sup> Street; an additional 150 feet of sidewalk and driveway improvements on 2<sup>nd</sup> Street; and 160 feet of curb, gutter, sidewalk, and one driveway improvement on avenue H. The width of new facilities estimated as follows: sidewalks = 5 feet; curbs = ½ foot; gutters = two feet; and driveway improvements = 39 square feet. The estimated new pavement total associated with all facilities = 21,629 square feet. Refer to Appendix A for model data outputs.*

As shown, all construction-generated criteria pollutant emissions would remain below their respective thresholds and therefore would represent a less than significant impact.

## Localized Construction Significance Analysis

SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts during construction (SCAQMD 2008). LSTs represent the maximum emissions from a project that will not cause or substantially contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is located within SRA 28 (Hemet/San Jacinto Valley).

The pollutant emissions analyzed under the LST methodology are nitrogen dioxide (NO<sub>2</sub>), CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs for NO<sub>2</sub> and CO are derived by adding the incremental emission impacts from the project activity to the peak background NO<sub>2</sub> and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO<sub>2</sub> is the 1-hour state standard of 18 parts per hundred million and for CO is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm, respectively. For PM<sub>10</sub> and PM<sub>2.5</sub>, the localized significance thresholds are derived using an air quality dispersion model to reverse-calculate the emissions that would be necessary to worsen an existing violation in the specific source receptor area, using the allowable change in concentration thresholds approved by the SCAQMD. For PM<sub>10</sub> and PM<sub>2.5</sub>, the approved 24-hour concentration thresholds for construction are 10.4 µg/m<sup>3</sup>.<sup>1</sup>

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to LST methodology, since they do not contribute to isolated local concentrations of air pollution. The SCAQMD (2009) has provided LST lookup tables (i.e., screening thresholds) and sample construction scenarios to allow users to readily determine if the daily emissions for proposed construction activities could result in significant localized air quality impacts. The LST screening thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The closest receptor distance on the LST look-up tables is 25 meters. According to the LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use screening thresholds for receptors located at 25 meters. Less than 1 acre is anticipated to be disturbed with implementation of the project; thus, LST screening thresholds for a 1-acre site are applicable to the proposed project.

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<sup>1</sup> µg/m<sup>3</sup> = microgram per cubic meter

**TABLE III-2  
CONSTRUCTION LOCAL SIGNIFICANCE THRESHOLD IMPACTS – MAXIMUM POUNDS PER DAY**

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation Emissions	14.48	7.39	0.90	0.80
Paving Emissions	11.85	7.35	0.74	0.68
<b>LST Threshold (1 acre of disturbance, receptors within 25 meters)<sup>1</sup></b>	<b>162</b>	<b>750</b>	<b>4</b>	<b>3</b>
<b>Significant Emissions?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup> Source: SCAQMD 2009

As shown, all LSTs would remain below their respective thresholds and therefore would represent a less than significant impact.

**III(c). Less Than Significant Impact.** The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.<sup>2</sup> The discussion under Issue III(a) describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed project would be consistent with the criteria. As such, cumulative impacts would be less than significant per the SCAQMD significance threshold since the project would be consistent with the AQMP.

**III(d). Less Than Significant Impact.** Sensitive receptors are generally defined as uses that house or attract groups of children, the elderly, people with illnesses, and others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors. The nearest sensitive receptors to the proposed project improvements are residences located directly adjacent.

Implementation of the proposed project would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes and generates dust during soil disturbance. These temporary air quality impacts could negatively affect sensitive receptors in the project area, which is considered a potentially significant impact. As previously described, SCAQMD staff has developed the LST methodology that can be used by public agencies to determine whether or not a

<sup>2</sup> CEQA Guidelines Section 15064(h)(3) states, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

project may generate significant adverse localized air quality impacts during construction (SCAQMD 2008). As shown under Issue III(b), all LSTs would remain below their respective thresholds; therefore, implementation of the project would not significantly impact sensitive receptors.

**III(e). Less Than Significant Impact.** The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not propose land uses associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt during project implementation. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature, would cease upon completion of the respective phase of construction activity, and are thus considered less than significant. Therefore, odors associated with the proposed project would cause less than significant impacts.

