Part A

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 08-Rialto-1

Auto populated

Total ATP Funds Requested: $ 629 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

Rialto

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
150 S. Palm Avenue	Rialto	CA	92376

IMPLEMENTING AGENCY'S CONTACT PERSON: Susanne Wilcox

CONTACT PERSON'S TITLE: Administrative Analyst

CONTACT PERSON'S PHONE NUMBER: (909) 820-2602

CONTACT PERSON'S EMAIL ADDRESS : swilcox@rialtoca.gov

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	08-5205R
Implementing Agency's State Caltrans MA number	00012S

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

PROJECT NAME: (To be used in the CTC project list)

City of Rialto - Etiwanda Corridor Improvements

Application Number: 1 **out of** 2 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Install bike lanes, bicycle detection, "ADA" compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps to be "ADA" compliant.

PROJECT LOCATION: (Max of 250 Characters)

The project is located at various locations along Etiwanda Ave, Baseline Rd, Maple Ave, Spruce Ave, Riverside Ave, and Pepper Ave.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.114105 /long. -117.370400

Congressional District(s):	31						
State Senate District(s):	20			**State Assembly District(s):**	47		
Caltrans District(s):	08						
County:	San Bernardino County						
MPO:	SCAG						
RTPA:							
MPO UZA Population:	Within a Large MPO (Pop > 200,000)						

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	3,284	**Bicyclists**	148
One Year Projection:	**Pedestrians**	3,654	**Bicyclists**	267
Five Year Projection:	**Pedestrians**	3,772	**Bicyclists**	276

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I** ☐	**Class II** ☒	**Class III** ☒	**Other**
Pedestrian:		**Sidewalk** ☒	**Crossing** ☒	**Other**
Multiuse Trails/Paths:		**Meets "Class I" Design Standards** ☐		**Other**

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☐ Yes	☒ No	**CalEnvioScreen**	☒ Yes	☐ No
Student Meals	☒ Yes	☐ No	**Local Criteria**	☐ Yes	☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☒ Yes ☐ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ **Bicycle Plan**

☐ **Pedestrian Plan**

☐ **Safe Routes to School Plan**

☐ **Active Transportation Plan**

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

Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☒

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

☒ **Bicycle Transportation** **% of Project** 50.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 50.0 %

☐ **Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) [ ] Project improvements maximum distance from school ____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

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

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			7/1/16
* CEQA Environmental Clearance:			1/1/17
* NEPA Environmental Clearance:			1/1/17
CTC - PS&E Allocation:			7/1/17
CTC - Right of Way Allocation:			10/1/17
* Right of Way Clearance & Permits:			3/1/18
Final/Stamped PS&E package:			12/1/17
*** CTC - Construction Allocation:**			7/1/18
* Construction Complete:			12/31/18
* Submittal of "Final Report"			4/1/19

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$8	
ATP funds for PS&E:	$64	
ATP funds for Right of Way:		
ATP funds for Construction:	$557	
ATP funds for Non-Infrastructure:		*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$629
Local funds leveraging or matching the ATP funds:		$221

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.
Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $850

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

Part B

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 08-Rialto-1

Implementing Agency's Name: Rialto

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

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

1. Demonstrated fiscal needs of the applicant:

The City of Rialto is requesting Active Transportation Program Cycle 2 funds to construct new bicycle and pedestrian facilities that are currently non-existent or deficient along the Etiwanda Avenue corridor and adjoining roadways. There are no existing bicycle facilities along the project limits of Etiwanda Avenue, Baseline Road, Maple Avenue, Riverside Avenue, and Pepper Avenue. The project will install nine miles of Class II Bike Lanes and Class III Bike Routes along the project limits to provide north-south and east-west connections to other bicycle routes within the City to create a larger regional bicycle network that features multi-modal access to bus and rail lines. Bicycle detection will also be implemented at signalized intersections along the project limits.

Pedestrian amenities are minimal and inadequate within the vicinity of the project. The proposed improvements will make the Etiwanda corridor fully accessible by upgrading 70 substandard and missing curb ramps to be “ADA” compliant and constructing 1,000 linear feet of new sidewalk to eliminate gaps in the walkway. Other pedestrian facility improvements include re-striping 36 crosswalks, updating pedestrian push buttons to be “ADA” complaint at 3 signalized intersections, and the installation of a rectangular rapid flashing beacon (RRFB) system will increase safety and promote walking amongst the local community. Two mid-block crosswalks will be further enhanced with contrasting pavement striping for high visibility and greater vehicle compliance. The combination of pedestrian and bicycle improvements will work together to create a "complete street" with importance given to non-motorized transportation modes.

Along the project limits, there are nine schools that will benefit greatly from the proposed improvements. These nine schools, including seven elementary schools, one middle school, and one high school have a combined enrollment of 8,247 students, which are all potential users of the infrastructure improvements. Students and parents will be able to utilize the proposed bicycle routes and pedestrian improvements as a realistic alternative to motor vehicle use when traveling to and from school. The project also improves the effectiveness and appeal of public transportation by constructing bicycle facilities and improving pedestrian walkways that connect to three OmniTrans bus lines that operate along the project limits. All of the proposed improvements will improve the ease of travel for non-motorized users and provide greater access to active transportation modes for the surrounding communities.

The entire project is located within several disadvantaged census tracts that have a median household income of $50,630 and 87.2% of the student population is eligible for Free or Reduced Meals program. The requested ATP Cycle 2 funds will be reinvested into the surrounding disadvantaged communities to encourage the use of active transportation as the desired mode of travel. The project will also address infrastructure deficiencies, safety concerns, and public health challenges that are faced by residents living in this disadvantaged neighborhood.

The City of Rialto recently applied for and received funding allocation through San Bernardino Associated Governments' (SANBAG) Transportation Development Act (TDA) Article 3, Phase 1 2015 call for projects **(*Attachment I-7*)**. The City was awarded $136,021 in TDA Article 3 funds to assist with the local funding match for their ATP Cycle 2 project application. In order to implement the Etiwanda Corridor Improvements and to unlock all of the active transportation benefits, the City is requesting ATP Cycle 2 funds to fulfill the remaining fiscal requirements of the project. Without ATP Cycle 2 funding, the local disadvantaged community will continue to be hindered by a lack of adequate bicycle and pedestrian facilities that promote active transportation.

2. Consistency with Regional Plan.

The project is consistent with the goals of the following regional transportation plans that seek to develop an interconnected network of bicycle and pedestrian facilities throughout the region to increase active transportation options.

- Southern California Association of Governments' Regional Transportation Plan – Active Transportation Index, adopted 2012 ***(Attachment K-1)***.
    - Goal 1: Decrease bicyclist and pedestrian fatalities and injuries.
    - Goal 2: Develop an active transportation friendly environment throughout the SCAG region.
    - Goal 3: Increase active transportation usage in the SCAG region.

- SANBAG's San Bernardino County Non-Motorized Transportation Plan, adopted 2011 ***(Attachment K-2)***.
    - Goal 1: Increased bicycle and pedestrian access - Expand bicycle and pedestrian facilities and access within and between neighborhoods, to employment centers, shopping areas, schools, and recreational sites.
    - Goal 2: Increased travel by cycling and walking - Make the bicycle and walking an integral part of daily life in San Bernardino County, particularly (for bicycle) for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.
    - Goal 4: Improved bicycle and pedestrian safety - Encourage local and statewide policies and practices that improve bicycle and pedestrian safety.

- City of Rialto's 2010 General Plan Update, adopted 2010 ***(Attachment K-3)***.
    - Goal 4-8: Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.
    - Goal 4-9: Promote Walking

- Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.
- Policy 4-9.3: Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.
- Policy 4-9.7: Require “ADA” compliance on all new or modified handicap ramps.

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #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 the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Recent bicyclist and pedestrian counts were collected for a typical weekday on April 23, 2015 at several key locations along the project limits (***Attachment I-1A.1***). The data was manually collected through field observations for AM and PM peak periods. In order to estimate the daily trips taken by bicyclists and pedestrians, it was assumed that the combined AM and PM peak hour counts equate to approximately 25% of the total daily trips. These counts and projections are shown in Table 1.

Table 1 – Current Bicyclist and Pedestrian Trips

Location	Bicycles			Pedestrians		
	AM Peak Hour	PM Peak Hour	Approx. Daily Trips	AM Peak Hour	PM Peak Hour	Approx. Daily Trips
Etiwanda Ave at Maple Ave	0	0	4	20	62	328
Etiwanda Ave at Glenwood Ave	1	2	12	19	159	712
Etiwanda Ave at Riverside Ave	1	2	12	19	45	256
Etiwanda Ave at Pepper Ave	17	3	80	4	28	128
Baseline Rd at Lilac Ave	0	2	8	176	105	1,124
Baseline Rd at Riverside Ave	0	7	28	47	114	644
Spruce Ave at Foothill Blvd	0	0	4	8	15	92

To estimate the number of bicyclists expected to use the new facilities once completed, the City consulted with the Transportation Research Board's National Cooperative High Research Program Report 770: *Estimating Bicycling and Walking for Planning and Project Development: A Guidebook* ***(Attachment I-1A.2)***, Bike Count Data Clearinghouse's white paper on *Tools for Estimating Benefits* ***(Attachment I-1A.3)***, and Los Angeles County Bicycle Coalition's *L.A. Bike and Ped Count 2013 Findings and Recommendations* ***(Attachment I-1A.4)***. Based on the findings and methodologies in these documents, Rialto expects bicycle ridership to increase by 86% for Class II bike lanes and 22% for Class III bike routes once the project is completed.

The proposed pedestrian improvements upgrade existing walking routes and crosswalks; therefore the City anticipates a modest increase of 15% in pedestrian use of the project based on a sidewalk impact study conducted in Seattle (***Attachment I-1A.5***). According to the U.S. Census Bureau, Rialto's population was 91,873 in 2000 and 99,171 in 2010, resulting in a population increase of 730 or 0.8% annually. Applying this annual growth rate to current bicycle and pedestrian use, results in the projected average daily trips for 1 year and 5 years after completion assuming the project is implemented by January 2019 is shown in Table 2. Photo on right shows pedestrians using a crosswalk at Etiwanda Avenue and Chestnut Avenue.

Table 2 - Projected Average Daily Bicyclist and Pedestrian Trips								
Location	**2015**		**2019 Project Completion**		**2020 1-Year After Completion**		**2024 5-Years After Completion**	
	Bikes	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**
Etiwanda Ave at Maple Ave	4	328	8	389	8	393	8	405
Etiwanda Ave at Glenwood Ave	12	712	15	845	15	852	16	880
Etiwanda Ave at Riverside Ave	12	256	15	304	15	306	16	316
Etiwanda Ave at Pepper Ave	80	128	154	152	155	153	160	158
Baseline Rd at Lilac Ave	8	1,124	15	1,160	15	1,170	16	1,208
Baseline Rd at Riverside Ave	28	644	54	665	54	670	56	692
Spruce Ave at Foothill Blvd	4	92	4	109	4	110	4	114
Total Daily Trips	148	3,284	265	3,625	267	3,654	276	3,772

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

a. creation of new routes
b. removal of barrier to mobility
c. closure of gaps
d. other improvements to routes
e. educates or encourages use of existing routes

The project's proposed bicycle and pedestrian infrastructure improvements will connect to community destinations where an increase in active transportation modes can be realized. Table 3 lists the destinations and activity centers located within ½ mile of the project limits and can also be seen on the Destination Map, ***Attachment I-1B***.

Table 3 - List of Destinations Served by Project	
Location	**Size**
Eisenhower High School	2,377 Students
Primrose Elementary School	570 students
Dollahan Elementary School	657 students
Dunn Elementary School	683 students
Henry Elementary School	520 students
Frisbie Middle School	1,265 students
Bemis Elementary School	674 students
Casey Elementary School	886 students
Myers Elementary School	615 students
Rialto Metrolink Station (0.7 miles away)	249 boardings avg weekday
Pacific Electric Multi-use Trail	21 miles
Bud Bender Park	9.5 acres
Fernandez Park	3.3 acres
Flores Park	3.5 acres
Jerry Eaves Park	24.5 acres
Sand Hills Park	9.4 acres
Renaissance Center	187,000 sq ft retail
North Rialto Center	145,000 sq ft retail
Acacia Plaza	117,000 sq ft retail
Foothill Center	169,000 sq ft retail
Home Depot	172,000 sq ft retail
Rialto Shopping Center	228,000 sq ft retail
Rialto Square	130,000 sq ft retail

The project will create new bicycling routes and improve existing pedestrian routes along the project area. The installation of Class II Bike Lanes and Class III Bike Routes along primary east-west and north-south roadways will greatly enable and improve the bicycle facility connections between the Etiwanda corridor area and the neighboring

communities. The proposed bicycle facilities are all included in SANBAG's San Bernardino County Non-Motorized Transportation Plan and supports several goals and policies listed within this plan. By providing multiple bicycle facility connections, this project will improve bicycle travel throughout the City by bicyclists with origins or destinations in the region. The proposed bike routes will provide connections and access to nine schools and several destinations within the project limits as listed above.

By creating new bicycle facilities on roadways with existing bus service, the connectivity to regional transit will also be vastly improved as residents will have increased active transportation options for travel to transit stops. OmniTrans currently operates bus routes number 10, 14, and 22 that run along Baseline Rd, Foothill Blvd, and Riverside Ave. These three OmniTrans bus routes extend to the neighboring cities of Fontana, San Bernardino, and Colton, thereby extending the regional connectivity of the proposed bike routes. OmniTrans bus route 22 also provides transportation to the Rialto Metrolink Station, which provides connectivity to San Bernardino to the east and a variety of cities including Los Angeles to the west. The Rialto Metrolink Station is only 0.7 miles away from the project limits, so commuters are still within reasonable walking and bicycling distance to the station. The bicycle facility improvements will remove barriers to bicycling since it provides bicyclist with a defined route of travel to their destinations and connections to the regional mass transit system.