IV. BIOLOGICAL RESOURCES. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IV(a). No Impact:** The site is located within a highly disturbed urbanized area. No native habitat or threatened or endangered species are known to occur, or are expected to occur within the project area.

**IV(b). No Impact:** See Response IV(a) above.

**IV(c). No Impact:** The project is not located in a wetlands area.

**IV(d). No Impact:** See Response IV(a) above.

**IV(e). No Impact:** The project will require the removal of various species of trees and other landscaping. New trees will be installed behind the sidewalk where property owners agree to water the trees and provide an easement for planting. The installation of new trees and other landscaping will be subject to review by the Public Works Department. The project will follow the Urban Forest Tree Policy Manual, which documents guidelines for planting, pruning, preservation, and removal of all trees and other landscaping in City right of way.

**IV(f). No Impact.** See Response IV(a) above.

V. CULTURAL RESOURCES. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Disturb any human remains including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**V(a). No Impact:** The project is not located within a historical resources area.

**V(b). No Impact:** The project area is not located within an area with known archeological sensitivity and is not located in an area identified as having medium prehistoric cultural resource sensitivity. The project will construct street improvements within an area that has already been disturbed. Minimal excavation will be required to construct the improvements. Therefore, no archeological resources impacts are expected.

**V(c). No Impact:** No known paleontological resources or unique geologic features exist in the project area.

**V(d). No Impact:** See Response V(b) above.

VI. GEOLOGY AND SOILS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:  i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.  ii) Strong seismic groundshaking?  iii) Seismic-related ground failure, including liquefaction?  iv) Landslides?	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	 <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	 <input type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input type="checkbox"/>	 <input checked="" type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input checked="" type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems if sewers are not available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI(ai). No Impact:** The site is not located within an Alquist-Priolo Earthquake Fault Zone according to maps prepared by the State Geologist and information provided by the Riverside County Land Information System.

**VI(aii). Less Than Significant Impact:** Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. Given that the site is not located within an earthquake fault and the nature of the project (i.e. street improvements), the risk from ground shaking is less than significant.

**VI(aiii). Less Than Significant Impact:** According to the Riverside County Land Information System, the potential of occurrence for liquefaction to occur on the site is considered low.

**VI(aiv). No Impact:** The potential for landslides to occur is not present because the site is flat and does not contain hillsides or slopes.

**VI(b). Less Than Significant Impact:** The project will require minimal grading and the loss of topsoil is not considered a significant impact.

Construction activity associated with the project may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed. The project contractor will be required to adhere to conditions under the National Pollutant Discharge Elimination System and to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction.

The SWPPP will incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction from water erosion would be less than significant. In addition, the applicant would be required to adhere to SCAQMD Rule 403-Fugitive Dust, which would further reduce the impacts associated with wind erosion. Therefore, impacts during construction are less than significant.

**VI(c). Less Than Significant Impact:** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Question VI(aiii) above, the site is not susceptible to landslides, thus the impacts from lateral spreading are considered less than significant.

As noted in the response to Question VI(aiii), the potential of occurrence for liquefaction to occur on the site is considered low and no impacts are forecast to occur.

According to the Riverside County Land Information System, the site is susceptible to subsidence. However, given the nature of the project (i.e. street improvements), the risk from subsidence is less than significant.

Overall, the risks associated from an unstable geologic unit are considered less than significant with adherence to mandatory City grading requirements.

**VI(d). Less Than Significant Impact:** Expansive soils are soils that swell and contract depending on the amount of water that is present. However, given the nature of the project (i.e. street improvements), and with adherence to mandatory City grading requirements, impacts will be less than significant.

**VI(e). No Impact:** The project does not include use of waste disposal system or any modification to existing systems, and therefore, would have no impact related to soils incapable of supporting the use of septic tanks or alternative water disposal systems either directly, indirectly or cumulatively.

VII. GREENHOUSE GAS EMISSIONS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

**VII(a). Less Than Significant Impact.** GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts. As such, GHG emissions are addressed only as a cumulative impact.

GHG emissions associated with the project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. However, the proposed project will not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, it will not generate GHG emissions from project operations. For instance, once the proposed improvements are implemented, there will be no resultant increase in automobile trips to the area because the improved facilities will not require or inspire daily visits via automobile. Therefore, new permanent stationary or mobile sources of GHG emissions will not be quantified as the project would not result in such emissions.

The calculation presented below includes emissions in terms of annual carbon dioxide equivalents (CO<sub>2</sub>e) associated with the proposed project. The resultant emissions of these activities were calculated using the CalEEMod air quality model (**Appendix B**). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommended screening threshold of 3,000 metric tons of CO<sub>2</sub>e for all land uses. Therefore, for the purposes of this evaluation and in the absence of any adopted significance thresholds, a screening threshold of 3,000 metric tons of CO<sub>2</sub>e per year is used to assess the significance of GHG emissions.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions compared with the SCAQMD GHG screening threshold. The anticipated GHG emissions during project construction are shown in **Table VII-1**. Per **Table VII-1**, GHG emissions projected to result from the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO<sub>2</sub>e per year. The impact is therefore considered less than significant.

**TABLE 6  
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS – METRIC TONS PER YEAR**

Construction Activities	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Project Construction	32	0	0	32
SCAQMD Potentially Significant Impact Threshold				3,000
<b>Exceed SCAQMD Threshold?</b>				<b>No</b>

*Source: Emissions modeled by PMC using the California Emissions Estimator Model (CalEEMod), version 2013.2.2 computer program. Projected emissions account for the installation of 1,300 feet of sidewalk and 20 driveway improvements on the north side of Avenue L; 1,600 feet of curb, gutter, sidewalk, and 15 driveway improvements on 2<sup>nd</sup> Street; an additional 150 feet of sidewalk and driveway improvements on 2<sup>nd</sup> Street; and 160 feet of curb, gutter, sidewalk, and one driveway improvement on avenue H. The width of new facilities estimated as follows: sidewalks = 5 feet; curbs = ½ foot; gutters = two feet; and driveway improvements = 39 square feet. The estimated new pavement total associated with all facilities = 21,629 square feet.. Refer to Appendix B for model data outputs.*

**VII(b). No Impact.** The project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions.

The proposed project is also subject to compliance with the Global Warming Solutions Act (Assembly Bill (AB) 32). As identified under Issue III(a), proposed project-generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of AB 32. Therefore, the proposed project would not conflict with AB 32.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on a site included on the list of hazardous materials sites compiled per Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would it result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**VIII(a). Less Than Significant Impact:** The project may involve the use of hazardous substances during the various stages of project construction such as asphalt emulsions. Oversight and compliance with applicable Federal, State and local regulations relating to the transport, handling, storage, use and disposal of hazardous material would cause the project to have a less than significant impact.

**VIII(b). Less Than Significant Impact:** See Response VIII(a) above.

**VIII(c). Less Than Significant Impact:** One school is located along the project site; however, access to the school will be maintained during construction. The project is not expected to create any health hazards. See response to VIII(a) above. In summary, compliance with existing regulations would ensure that the public would not be exposed to any unusual or excessive risks relating to hazardous materials as a result of this project. As such, impacts associated with the upset and accident conditions involving the release of hazardous materials into the environment would be a less than significant impact directly, indirectly or cumulatively

**VIII(d). No Impact:** Research of the California Environmental Protection Agency's website determined that the Project site is not located on any of the lists which constitute the Cortese List.

**VIII(e). No Impact:** The Project site is located approximately 10 miles from the Redlands Municipal Airport and is not located within the area of influence for the airport. In addition, the Riverside County Land Information System does not identify the site as being within an Airport influence Area or Airport Compatibility Zone.

**VIII(f). No Impact:** A review of the area surrounding the Project site show that there are no personal use airports (i.e. private airstrips) operating in the vicinity (i.e. area that could be impacted by aircraft take offs and landings) of the Project site. Therefore, there will be no impact.

**VIII(g). Less Than Significant Impact:** The completed project will not interfere with emergency response. During construction, traffic lanes in each direction will be required to remain open to allow emergency access to all properties.

**VIII(h). Less Than Significant Impact:** The Project is not located within an area that would be subject to moderate or high wildland fire risk. Therefore, the Project would not result in wildfire related impacts.