Walking routes along the project limits will be greatly improved through the construction of new sidewalks to eliminate gaps in the sidewalk infrastructure and to upgrade existing curb ramps to "ADA" compliance. The construction of sidewalk where gaps exist will eliminate pedestrians from having to walk in the street thereby increasing safety. By creating a continuous walkway that will accommodate "ADA" users, residents will be more inclined to use walking as a preferred method to get

to their destinations. The proposed installation of new "ADA" pedestrian push buttons at traffic signals, re-striping crosswalks, and the installation of a solar Rectangular Rapid Flashing Beacon (RRFB) system will also assist in removing barriers to walking by improving safety and increasing ease of use of pedestrian facilities.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The proposed project represents one of Rialto's highest unfunded non-motorized active transportation priorities. This project is of significant importance to the City due to its potential of delivering health and active transportation benefits to the 8,247 students that attend nine schools along the project limits. By benefitting students and their families who reside within disadvantaged communities, the proposed active transportation improvements represent a high priority and cost effective way to impact an entire neighborhood. The bicycle and pedestrian facility improvements will encourage residents to become more physically active and use active transportation as the preferred mode of travel that is a direct result of improved safety, ease of use, and greater connectivity with mass transit. The project will also support the "first mile/last mile" ideology by connecting residential neighborhoods to schools, retail centers, parks, transit stops, and employment centers. By promoting the increased use of active modes of transportation, the project reinforces the City's commitments to increasing the health of its citizens and reducing greenhouse gas emissions.

Recently, Rialto has been constructing new sidewalk in the Etiwanda corridor neighborhood to eliminate gaps in the pedestrian path. The proposed project will install

bicycle facilities along the same areas to create a complete street that handles multiple modes of transportation. The City has also received Safe Routes to School funding through State Cycles 4 and 7 and Federal Cycle 2 to implement infrastructure improvements near Bemis Elementary School, Casey Elementary School, and Eisenhower High School. The proposed project implements additional active transportation facilities that complement what was completed thru Safe Routes to School programs.

In addition, this project is a key element of SANBAG's *San Bernardino County Non-Motorized Transportation Plan* for the City of Rialto. All of the proposed bicycle routes are included in SANBAG's Active Transportation Plan (***Attachment K-2***); therefore further supporting the importance of the project for Rialto in achieving the goals outlined by the plan. The active transportation elements of the project also support and implement the goals and policies defined by SCAG's *2012-2035 Regional Transportation Plan and Sustainable Community Strategy* (***Attachment K-1***) and City of Rialto's *2010 General Plan Update* (***Attachment K-3***). Finally, the Rialto Municipal Code 18.59.030 on design standards, includes requirements that "The City will participate in the implementation of the adopted countywide bicycle plan to conform with Southern California Association of Governments (SCAG) Regional Mobility Element." In taking into account all of these City and regional planning documents, the proposed project is Rialto's highest active transportation priority that requires funding assistance for implementation.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #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 plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

The most recent 5 years of collision history for non-motorized users along the project limits was sourced from the UC Berkley SafeTREC Transportation Injury Mapping System (TIMS) and is presented in Table 4. A total of 23 collisions resulted in injury within the project limits. Four of these collisions involved bicyclist, while 19 involved pedestrians.

Table 4 - Collision History from January 1, 2008 to December 31, 2012

No.	Date	Collision Type	Primary Collision Factor	Injury Severity	Victim Type
1	2/28/2008	Head-On	Wrong Side of Road	Complaint of Pain	Bike
2	3/5/2008	Head-On	Pedestrian Violation	Complaint of Pain	Ped
3	10/8/2008	Rear End	Bicyclist Violation	Complaint of Pain	Bike
4	11/25/2008	Sideswipe	Not Stated	Complaint of Pain	Ped
5	11/26/2008	Vehicle/Ped	Improper Turning	Complaint of Pain	Ped
6	12/6/2008	Head-On	Traffic Signals & Signs	Complaint of Pain	Bike
7	5/5/2009	Vehicle/Ped	Pedestrian Violation	Complaint of Pain	Ped
8	8/26/2009	Vehicle/Ped	Pedestrian Violation	Severe	Ped
9	9/25/2009	Vehicle/Ped	Pedestrian Violation	Other Visible	Ped
10	10/2/2009	Vehicle/Ped	Pedestrian Violation	Severe	Ped
11	1/5/2010	Vehicle/Ped	Pedestrian Right of Way	Other Visible	Ped
12	5/6/2010	Vehicle/Ped	Pedestrian Violation	Complaint of Pain	Ped
13	10/4/2010	Vehicle/Ped	Pedestrian Violation	Other Visible	Ped
14	12/8/2010	Vehicle/Ped	Pedestrian Right of Way	Other Visible	Ped
15	12/10/2010	Vehicle/Ped	Pedestrian Right of Way	Other Visible	Ped
16	4/1/2011	Vehicle/Ped	Pedestrian Violation	Severe	Ped
17	10/18/2011	Vehicle/Ped	Pedestrian Right of Way	Other Visible	Ped
18	2/27/2012	Vehicle/Ped	Pedestrian Right of Way	Other Visible	Ped
19	5/11/2012	Vehicle/Ped	Pedestrian Violation	Complaint of Pain	Ped
20	7/22/2012	Vehicle/Ped	Pedestrian Violation	Other Visible	Ped
21	9/6/2012	Vehicle/Ped	Pedestrian Violation	Severe	Ped
22	11/7/2012	Head-On	Wrong Side of Road	Complaint of Pain	Bike
23	11/14/2012	Vehicle/Ped	Pedestrian Violation	Other Visible	Ped

A collision diagram is included in ***Attachment I-2A.1*** to show all documented collisions are within the area of influence of the proposed improvements.

An injury and fatality rate was calculated for the reported pedestrian and bicycle collisions based on methodology developed by the National Highway Traffic Safety Administration (***Attachment I-2A.2***). Table 5 shows the calculated rates and comparisons to other areas based on 2012 data. In summary, the project limit's injury and fatality rates for pedestrians and bicyclists are lower than county, state, and national rates.

Table 5 - Injury and Fatality Rates for Pedestrians and Bicyclist - 2012 Data

Data	Project Limits	San Bernardino County	California	United States
Pedestrian Injuries	5	390	13,280	76,000
Pedestrian Fatalities	0	51	702	4,743
Total Population	55,434	2,080,651	38,062,780	313,914,000
Pedestrian Injury Rate (per 100,000 population)	9	19	35	24
Pedestrian Fatality Rate (per 100,000 population)	0.00	2.45	1.84	1.51
Bicyclist Injuries	1	354	13,921	49,000
Bicyclist Fatalities	0	7	147	724
Total Population	55,434	2,080,651	38,062,780	313,914,000
Bicyclist Injury Rate (per million population)	18	170	366	156
Bicyclist Fatality Rate (per million population)	0.00	3.36	3.86	2.31

(Sources: TIMS, SWITRS, US Census Bureau, NHTSA; See ***Attachment I-2A.2*** *)*

<u>Collision Rate Calculations</u>

Pedestrian Rate = (# of injuries or fatalities in 2012) x 100,000 / Total Population

Bicyclist Rate = (# of injuries or fatalities in 2012) x 1,000,000 / Total Population

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

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

The project will remedy several potential safety hazards along the Etiwanda Corridor that contribute to pedestrian and bicyclist injuries. Currently there are inadequate bicycle and pedestrian facilities along the project limits. To combat bicycle safety concerns and to reduce the potential for injury, Class II bike lanes and Class III bike routes will be installed as part of the proposed project. Most bicycle facility studies have found Class II bike lanes to provide more consistent separation between bicyclists and passing motorists than shared travel lanes and deter cyclists from riding on the wrong side of the road. The presence of the bike lane stripe has also been shown from research to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and enhanced comfort levels for both motorists and bicyclists. The installation of Class III bike route signs and sharrow pavement markings will allow bicyclists and motorists to share the road in a safer manner by increasing driver awareness of the bicyclists' presence and offering guidance to bicyclists. According to the Caltrans' *Local Roadway Safety Manual (LRSM)*, the installation of bike lanes will result in a crash reduction factor of 35% **(*Attachment I-2B*)**.

Other bicycle improvements include the installation of bicycle detection to accommodate the crossing needs of bicyclists at signalized intersections. Studies have shown that bicycle detection improves efficiency, decreases bicycle delay, and thus discourages red light running by cyclists. According to the Metropolitan Transportation Commission, the implementation of bicycle detection reduces potential collisions caused by automobile right-of-way conflicts, improper passing, and improper starting/backing.

The project will address pedestrian safety hazards by eliminating potential conflict points and improving inadequate facilities. The installation of new sidewalk to eliminate gaps in the sidewalk infrastructure will prevent pedestrians from having to walk along the roadway and dramatically improves pedestrian safety by providing a barrier to motorist. The Caltrans' *LRSM* estimates that the installation of sidewalk will result in a crash reduction factor of 80% **(*Attachment I-2B*)**. Construction of new "ADA" complaint curb ramps will address inadequate and unsafe conditions by providing safer access to street crossings and improving sidewalk accessibility for people with mobility restrictions. Additional pedestrian improvements include the installation of high-visibility crosswalks and the re-striping of existing crosswalks to improve visibility between pedestrians and motorist and increase compliance with traffic laws. Marked crosswalks help to designate right-of-way for motorists to yield to pedestrians and indicate preferred crossing locations for pedestrians. A Rectangular Rapid Flashing Beacon (RRFB) will be installed at Etiwanda Ave and Glenwood Ave to supplement a new high-visibility crosswalk. The RRFB uses LED flashing beacons in combination with pedestrian warning signs, to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk and helps delineate a portion of the roadway that is designed for pedestrian crossing. According to the Caltrans' *LRSM*, the installation of an enhanced pedestrian crossing with a RRFB will result in a crash reduction factor of 35% **(*Attachment I-2B*)**.

Part B: Narrative Questions
Detailed Instructions for: Question #3

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

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The identification of this project was completed through stakeholder meetings that took place on February 11, 2015 and March25, 2015 that involved City public works staff, elected officials, law enforcement, and Rialto Unified School District (RUSD) officials **(*Attachment I-3A*)**. School officials were also contacted via phone and email regarding various aspects of their public outreach programs specifically related to safety, school safety, and active transportation to help evaluate various improvements and countermeasures that would help promote these programs.

The development of each bicycle facility was a collaborative effort between SANBAG and the local jurisdictions in San Bernardino County that resulted in the creation of the County's Non-Motorized Transportation Plan (NMTP) **(*Attachment K-2*)**. A technical advisory committee (TAC) was created to serve as a focal point for discussion of technical issues related to the NMTP. The TAC met periodically starting in 2009 that culminated in the adoption of the NMTP in 2011. Public involvement opportunities were available through open meetings with agendas being posted on the SANBAG website. Comments and suggestions from the general public were incorporated into the final NMTP.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

Through various City of Rialto and RUSD educational monthly meetings and encouragement events such as The "Bike Ride/Bike Rodeo", "The Parents Safety Volunteer Academy", "Walk to School Wednesday" and the "Safe Moves Rodeo" events,

input has been received from parents, students, teachers, school administrators, and local officials (***Attachment I-3B***). Furthermore, the City's Mayor has held on-site visits with schools to bring awareness to safe ways to access the school during morning drop off and afternoon pick up times. This input has helped City officials, School administrators and enforcement officials understand that walking and bicycling to school has mental barriers as well as physical barriers. These physical barriers will be addressed through the proposed project by constructing new bicycle and pedestrian facilities to promote the use of active transportation for travel to and from school. The City of Rialto was awarded funding to develop a citywide Safe Route to Schools program. The Etiwanda corridor project will directly support this Safe Route to Schools program by improving safety of bicycling and walking to nine schools along the project limits.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

During the stakeholder engagement process, an emphasis was placed on pedestrian and bicycle facility improvements that either closed an existing gap or were part of a regional Active Transportation Plan. School district officials also conveyed to City staff feedback received at school safety events regarding requested improvements and safety

concerns. Some of this feedback included requests for connections to major destinations, sidewalk gap closures, bike lanes, safety concerns, ways to increase physical activity, and etc. There were also concerns from residents regarding the removal of on-street parking to install bike lanes. As a compromise, the project will construct bike routes and keep existing parking where street widths are limited.

The project was eventually developed from stakeholder feedback, collision history analysis, and regional transportation plan conformance. The priority amongst the stakeholders was to increase use of active modes of transportation and to provide the greatest benefit to the community including nine schools within the project area. The project addresses these priorities by constructing the needed bicycle and pedestrian facility improvements.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

If awarded ATP cycle 2 funding, the City intends to hold future public outreach meetings to update the community on the proposed project and to solicit feedback on the state of active transportation within Rialto. There is also an open invite for public stakeholders to provide further input through e-mail, fax, or mail on future improvements.

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points*)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

Students and adults are the primary targeted users of the project aimed to promote active transportation in the community through infrastructure improvements. Rialto and San Bernardino County are currently experiencing a health epidemic of obesity caused in part by a lack of physical activity. This lack of physical activity is especially troubling amongst students in the local RUSD. The Lucile Packard Foundation for Children's Health has created the kidsdata.org website to compile data on children's health and well-being. On kidsdata.org, one of the indicators of physical fitness is the percentage of students meeting all six of California's Physical Fitness Test requirements **(*Attachment I-4A.1*)**. Table 6 compares the percentage of students at RUSD meeting California's fitness standards when compared to the state wide average in 2014. The data shows that RUSD students have fallen below the state average and these results can be attributed to diminished physical activity.

Table 6 - Percent of Students Meeting All California Fitness Standards (2014)		
Grade Level	**Rialto Unified School District**	**California State Average**
Grade 5	23.80%	26.60%
Grade 7	22.10%	33.00%
Grade 9	36.10%	38.10%

(Source: www.kidsdata.org)

Rialto lies within one of the most polluted counties in the nation, as County of San Bernardino is currently ranked #1 in the entire United States for the most ozone-polluted

county by the American Lung Association's State of Air 2015 Report (***Attachment I-4A.2***). San Bernardino County had a weighted average of 117.7 high ozone days in the unhealthy range during a 3-year study period from 2011 to 2013 that resulted in a grade of F. The next highest County had a weighted average of 97.0 high ozone days during that same 3 year timeframe. Those mostly at risk are residents with lung and heart disease particularly children and the elderly. In San Bernardino County, more than 180,000 adults and children have asthma, 65,000 residents have Chronic Obstructive Pulmonary Disease, 94,000 have cardiovascular disease, and 144,000 individuals suffer from diabetes. By encouraging local residents to use active transportation instead of motorized vehicle for the desired mode of transportation, the reduction in vehicle miles traveled and greenhouse gas emissions will reduce the number of dangerous high ozone days for the community.

Furthermore, the 2015 County Health Rankings and Roadmaps program produced by the Robert Wood Johnson Foundation provides several health factors that show San Bernardino County falling behind the statewide average (***Attachment I-4A.3***). Some of these health factors including adult obesity, physical inactivity, access to exercise opportunities, and air pollution are summarized in Table 7. Overall, the County Health Rankings and Roadmaps show that San Bernardino is ranked 47 out of 57 counties in California for health factors with physical environment receiving the lowest ranking of 53 out of 57 counties statewide.

Table 7 - 2015 County Health Rankings & Roadmaps

Heath Factor	San Bernardino County	California
Adult obesity	28%	23%
Physical inactivity	19%	17%
Access to exercise opportunities	90%	93%
Air pollution – particulate matter	10.4	9.3

(Source: www.countyhealthrankings.org)

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The proposed project will directly enhance public health by promoting the use of active transportation to the local disadvantaged community. The health statistics (Table 7) show that 28% of adult residents in San Bernardino County have obesity. The community's public health challenge of obesity is a byproduct of inadequate bicycle and pedestrian facilities and poor access to active transportation. The project will alleviate these physical barriers by constructing new bicycle routes and improving pedestrian walkways that provide opportunities for physical activity and promote healthy lifestyles. The improvement to bicycle and pedestrian facilities will encourage active transportation as the desired mode of travel that is a direct result of improved safety, ease of use, and greater connectivity with mass transit. It is expected that the percentage of residents with reported physical inactivity will decrease as a result of this project due to greater access to physical activity such as bicycling and walking. Increased walking and bicycling for recreational, work, and school travel can result in more recreational opportunities, improvements to individuals' health and decreased healthcare costs, therefore providing an overall improvement in quality of life.

By encouraging bicycling and walking, the health benefits of the project include decreased risks for heart disease, diabetes and hypertension, as well as increased sense of wellbeing. Researchers in San Francisco area found that increasing the median minutes of daily walking and bicycling from 4 to 22 minutes has the potential to decrease greenhouse gas emissions by 14% and the burden of cardiovascular disease and diabetes by 14% **(*Attachment I-4B*)**. For children, the increased use of bicycling and walking will strengthen bones during critical growth periods, increase confidence and self-esteem, and decrease childhood obesity risks. Research shows that adolescents who bicycle are 48% less likely to be overweight as adults **(*Attachment I-4B*)**. Studies have also proven that promoting active transportation reduces the usage of vehicles as a mode of transportation which in turn reduces vehicles miles traveled and greenhouse gas emissions.

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points*)

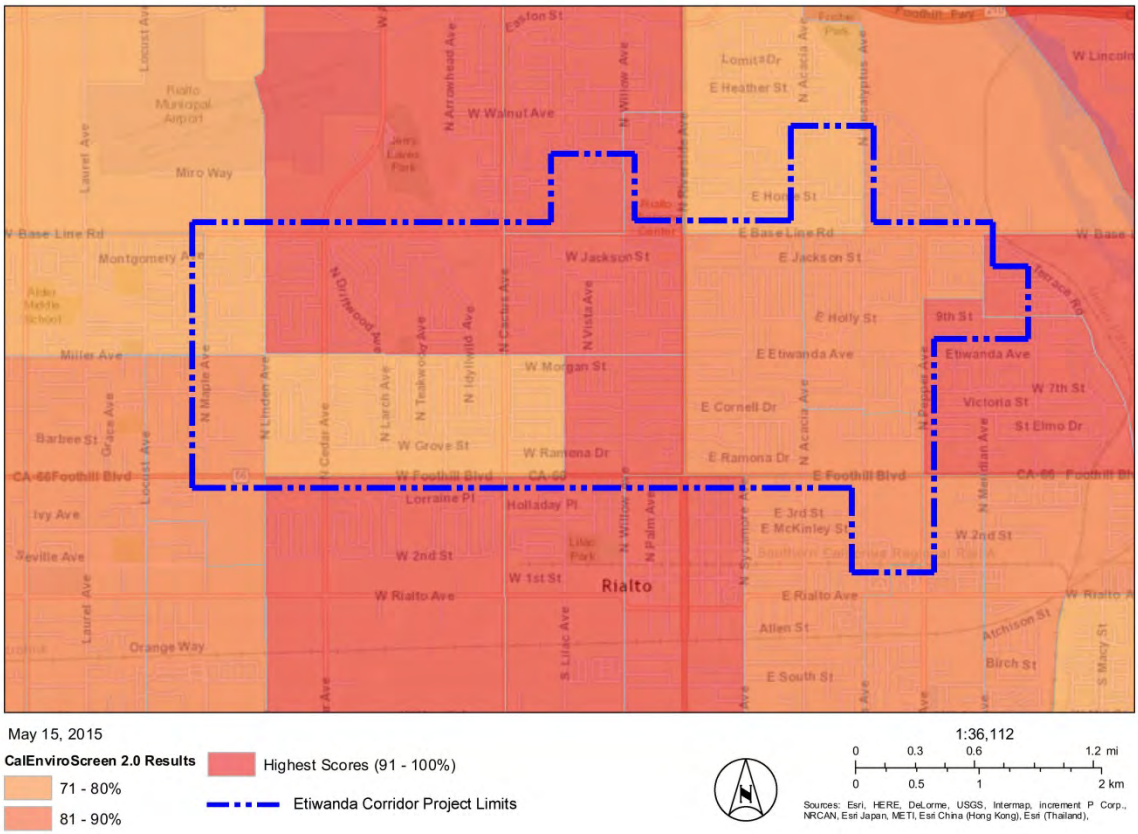
A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

CalEnviroScreen 2.0 results



Option 1: Median household income, by census tract for the community(ies) benefited by the project:
$50,630 (average of all census tracts)

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

See Table 8.

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **44.19** (average of all census tracts)

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

See Table 8.

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **87.2** %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

See Table 9.

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

Table 8 - Disadvantaged Community Statistics (*Attachment I-5A*)			
Census Tract Number	**Population**	**Median Household Income**	**CalEnviroScreen 2.0 Score**
6071002306	4,170	$60,542	35.37
6071003404	4,980	$39,071	44.10*
6071003503	5,497	$52,552	49.20*
6071003505	6,159	$42,465	49.25*
6071003506	5,237	$42,500	48.33*
6071003507	5,000	$59,219	36.98*
6071003509	4,684	$43,553	48.18*
6071003801	4,052	$52,130	35.63
6071003803	4,794	$41,761	40.68*
6071003804	5,134	$70,401	46.93*
6071004301	5,727	$52,736	51.39*
Total	55,434		
Average		**$50,630**	**44.19**

(* = top 25% of overall scores from CalEnviroScreen 2.0)

Table 9 - Free or Reduced Price Meals Program Statistics		
School Name	**Enrollment**	**Percentage of students eligible for the Free or Reduced Price Meals Programs**
Bemis Elementary School	674	90.20%
Casey Elementary School	886	92.90%
Dollahan Elementary School	657	86.80%
Dunn Elementary School	683	92.70%
Eisenhower High School	2,377	81.80%
Frisbie Middle School	1,265	88.10%
Henry Elementary School	520	92.70%
Myers Elementary School	615	87.20%
Primrose Elementary School	570	84.60%
Total Enrollment: 8,247		**Average: 87.2%**

(*Source: http://www.cde.ca.gov/ds/sd/sd/documents/frpm1415.xls*)

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 81 %

Explain how this percent was calculated.

The proposed project limits passes through a total of 11 census tracts with 9 of them being a disadvantaged community that is in the top 25% of overall CalEnviroScreen 2.0 scores. The project will construct 9 miles of bicycle and pedestrian facility improvements with 7.25 miles of those improvements being located within a disadvantaged census tract. Therefore, approximately 7.25/9.0 or 81% of the ATP funds being requested will be expended towards improving a disadvantaged community.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Etiwanda Corridor Improvement project provides a direct and meaningful benefit to all members of the surrounding disadvantaged community. Students living in close proximity to the nine schools along the project limits will benefit greatly from the new bicycle facilities and improved pedestrian walkways. These nine schools, including seven elementary schools, one middle school, and one high school have a combined enrollment of 8,247 students, which are all potential users of the infrastructure improvements.

Students and parents will be able to utilize the proposed bicycle routes and pedestrian improvements as a realistic alternative to motor vehicle use when traveling to and from school. The new bicycle and pedestrian facilities will encourage more members of the local community to partake in active transportation as a way of travel that will lead to increased health benefits. The safety benefits provided by the project will also reduce perceived mental barriers and increase the comfort level of parents to allow their children to walk and bike to school.

The economically disadvantaged community of Rialto also benefit from the proposed project to promote the idea of active transportation. With 17% of the 24,945 Rialto

households below the poverty level (***Attachment I-5C***), many families are unable to afford the high ownership cost of a motor vehicle. As a result, they rely heavily on active transportation and public transit to get to their place of employment or other destinations on a daily basis. By constructing new bicycle and pedestrian facilities, the disadvantaged community will have greater accessibility to multiple modes of non-motorized transportation and thereby increasing the effectiveness of active transportation.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

During project development, cost effectiveness played an important role in determining the final project scope. The City evaluated several arterial corridors and their related countermeasures to determine what would provide the greatest active transportation and safety benefit with the least amount of cost to implement. This analysis also assessed impact to adjacent properties, right-of-way availability, multi-modal connectivity, potential users impacted, and existing barriers. The proposed improvements represent the most cost efficient and low-cost option as there will be no street widening or right-of-way acquisition required to construct the active transportation facilities. The installation of proven safety countermeasures such as bike lanes, bike routes, and high visibility crosswalks represent low-cost options that provide extensive safety benefits. This project was also chosen because of the cost effectiveness to provide ATP-related benefits to school children that attend nine schools in close proximity to the project limits.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{Benefit}{Total\ Project\ Cost} \text{ and } \frac{Benefit}{Funds\ Requested}\right).$$

Using the ATP Benefit/Cost Tool, the ratio of the benefits of the project to the total project cost is 12.91, while the ratio of the benefits of the project to the ATP funds being requested is 17.45. Please see ***Attachment I-6B*** for the ATP B/C tool results page.

Overall, the ATP B/C tool was user friendly once you had all of the requested information available. Using this tool was a lot easier than trying to generate your own

benefits cost ratio based on past analysis of similar projects. The instructions do need fine tuning as some of the inputs require better explanations on what data values to use. The tool also needs revisions on how to handle projects that involve a combination of different bicycle facilities.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS *(0-5 points*)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The City of Rialto is requesting $629,098 in ATP Cycle 2 funds to assist with the implementation of the project. This amount represents 74% of the total project cost of $850,132. The remaining 26% of the project cost will be funded through Rialto's local matching funds in the amount of $221,034. The combination of ATP funds and local matching funds will complete the funding plan for the project.

The City recently applied for and received funding allocation through San Bernardino Associated Governments' (SANBAG) Transportation Development Act (TDA) Article 3, Phase 1 2015 call for projects **(*Attachment I-7A*)**. The City was awarded $136,021 in TDA Article 3 funds to specifically assist with the local funding match for their ATP Cycle 2 project application. This TDA Article 3 funding allocation is 16% of the total project cost and represents a portion of the local funds being leveraged by Rialto. The City is also committed to contributing an additional local match of 10% from Measure I funds in the amount of $85,013. Rialto's combined local funds from TDA Article 3 funding allocation and Measure I funds total to $221,034 and equates to 26% of the total project costs. The proposed funding plan consisting of 74% ATP Cycle 2 funds and 26% in Rialto local funds will be able to fully fund the project.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

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

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

☒ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

☐ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

☒ Neither corps can participate in the project (0 points) ***See Attachment I-8***

☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

_____

_____

_____

☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. *Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Rialto has an exemplary record of managing grants and project delivery for past projects funded through Caltrans Local Assistance administered programs such as ATP, Safe Routes to School, and HSIP over the last five years. Rialto will continue to deliver projects in a timely manner to meet Local Assistance deadlines if awarded ATP Cycle 2 funding. The City will assign a project manager who has experience managing state and federal transportation funding and will ensure that all grant requirements are followed and deadlines are met.