IX. HYDROLOGY AND WATER QUALITY. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(c) Substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in such a way as to result in flooding either on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Create or contribute runoff water exceeding the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Place, within a 100-year flood hazard area, structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**IX(a). Less Than Significant Impact:** Construction contractor will be required to perform all construction activities in accordance with all construction waste discharge requirements. Prior to beginning construction, the contractor will prepare a Storm Water Pollution Prevention Plan (SWPPP) that will be reviewed and approved by City staff prior to issuance of construction permits. All SWPPP and permit requirements will be strictly enforced to ensure impacts will be less than significant.

**IX(b). Less Than Significant Impact:** The project does not include either direct withdrawal or recharge of groundwater, nor does it alter the underlying aquifer. The project results in added impermeable surfaces, insignificantly impacting groundwater recharge capability.

**IX(c). Less Than Significant Impact:** Construction of the proposed improvements will slightly increase the impervious surface areas; however, this increase will not result in a significant change to the rate or amount of existing surface water discharges; nor will the project alter the existing drainage patterns.

Therefore, erosion and siltation will not be substantial.

**IX(d). Less Than Significant Impact:** There are no streams or rivers on the Project site. The Calimesa Channel is located within the site. The Calimesa Channel was constructed to provide protection to adjacent properties from flood runoff resulting from a 100-year flood event.

Stormwater from the street system are maintained in the public right-of-way and flow to engineered drainage systems that ultimately drain into San Timoteo Canyon Wash.

The drainage system is designed to control on-site runoff so that the drainage pattern of the area will not be altered.

**IX(e). Less Than Significant Impact:** See Response IX(d) above.

**IX(f). Less Than Significant Impact:** Potential water pollutants that could be released from the Project site include construction-related pollutants, sediment, vehicle and equipment fluids, commercial cleaning agents, trash, landscaping by-products, and other typical urban stormwater pollutants.

Impacts from these potential pollutants are adequately addressed in Questions VIII (a), VIII (c), and VII (e) of this Initial Study Checklist. Therefore, the Project would not otherwise substantially degrade water quality.

**IX(g). No Impact:** The project does not include construction of housing nor will it create any flooding. No impact would occur due to the construction of the project. According to the Federal Emergency Management Agency Letter of Map Change dated August 11, 2008, the site is not located within a designated 100 year flood zone as shown on Flood Insurance Rate Map, Community Panel Number 06065C0118G.

**IX(h). No Impact:** See Response IX(g) above.

**IX(i). No Impact:** The Project site is not within a "Flood Hazard" area or a "Dam Inundation" area as shown on the General Plan or in a flood hazard area as shown on National Flood Insurance Program maps.

In addition there are no levees, dams, or other water detention facilities upstream of the Project site capable of causing flooding on the Project site. Therefore, the Project would not be at a significant risk from flooding or flooding as a result of the failure of a levee or a dam.

**IX(j). No Impact:** According to the Tsunami Inundation Maps prepared by the California Department of Conservation, impacts from tsunamis are considered low.

There are no bodies of water in the vicinity of the Project site that are large enough to produce a seiche that could impact the Project.

Based on the responses to Questions VI(a) and VI(c) of this Initial Study Checklist, the Project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impact from mudflow.

X. LAND USE AND PLANNING. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**X(a). No Impact:** The proposed Project would construct street improvements in an existing residential area. Therefore, the proposed Project would not divide an established community.

**X(b). No Impact:** The City of Calimesa's General Plan and Zoning Ordinance designate the Project site is within a primary residential area. The Project would comply with the existing land use designations; therefore, there would not be any significant environmental impacts from the Project.

**X(c). No Impact.** The site is located within the boundaries of the Western Riverside County Multi-Species Habitat Conservation Plan ("Plan") which is considered a Habitat Conservation Plan per the U.S. Fish and Wildlife Service. The Plan does not identify the site as being within a Conservation Area, Cell Group, or Cell (i.e. areas which have been targeted for the acquisition of habitat). Therefore, no impacts are anticipated.

XI. MINERAL RESOURCES. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XI(a).** According to reports and maps prepared by the California Geological Survey, the site is not located in Mineral Resource Zone-2a or 2b (areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present or areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present).