B. *Caltrans response only*:
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page **Attachment A**

Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**

Required for all applications

Engineer's Checklist **Attachment C**

Required for Infrastructure Projects

Project Location Map **Attachment D**

Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**

Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**

Required for all applications

Project Estimate **Attachment G**

Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**

Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**

Required for all applications

Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**

Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**

Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Attachment A

Part C: Attachments
Attachment A: Signature Page

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

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

Signature:	Deborah Robertson	Date:	5/26/15
Name:	Deborah Robertson	Phone:	(909) 421-4991
Title:	Mayor of Rialto	e-mail:	administration@rialtoca.gov

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	N/A	Date:	
Name:		Phone:	
Title:		e-mail:	

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	Mohammad Z. Islam	Date:	5-21-15
Name:	Mohammad Z. Islam	Phone:	(909) 820-7700
Title:	Interim Superintendent Rialto Unified School District	e-mail:	mislam@rialto.k12.ca.us

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature:	N/A	Date:	
Name:		Phone:	
Title:		e-mail:	

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

Attachment B

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:

Project Title:	City of Rialto - Etiwanda Corridor Improvement Project				
District	County	Route	EA	Project ID	PPNO
08	San Bernardino	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				11				11
PS&E					87			87
R/W								
CON						752		752
TOTAL				11	87	752		850

Notes:

ATP Funds Infrastructure Cycle 2 — Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				8				8
PS&E					64			64
R/W								
CON						557		557
TOTAL				8	64	557		629

Funding Agency

Notes:

ATP Funds Non-infrastructure Cycle 2 — Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Plan Cycle 2 — Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Previous Cycle — Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Funds Future Cycles — Program Code

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Attachment B

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:

Project Title:	City of Rialto - Etiwanda Corridor Improvement Project				
District	County	Route	EA	Project ID	PPNO
08	San Bernardino	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Transportation Development Act (TDA) Article 3 Funds

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				2				2
PS&E					14			14
R/W								
CON						120		120
TOTAL				2	14	120		136

Funding Agency: SANBAG

Notes:

Fund No. 3: Measure I Funds

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				1				1
PS&E					9			9
R/W								
CON						75		75
TOTAL				1	9	75		85

Funding Agency: City of Rialto

Notes:

Fund No. 4:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 5:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 6:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 7:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Attachment B

Attachment C

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** JL
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** JL
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** JL
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** JL
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** JL
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** JL
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** _____

   ☒ N/A
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** JL
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: Munoz, Vanessa

Title: Project Manager

Engineer License Number 67583

Signature:

Date: May 26, 2015

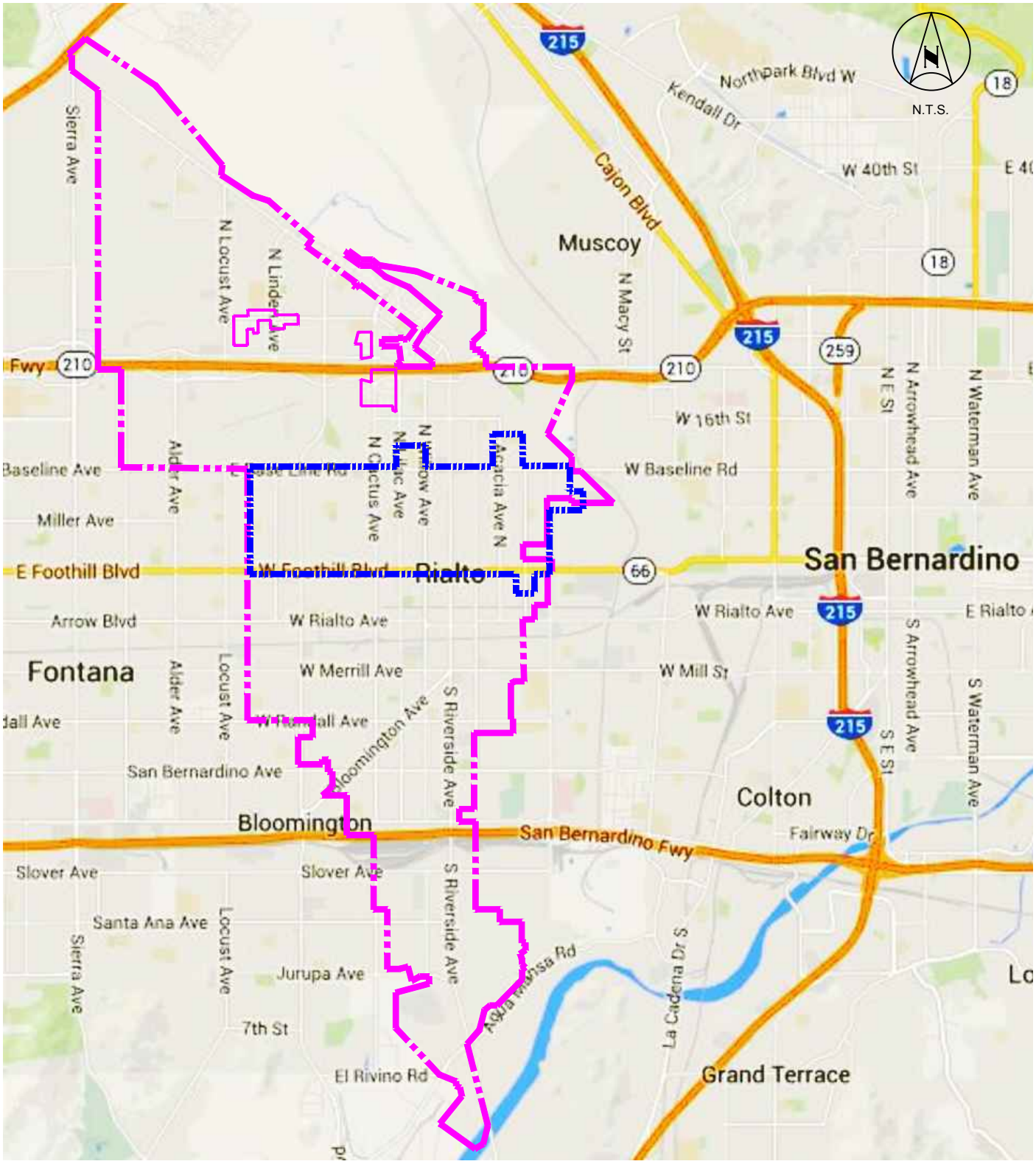
Email: vmunoz@willdan.com

Phone: (562) 368-4848

Engineer's Stamp:

REGISTERED PROFESSIONAL ENGINEER
VANESSA MUNOZ
No. 67583
Exp. 6.30.15
CIVIL
STATE OF CALIFORNIA

Attachment D



Legend

Etiwanda Corridor Project Limits

Rialto City Limits

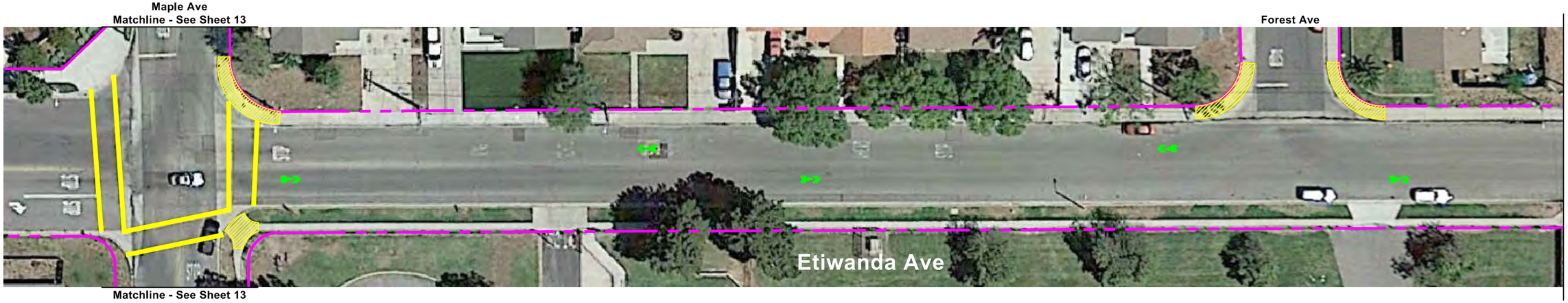
PREPARED BY:

WILLDAN Engineering

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT LOCATION MAP	D
SHEET	1 OF 1

\\IND-DC1\Traffic\JN102462 - RIALTO - On Call TE\3005 - ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Project & Destination Maps.dwg May 27, 15

Attachment E



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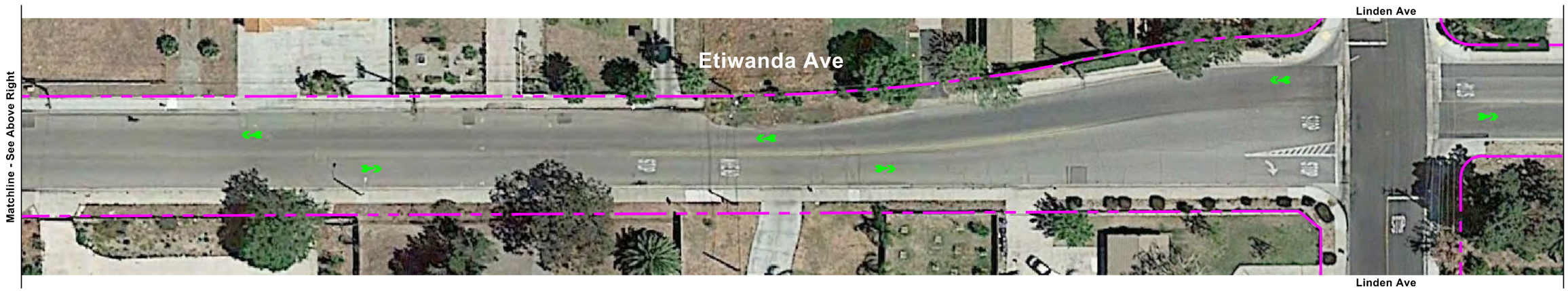

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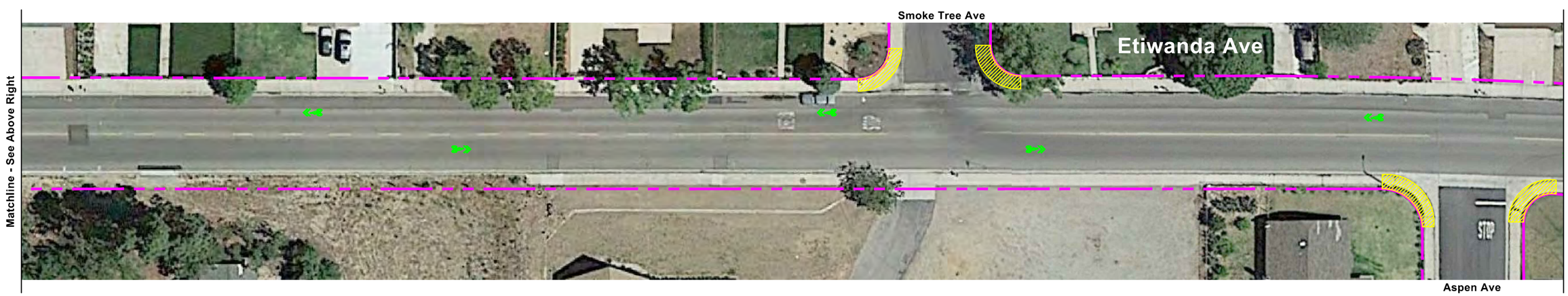

1" = 50'

Note: See Sheet 7 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 1 OF 19	

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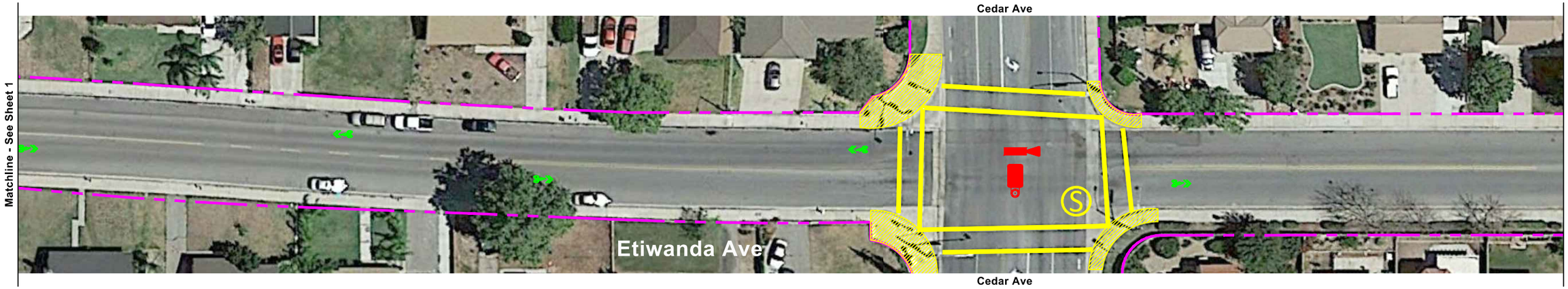

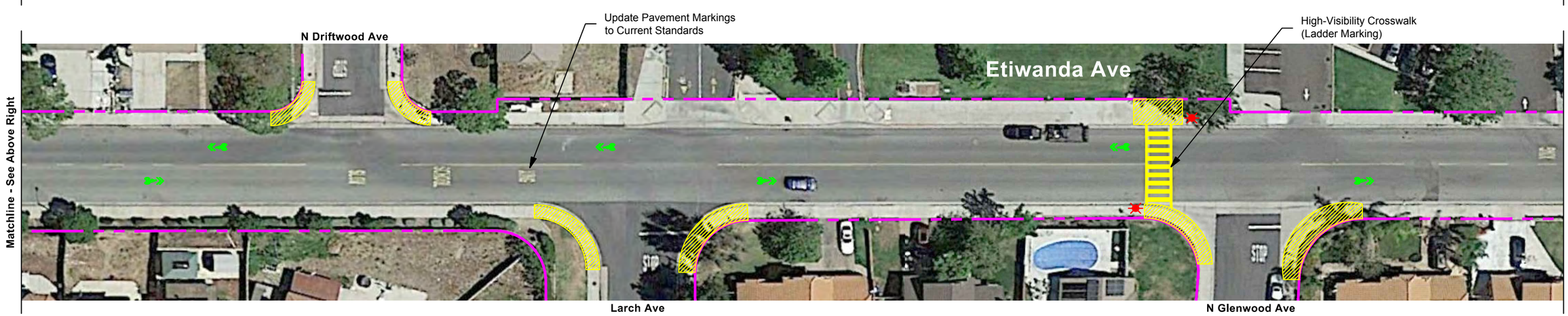

Note: See Sheet 7 for typical cross-section.

PREPARED BY: WILLDAN Engineering

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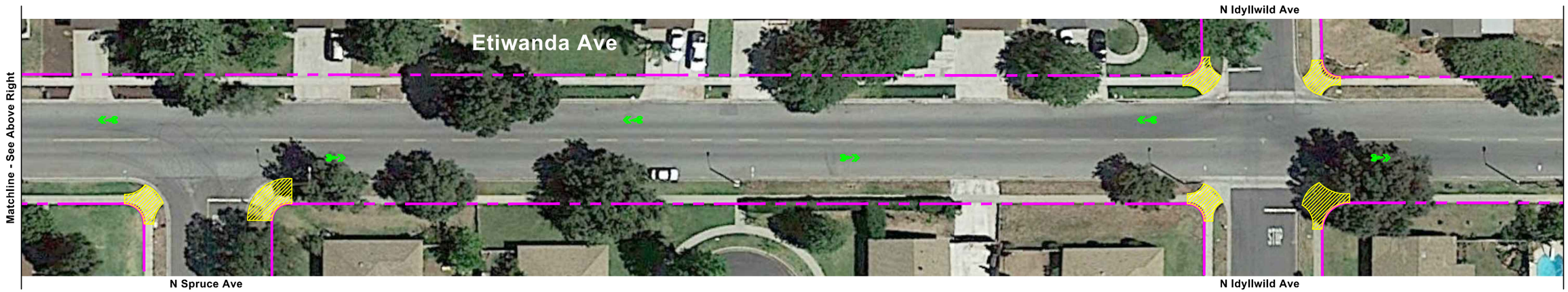
CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 12, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 2 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



Note: See Sheet 7 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

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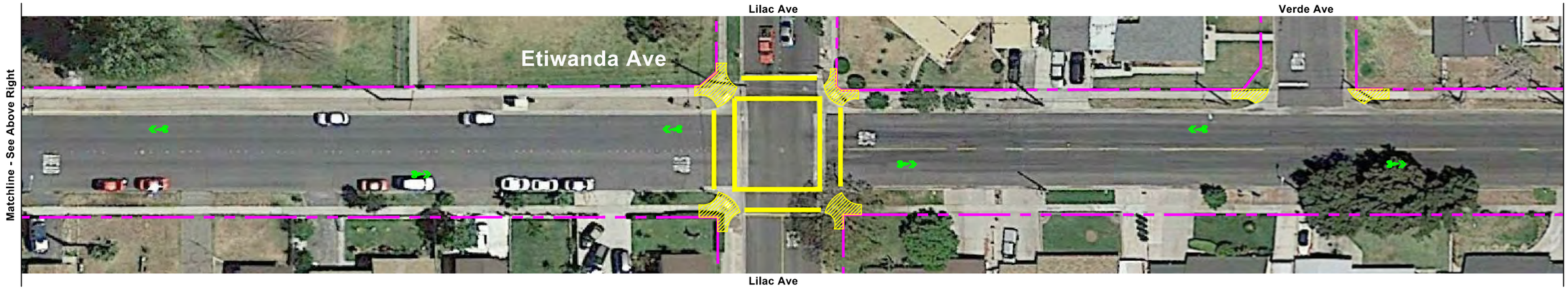
CITY OF RIALTO, CALIFORNIA
INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 3 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



Note: See Sheet 7 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

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CITY OF RIALTO, CALIFORNIA

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 4 OF 19	

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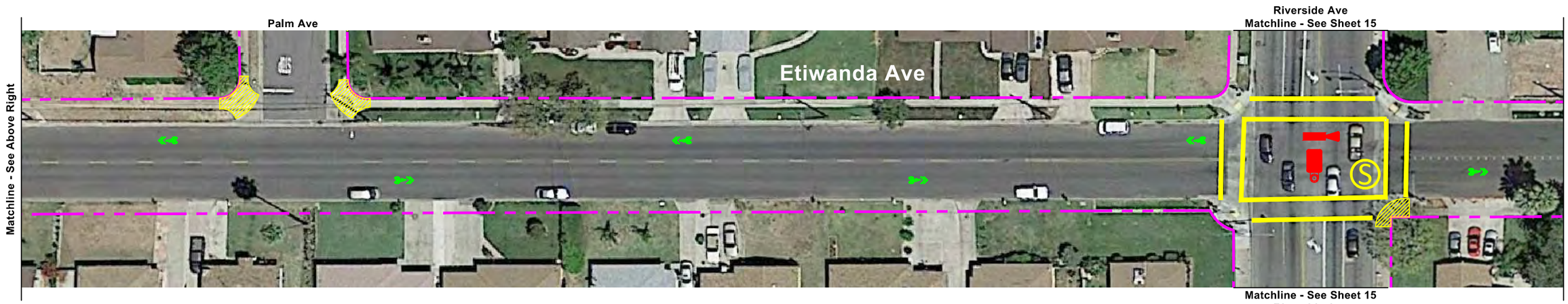

Note: See Sheet 7 for typical cross-section.

PREPARED BY: WILLDAN Engineering

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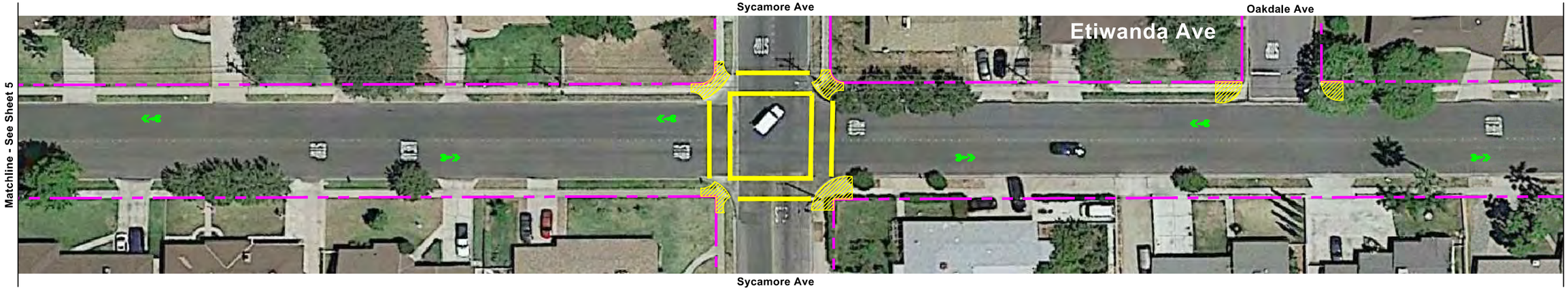
CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 5 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



Note: See Sheet 7 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

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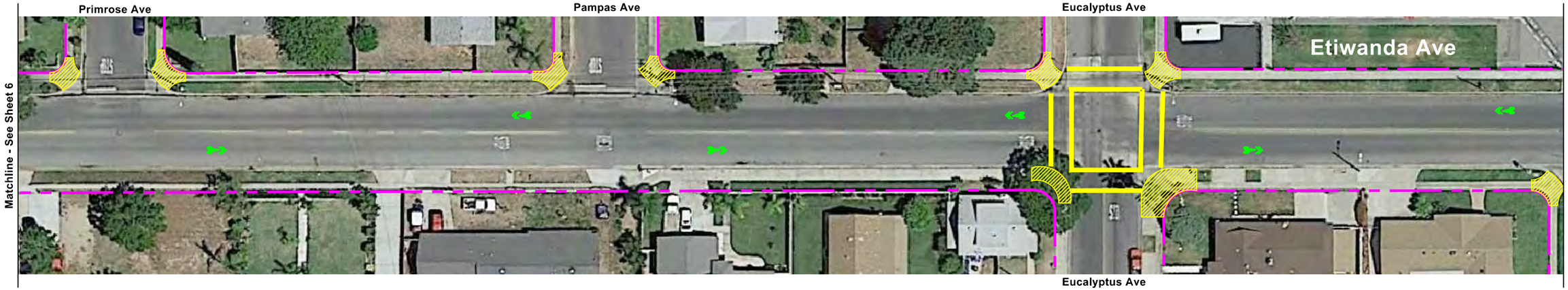
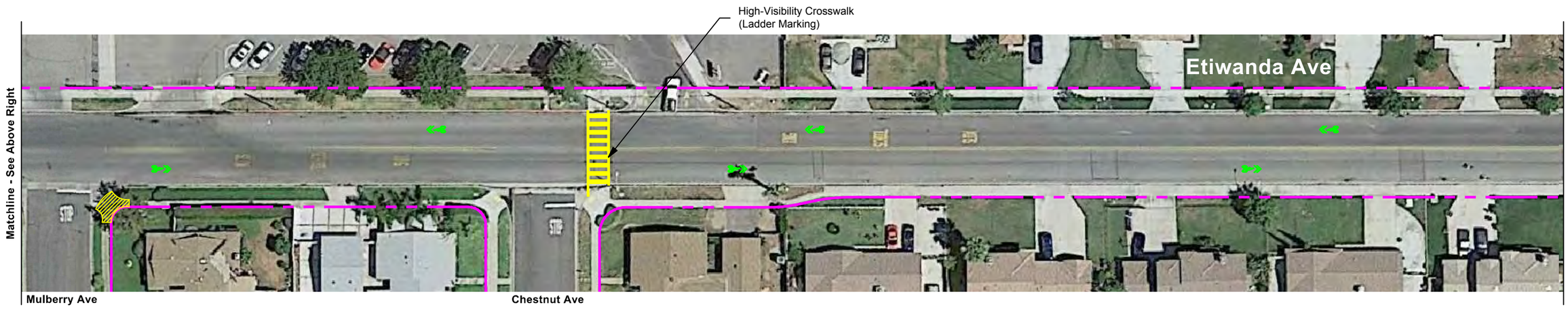
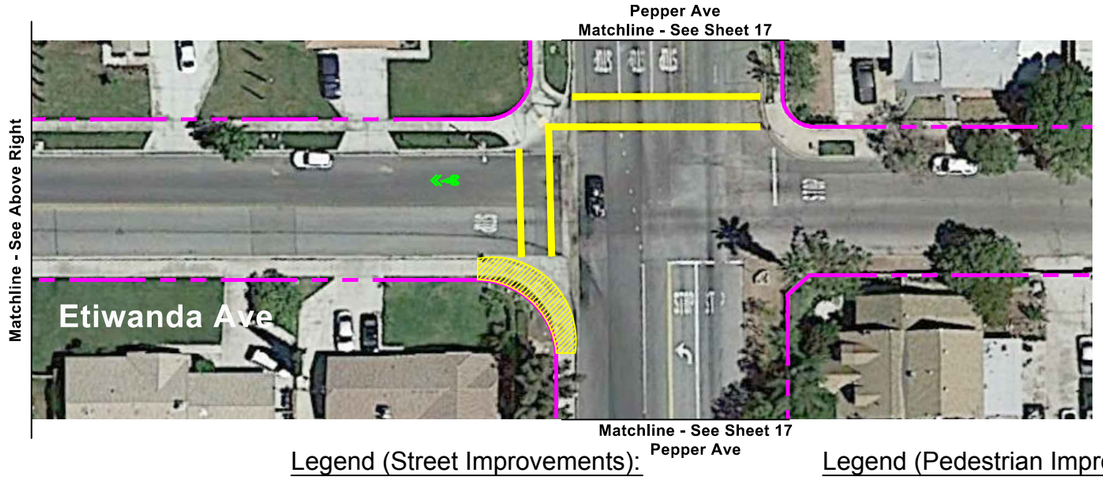
CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 6 OF 19	

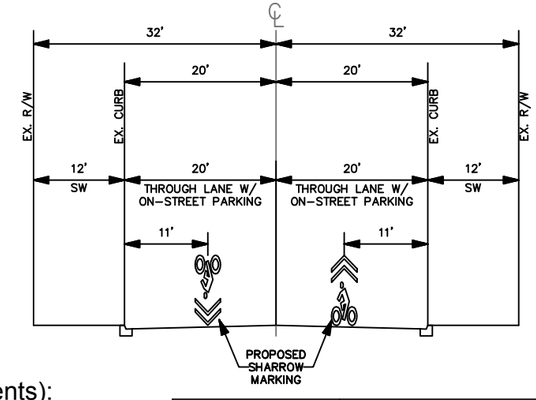
\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15







Typical Cross Section - Etiwanda Ave
1"=20'



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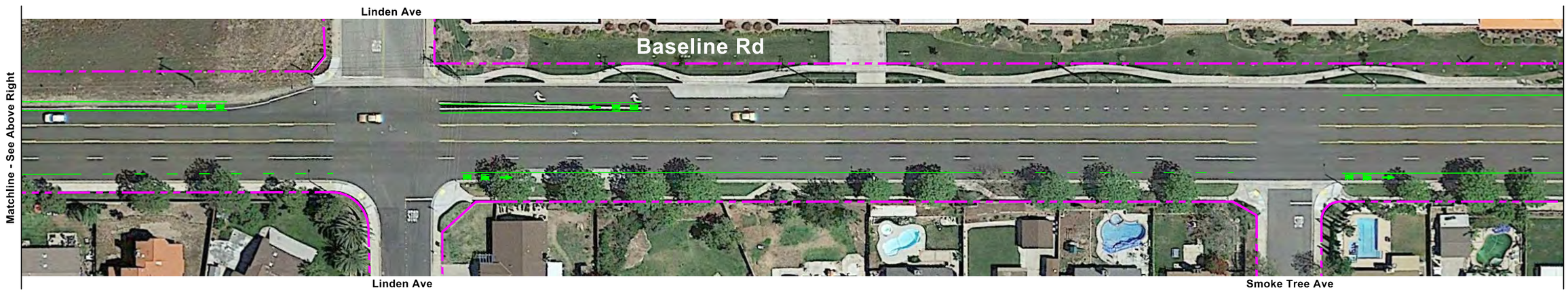
PREPARED BY:
WILLDAN Engineering