In addition, according to the California Geological Survey's Aggregate Availability Map, the Project is not within the vicinity of a site being used for aggregate production.

There are no mining sites located in the vicinity of the Project based on information from the California Geological Survey. Therefore, the Project has no potential to result in the loss of availability of a known mineral resource.

**XI(b). No Impact:** There are no known mineral resources within the Project area. Therefore, no impacts are expected from this Project.

XII. NOISE. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Expose persons to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Expose persons to a generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Create a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII(a). Less Than Significant Impact:** The applicable noise regulations for construction projects are contained in the City's Municipal Code.

Short-Term Impacts

Section 8.15.040 of the Municipal Code sets forth sound level limits for the R-1, R-T, R-2, and R-R zones. There are no standards identified for the RLM Zone but for purposes of a noise analysis, the RLM Zone is similar to the above zones.

The sound level limits applied to the Project site would be 40 dB from 10PM to 7AM and 50 dB from 7AM to 10PM based on a one-hour average.

Construction noise will exceed these levels for short durations.

Pursuant to the City's Noise Ordinance, construction activity is limited to daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays, and prohibited on Sundays and federal holidays. Because of

the short duration of the construction noise and the fact the Project has to comply with mandatory requirements in the City's Noise Ordinance, impacts are considered less than significant.

#### Long-Term Impacts

There are no long-term impacts.

**XII(b). Less Than Significant Impact:** Construction equipment may generate groundborne vibration. However, such are typical for construction projects and are considered a less than significant impact.

**XII(c). Less Than Significant Impact:** As discussed in the response to Question XII(a), the long-term on-going operation of the Project would not result in an increase in the permanent ambient noise levels.

**XII(d). Less Than Significant Impact:** As discussed in the response to Question XII a), the Project would result in an increase in the temporary ambient noise levels as a result of construction. Pursuant to the City's Noise Ordinance, construction activity is limited to daytime hours between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays, and prohibited on Sundays and federal holidays. Because of the short duration of the construction noise and the fact the Project has to comply with mandatory requirements in the City's Noise Ordinance, impacts are considered less than significant.

**XII(e). No Impact.** As discussed in the response to Question VIII(e) the Project site is located approximately 10 miles from the Redlands Municipal Airport and is not located within the area impacted by noise from the airport. In addition, the Riverside County Land Information System does not identify the site as being within an Airport influence Area or Airport Compatibility Zone with respect to aircraft noise impacts.

**XII(f). No Impact:** As discussed in the response to Question VIII(e), a review of the area surrounding the Project site show that there are no personal use airports (i.e. private airstrips) operating in the vicinity that would expose people to excessive aircraft noise.

<b>XIII. POPULATION AND HOUSING. Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIII(a). No Impact:** The proposed Project would result in the construction of street improvements without capacity enhancement within existing public right-of-way. Construction is not a growth inducing activity. Therefore, the Project would not have an impact on growth.

**XIII(b). No Impact:** The proposed Project does not impact existing housing. Therefore, there will be no impact.

**XIII(c). No Impact:** See Response XIII(b) above.

<b>XIV. PUBLIC SERVICES. Would the Project:</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant Environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XIV(a). No Impact:** No increase in population is expected as a result of this project; therefore, no impacts are anticipated on public services including fire protection, police, parks, or other public facilities.

**XIV(b). No Impact:** See Response XIV(a) above

**XIV(c). No Impact:** See Response XIV(a) above.

**XIV(d).No Impact:** See Response XIV(a) above.

**XIV(e). No Impact:** See Response XIV(a) above.

<b>XV. RECREATION:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV(a). No Impact:** No increase in population is expected as a result of the project; therefore, no impacts are anticipated to recreational facilities.

**XV(b). No Impact:** See Response XV(a) above.

XVI. TRANSPORTATION/TRAFFIC. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI(a). No Impact:** The proposed Project will not enhance capacity or cause an increase in traffic. No impacts relating to traffic load or capacity are expected.

**XVI(b). No Impact:** See Response XVI(a) above. The 2010 Riverside County Congestion Management Program adopted on March 10, 2010 is the applicable Congestion Management Program for the Project area.