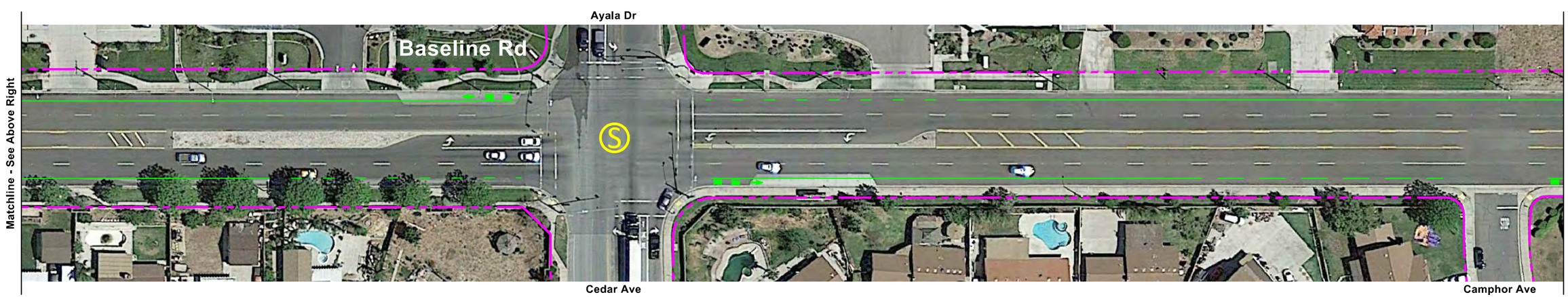
CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 7 OF 19	

\\ND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

1" = 80'



1" = 80'



1" = 80'

Note: See Sheet 12 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

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CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 8 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

Note: See Sheet 12 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

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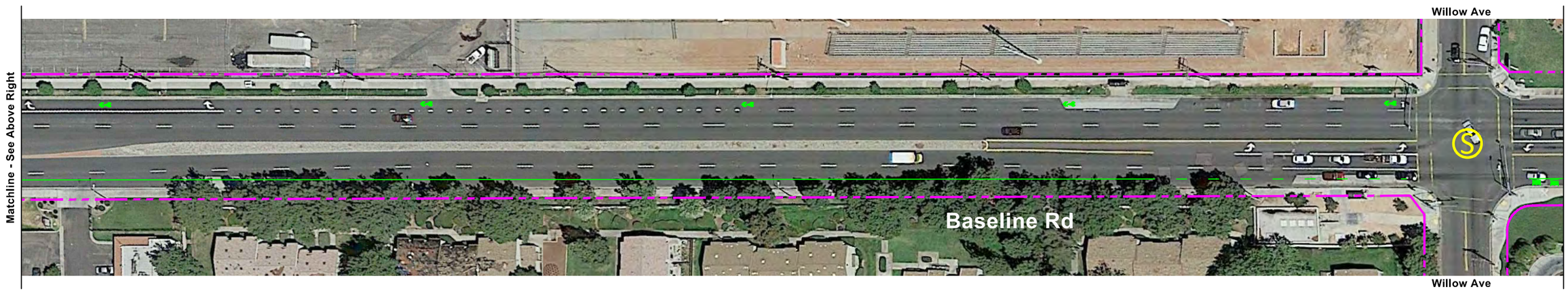
CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 9 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



Note: See Sheet 12 for typical cross-section.

PREPARED BY: WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

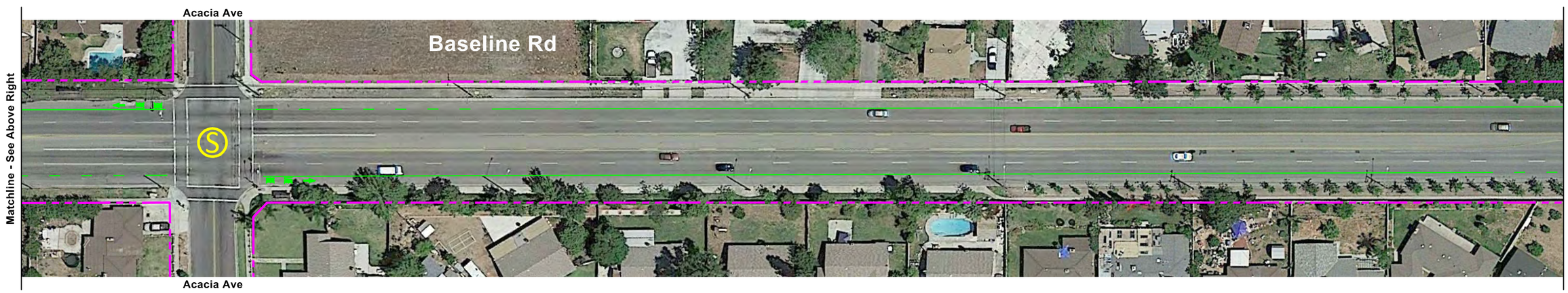
CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 12, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 10 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

1" = 80'

1" = 80'



1" = 80'

Note: See Sheet 12 for typical cross-section.

PREPARED BY: WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
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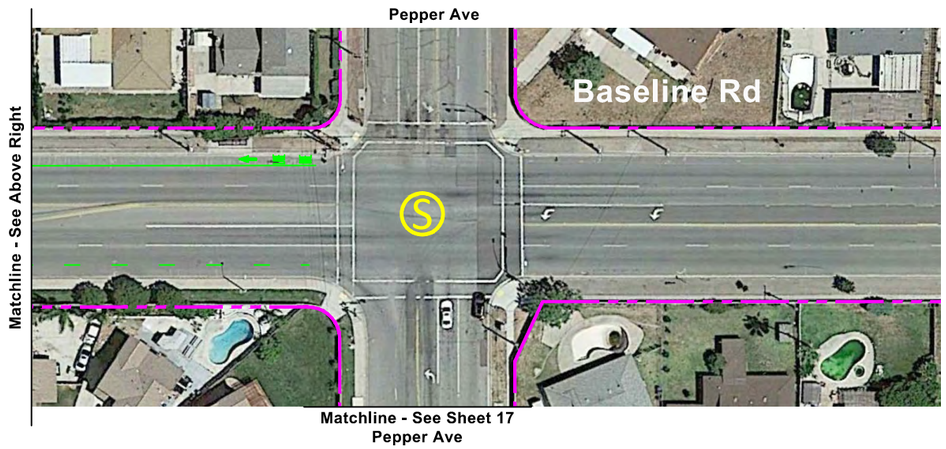
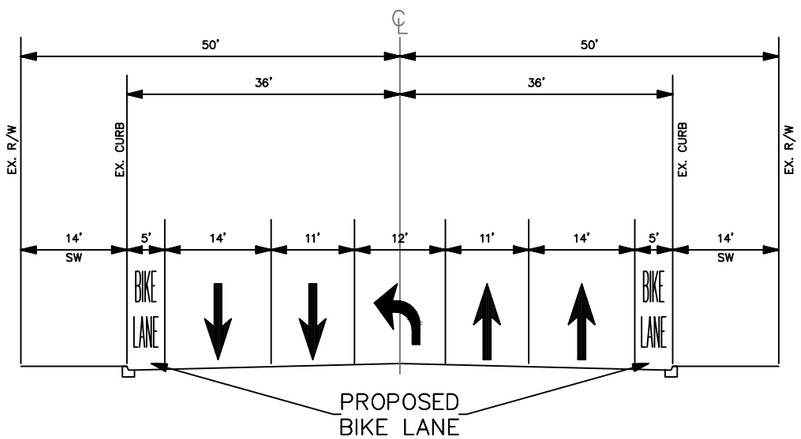
\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

1" = 80'



1" = 80'

Typical Cross Section - Baseline Rd
1"=20'



Legend (Street Improvements):
- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):
- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):
- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

PREPARED BY: WILLDAN Engineering

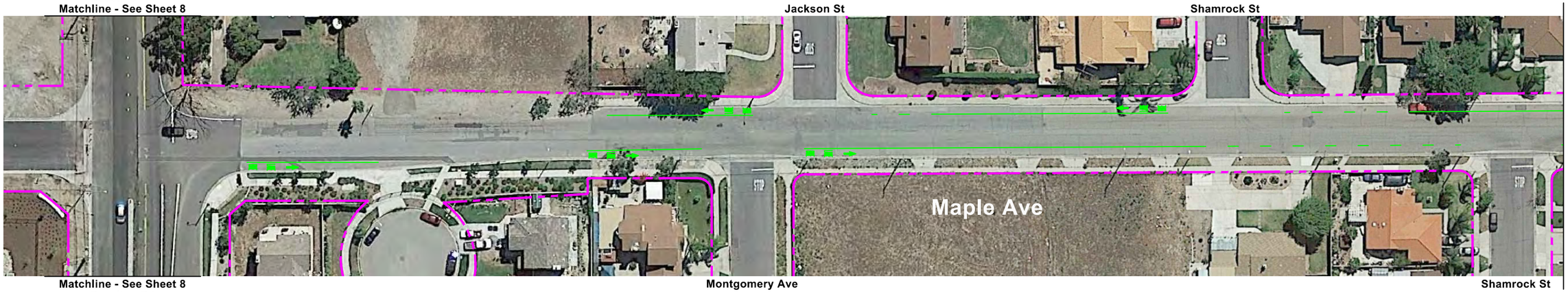
CITY OF RIALTO

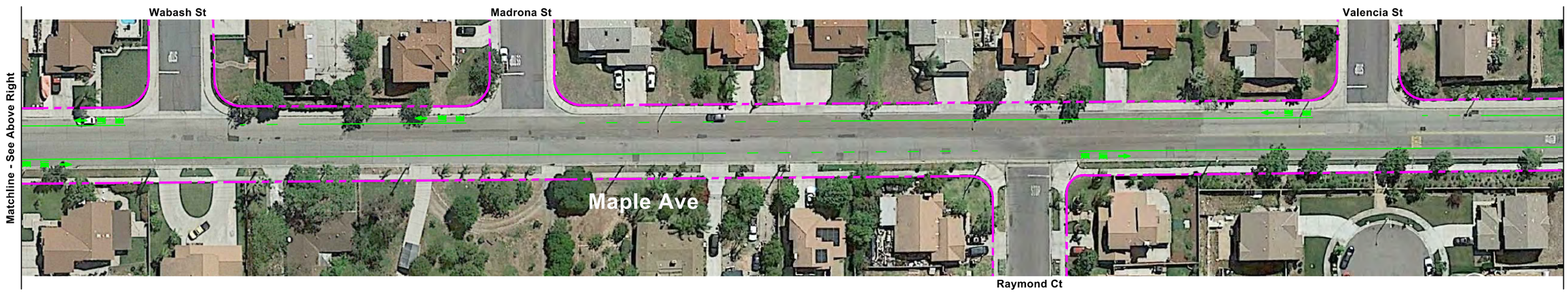
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS

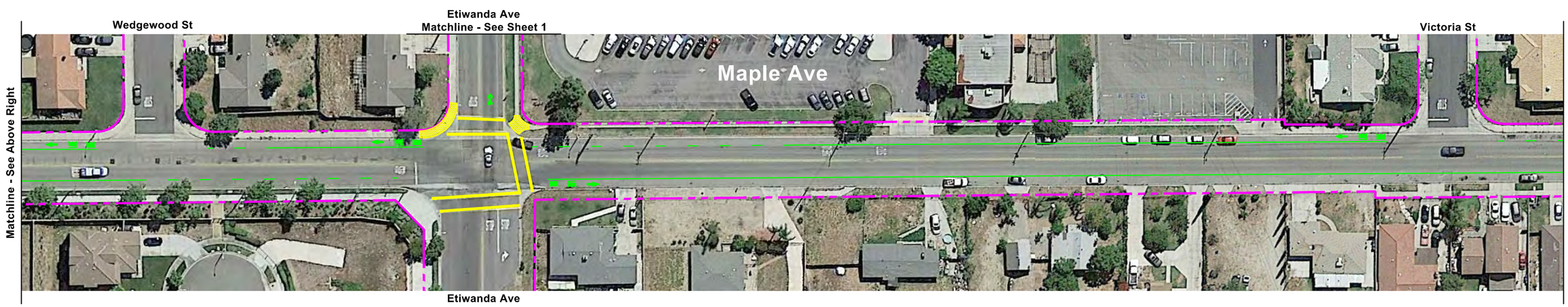
ATTACHMENT E

SHEET 12 OF 19

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15







Note: See Sheet 14 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

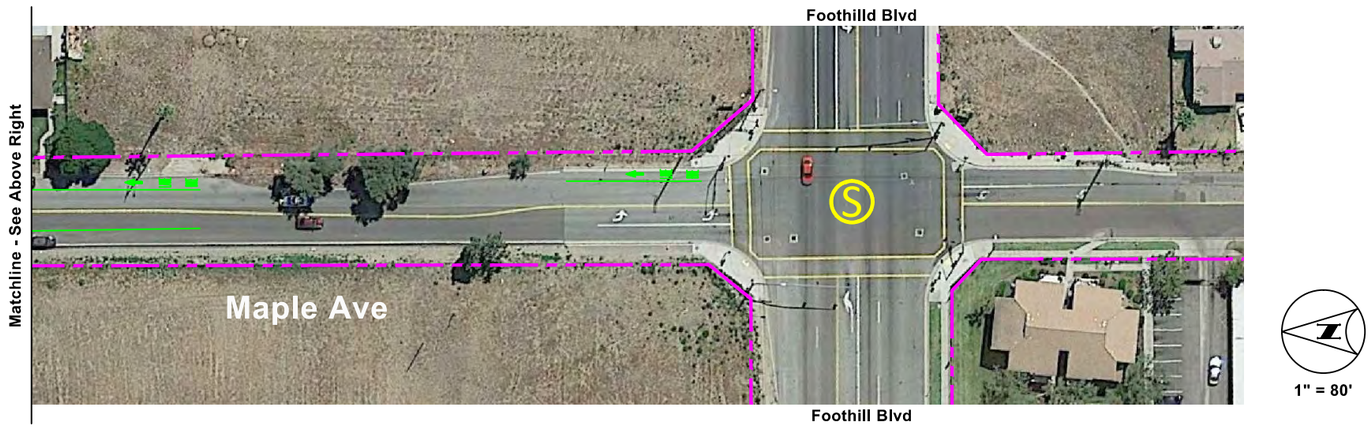
Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

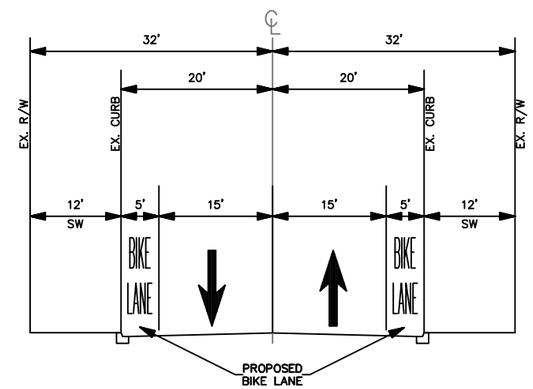
CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 13 OF 19	

\\ND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



Typical Cross Section - Maple Ave
1"=20'



Legend (Street Improvements):
- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):
- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):
- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

PREPARED BY: WILLDAN Engineering

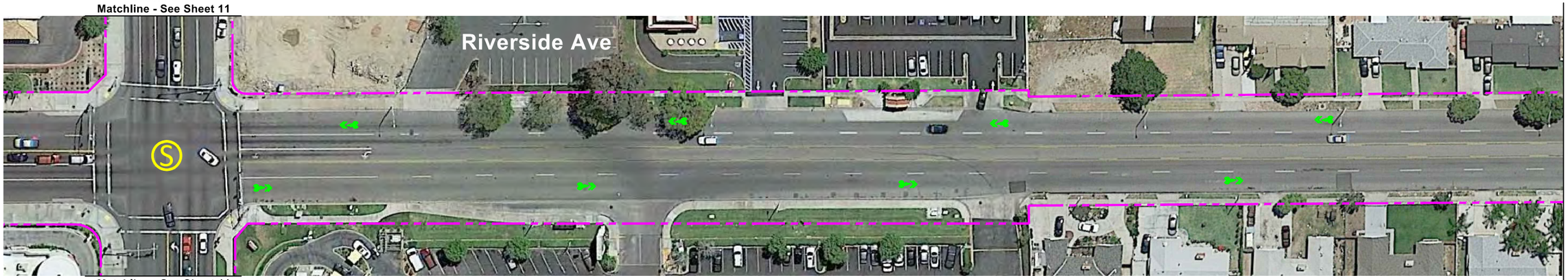
CITY OF RIALTO

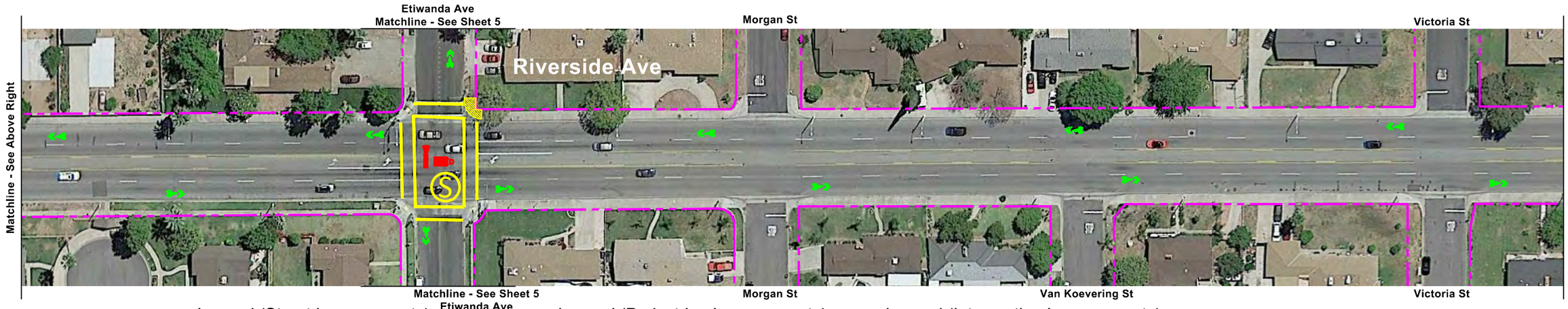
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS

ATTACHMENT E

SHEET 14 OF 19

\\IND-DC1\Traffic\JN102462 - RIALTO - On Call TE\3005 - ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15





Note: See Sheet 16 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 15 OF 19	

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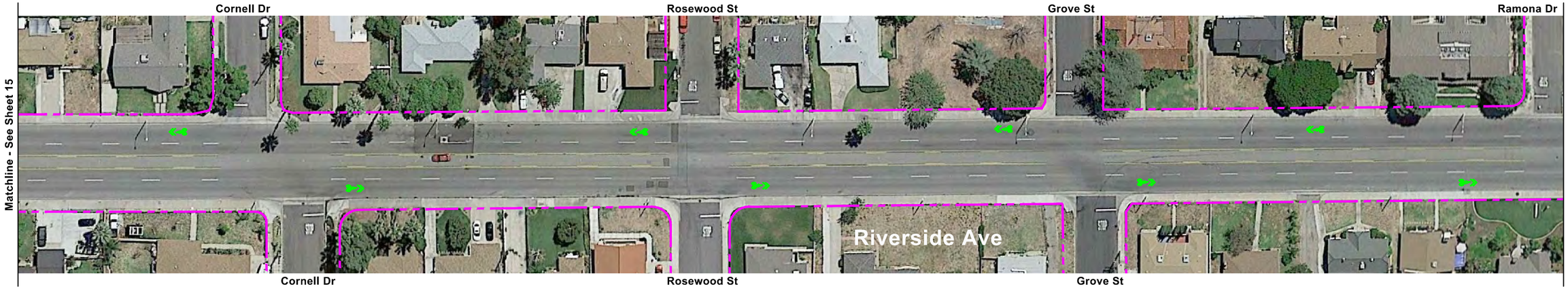
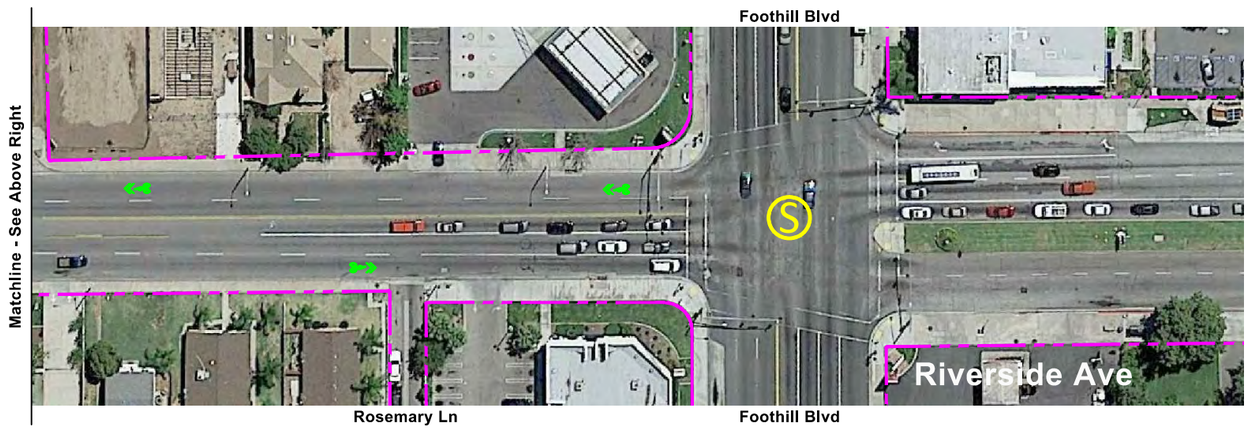
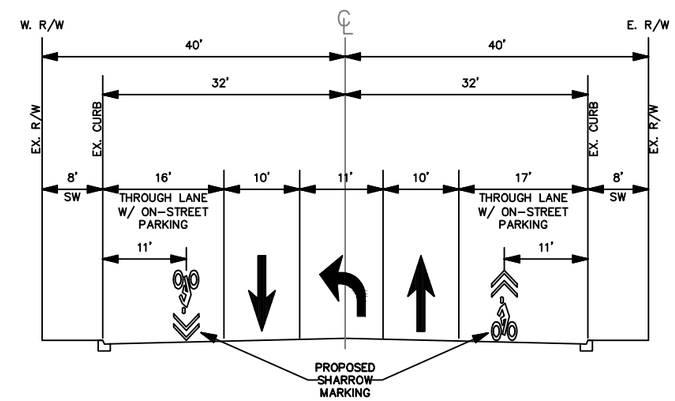


1" = 80'



1" = 80'

Typical Cross Section - Riverside Ave
1"=20'



Legend (Street Improvements):
- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):
- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):
- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

PREPARED BY: WILLDAN Engineering

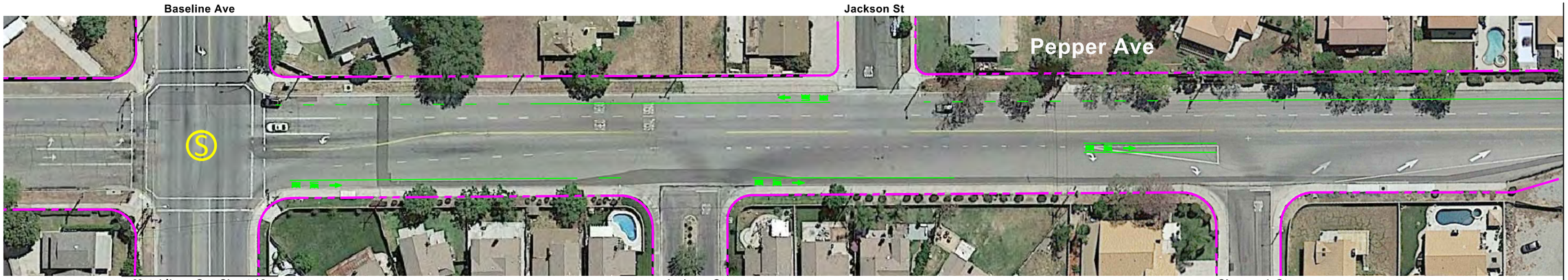
CITY OF RIALTO

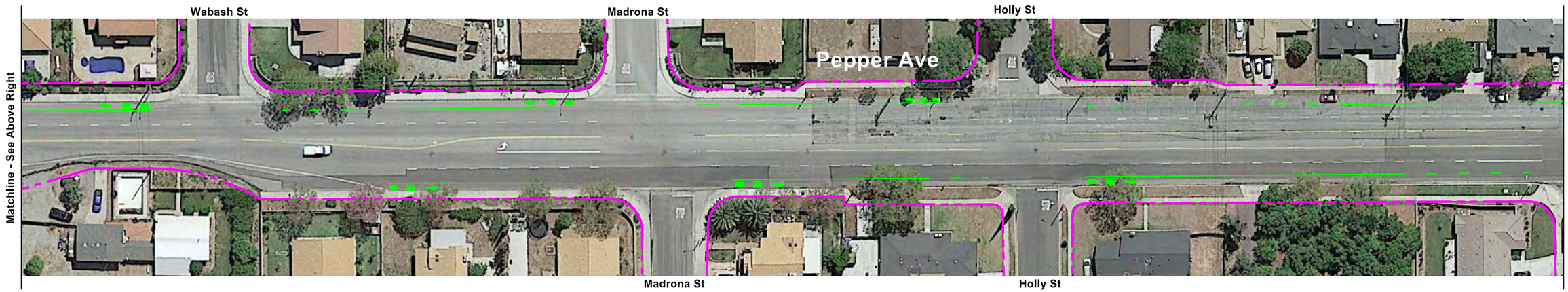
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS

ATTACHMENT E

SHEET 16 OF 19

\\IND-DC1\Traffic\JN102462 - RIALTO - On Call TE\3005 - ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15





Note: See Sheet 18 for typical cross-section.

PREPARED BY:
WILLDAN Engineering

Legend (Street Improvements):

- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

Legend (Pedestrian Improvements):

- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):

- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
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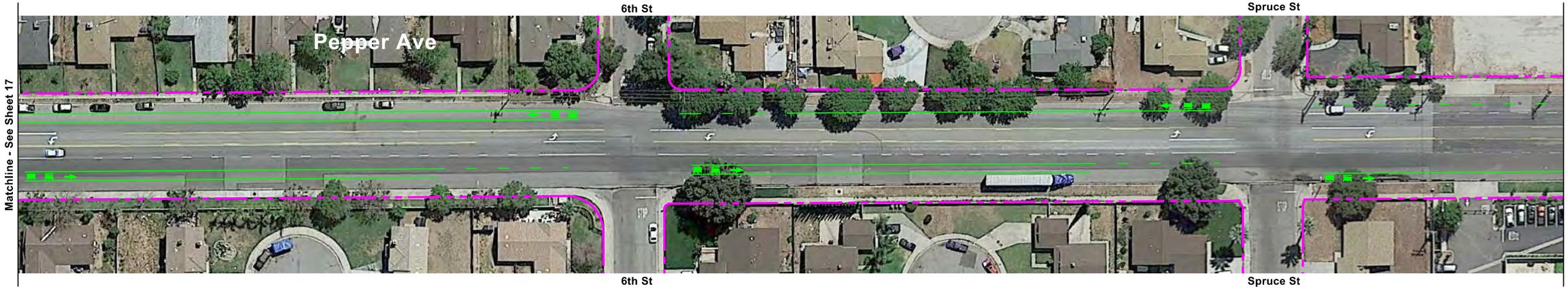
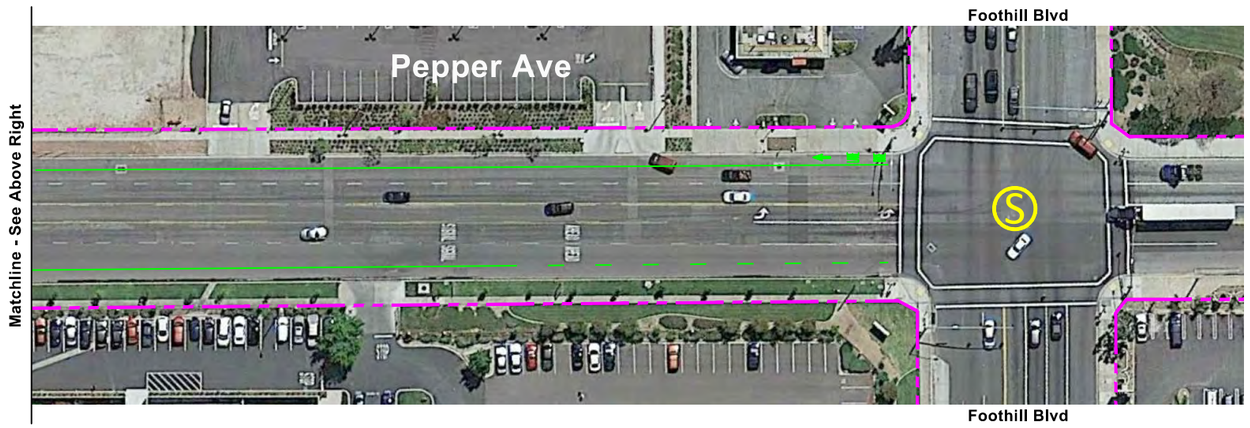
SHEET 17 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