**XVI(c). No Impact:** As discussed in the response to Question VIII(e) the Project site is located approximately 10 miles from the Redlands Municipal Airport and is not located within the area impacted by flight operations from the airport. In addition, the Riverside County Land Information System does not identify the site as being within an Airport influence Area or Airport Compatibility Zone with respect to aircraft safety impacts.

**XVI(d). No Impact:** The Project will not introduce hazards due to design features and no impacts are expected.

**XVI(e). Less Than Significant Impact:** During construction, traffic lanes in each direction will be open to allow emergency access to all properties. The Project will not result in inadequate emergency access. The Project impact is expected to be less than significant.

**XVI (f). Less Than Significant Impact:** During construction, some temporary impacts will occur; however, the contractor will be required to maintain bicycle and pedestrian facilities during construction. No public transit utilizes either 2<sup>nd</sup> Street or Avenue L. The Project will not provide long term impact and therefore, the Project impact will be less than significant.

<b>XVII. UTILITIES AND SERVICE SYSTEMS. Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Result in a determination by the wastewater treatment provider, which serves or may serve the Project, that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII(a). No Impact:** The Project will not result in intensification of land use and therefore, will have no impact on wastewater treatment requirements.

**XVII(b). No Impact:** See Response XVII(a) above.

**XVII(c). No Impact:** The Project includes minor modifications to existing storm drain facilities including relocation of catch basins and related connector pipes. The Project will not require expansion of existing facilities. Therefore, no impacts are expected.

**XVII(d). Less Than Significant Impact:** The Project will use water during construction activities. The use will be temporary and no long term impacts will occur.

**XVII(e). No Impact:** See Response XVII(a) above.

**XVII(f). Less Than Significant Impact:** Solid Waste disposal service is provided by Cherry Valley Sanitation Company. Solid waste is transported to the Lamb Canyon Landfill, six miles southeast of Calimesa. According to the Cal Recycle webpage, the Lamb Canyon Landfill has a significant remaining capacity and has a projected closing date of 2021. Therefore, the existing solid waste disposal system has adequate capacity to accommodate the solid waste generated.

**XVII(g). No Impact:** The California Integrated Waste Management Act requires that jurisdictions maintain a 50% or better diversion rate for solid waste. The City implements this requirement through Chapter 8.30 of the City's Municipal Code.

Chapter 8.30 of the Municipal Code establishes regulations for the collection of solid waste between the City and waste disposal contractors. This section requires agreements between the City and the contracted waste disposal companies to establish procedures for complying with all state and federal laws, rules and regulations pertaining to solid waste handling services, and for implementing state-mandated programs.

The Project would be in compliance with statutes or regulations related to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the Project have impacts that are individually limited, but cumulatively considerable? (Are the incremental effects of the Project considerable when viewed in connection with those of past Projects, those of other current Projects, and those of probable future Projects?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVIII(a). No Impact:** Information contained herein supports the conclusions that the Project will achieve environmental goals by improving transportation, aesthetics, safety, and other General Plan goals. The Project will enhance the quality of the environment and will not impact wildlife and any wildlife habitat.

**XVIII(b). No Impact:** Based on the analysis contained in this Initial Study Checklist, the Project's land uses are consistent with the City's General Plan and Zoning designations/regulations and there are no cumulative impacts directly resulting from the proposed Project.

The analysis in this Initial Study Checklist demonstrated that the Project is in compliance with all applicable mitigation plans including but not limited to, water quality control plan, air quality maintenance plan, integrated waste management plan, habitat conservation plan, and plans or regulations for the reduction of greenhouse gas emissions such as AB 32 and SB 375.

In addition, the Project would not produce impacts, that considered with the effects of other past, present, and probable future projects, would be cumulatively considerable because potential adverse environmental impacts were determined to be less than

significant with implementation of mitigation measures identified in this Initial Study Checklist.

**XVIII(c). No Impact:** As discussed in this Initial Study Checklist, the Project would not expose persons to adverse impacts related to air quality, seismic or geologic hazards, hazardous materials, greenhouse gas emissions, hazards, hydrology or water quality, land use and planning, noise, population and housing, or transportation/traffic hazards, and the provision of utility services to people. These impacts were identified to have no impact or a less than significant impact.

Therefore, there would be no substantial adverse effects on human beings, either directly or indirectly.