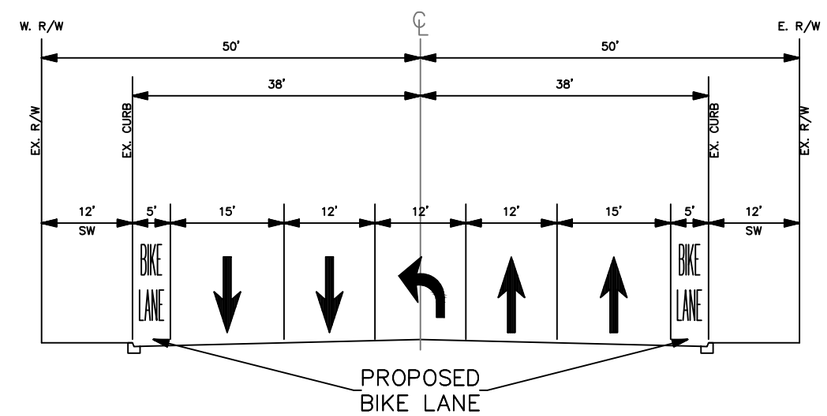


1" = 80'



1" = 80'

Typical Cross Section - Pepper Ave
1"=20'



Legend (Street Improvements):
- Existing Right-of-Way
- Proposed Class II Bike Lane
- Proposed Class III Bike Route

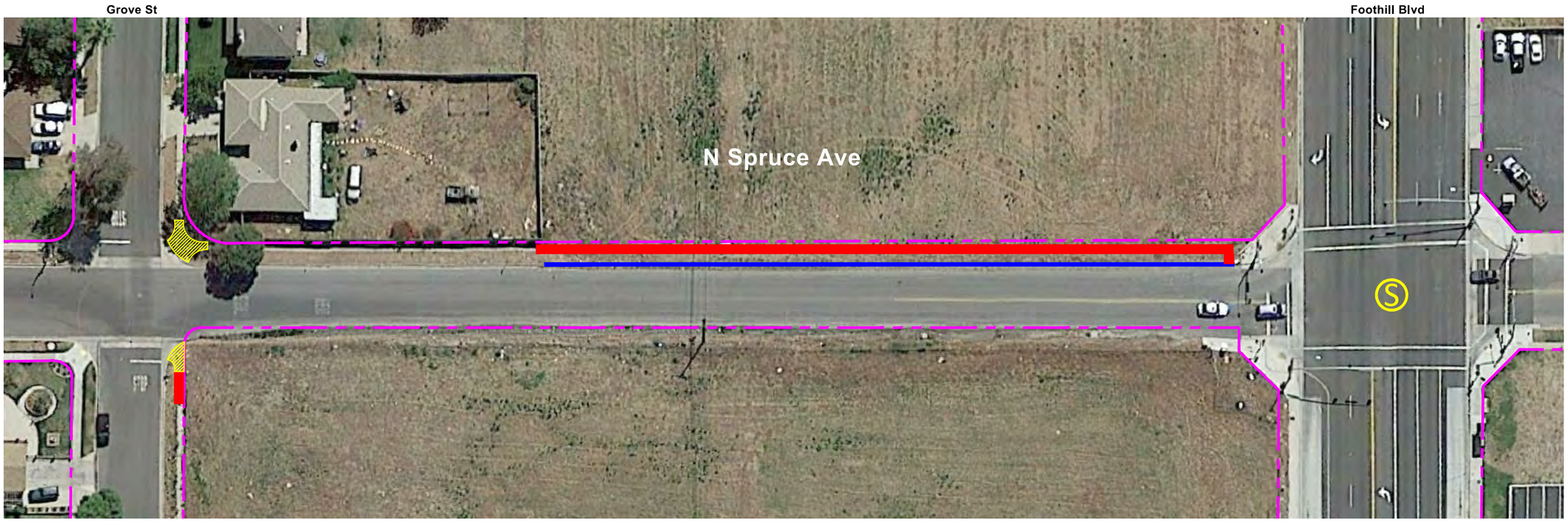
Legend (Pedestrian Improvements):
- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):
- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

PREPARED BY: WILLDAN Engineering

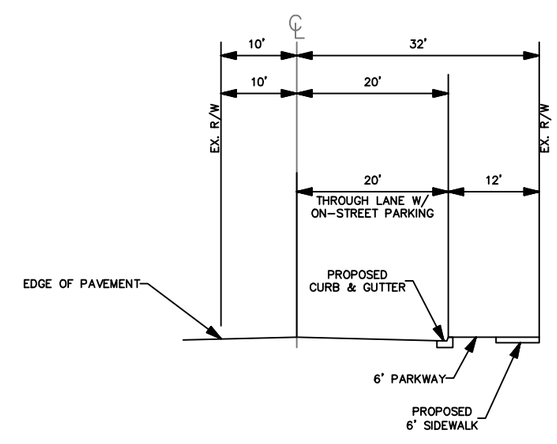
CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 18 OF 19	

\\ND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15



1" = 60'

Typical Cross Section - N Spruce Ave
Foothill Blvd to Grove St
1"=20'



Legend (Street Improvements):
- Existing Right-of-Way
- Construct Curb & Gutter
- Construct Sidewalk

Legend (Pedestrian Improvements):
- Re-stripe Crosswalk
- Construct Curb Ramp
- Proposed Flashing Beacon

Legend (Intersection Improvements):
- Signalized Intersection
- Proposed Video Detection
- Proposed Pedestrian Push Button

PREPARED BY: WILLDAN Engineering

CITY OF RIALTO, CALIFORNIA — INCORPORATED NOV. 17, 1911

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS PROJECT CONCEPT PLANS	E
SHEET 19 OF 19	

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Concept Plan.dwg May 27, 15

Attachment F

Photos of Existing Conditions

Spruce Ave looking south. Missing sidewalk on both sides of street.

Spruce Ave looking north. Missing sidewalk on both sides of street.

Photos of Existing Conditions

East side of Spruce Ave. End of existing sidewalk.

Southwest corner of Spruce Ave at Grove St. Missing curb ramp and sidewalk.

Photos of Existing Conditions

Existing conditions of Maple Ave. Wide enough to install Class II Bike Lanes.

Existing conditions of Baseline Rd. Wide enough to install Class II Bike Lanes.

Photos of Existing Conditions

Existing Conditions of Riverside Ave. Propose to install Class III Bike Route.

Etiwanda Ave at Pepper Ave. Faded crosswalk to be re-striped.

Photos of Existing Conditions

Etiwanda Ave at Chestnut Ave. Proposed location of High Visibility Crosswalk.

Etiwanda Ave at Glenwood Ave. Proposed location of High Visibility X-walk with RRFB.
All crosswalks on Etiwanda Ave to be re-painted. (Not all shown).

Photos of Existing Conditions

Etiwanda Ave & Pepper Ave

Etiwanda Ave & Eucalyptus Ave

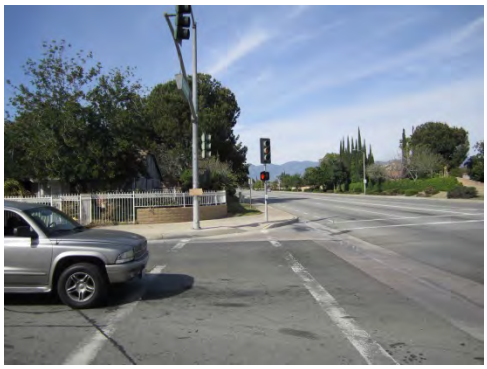
Etiwanda Ave & Acacia Ave

Etiwanda Ave & Sycamore Ave

Etiwanda Ave & Riverside Ave

Etiwanda Ave & Willow Ave

Etiwanda Ave & Lilac Ave



Etiwanda Ave & Cedar Ave

Photos of Existing Conditions

All curb ramps along Etiwanda Ave to be upgraded to be ADA-Compliant.

Etiwanda Ave & Eucalyptus Ave

Etiwanda Ave & Acacia Ave

Etiwanda Ave & Sycamore Ave

Etiwanda Ave & Willow Ave

Etiwanda Ave & Cactus Ave

Etiwanda Ave & Glenwood Ave

Etiwanda Ave & Cedar Ave

Etiwanda Ave and Maple Ave

Attachment G

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Rialto				
Application ID:	08-Rialto-1	**Prepared by:**	Willdan Engineering	**Date:**	**5/27/2015**
Project Description:	Install bike lanes, bike detection, ped push buttons, high visibility crosswalk striping, flashing beacon, sidewalk, curb ramps, and repaint crosswalks.				
Project Location:	Etiwanda Avenue, Baseline Road, Maple Avenue, Riverside Avenue, Pepper Avenue				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Clearing and grubbing	1	LS	$8,000.00	$8,000	100%	$8,000						
2	Unclassified Excavation	206	CY	$70.00	$14,420	100%	$14,420						
3	Construct 8-inch thick AC pavement over compacted native	2315	SF	$8.00	$18,520	100%	$18,520						
4	Construct curb and gutter	926	LF	$50.00	$46,300	100%	$46,300						
5	Construct 4-inch thick PCC sidewalk to match existing over compacted native	5556	SF	$7.00	$38,892	100%	$38,892						
6	Construct curb ramp per Caltrans Standard Plan A88A, case per plan	70	EA	$4,000.00	$280,000	100%	$280,000						
7	Adjust vault or manhole to grade	1	EA	$633.00	$633	100%	$633						
8	Modify and repair existing parkway, turf, and irrigation system	1	LS	$2,000.00	$2,000	100%	$2,000						
9	Construction survey	1	LS	$7,500.00	$7,500	100%	$7,500						
10	Install signing and striping complete per plan	1	LS	$70,000.00	$70,000	100%	$70,000						
11	Install video detection system	3	EA	$30,000.00	$90,000	100%	$90,000						
12	Install ADA pedestrian push buttons	24	EA	$350.00	$8,400	100%	$8,400						
13	Install solar rectangular rapid flashing beacon system	1	EA	$20,000.00	$20,000	100%	$20,000						
				Subtotal of Construction Items:	**$604,665**		**$604,665**						
				Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**	**10.00%**	**$60,467**							
				Total (Construction Items & Contingencies) cost:		**$665,132**							

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 11,000		
Plans, Specifications and Estimates (PS&E):	$ 87,000		
Total PE:	**$ 98,000**	**15%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ -		
Acquisitions and Utilities:			
Total RW:	**$ -**		
Construction (CON)			
Construction Engineering (CE):	$ 87,000	**12%**	15% Max
Total Construction Items & Contingencies:	$665,132		
Total CON:	**$ 752,132**		
Total Project Cost Estimate:	**$ 850,132**		

Attachment I

Location: Rialto
N/S: Maple Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Maple Avenue	East Leg Etiwanda Avenue	South Leg Maple Avenue	West Leg Etiwanda Avenue	TOTAL
8:15 AM	1	1	3	1	6
8:30 AM	0	3	9	0	12
8:45 AM	0	0	1	0	1
9:00 AM	0	0	1	0	1
TOTAL VOLUMES:	1	4	14	1	20

	North Leg Maple Avenue	East Leg Etiwanda Avenue	South Leg Maple Avenue	West Leg Etiwanda Avenue	TOTAL
3:00 PM	0	0	5	0	5
3:15 PM	0	22	28	3	53
3:30 PM	0	0	2	1	3
3:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	22	36	4	62

Location: Rialto
N/S: Maple Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Maple Avenue	East Leg Etiwanda Avenue	South Leg Maple Avenue	West Leg Etiwanda Avenue	TOTAL
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Maple Avenue	East Leg Etiwanda Avenue	South Leg Maple Avenue	West Leg Etiwanda Avenue	TOTAL
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Rialto
N/S: Glenwood Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Glenwood Avenue	East Leg Etiwanda Avenue	South Leg Glenwood Avenue	West Leg Etiwanda Avenue	TOTAL
7:30 AM	3	0	2	5	10
7:45 AM	3	0	0	0	3
8:00 AM	2	0	0	2	4
8:15 AM	0	0	0	2	2
TOTAL VOLUMES:	8	0	2	9	19

	North Leg Glenwood Avenue	East Leg Etiwanda Avenue	South Leg Glenwood Avenue	West Leg Etiwanda Avenue	TOTAL
1:45 PM	3	1	2	5	11
2:00 PM	3	1	22	103	129
2:15 PM	0	0	0	8	8
2:30 PM	2	2	1	6	11
TOTAL VOLUMES:	8	4	25	122	159

Location: Rialto
N/S: Glenwood Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Glenwood Avenue	East Leg Etiwanda Avenue	South Leg Glenwood Avenue	West Leg Etiwanda Avenue	TOTAL
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Glenwood Avenue	East Leg Etiwanda Avenue	South Leg Glenwood Avenue	West Leg Etiwanda Avenue	TOTAL
1:45 PM	0	1	0	0	1
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	1	0	0	0	1
TOTAL VOLUMES:	1	1	0	0	2

Location: Rialto
N/S: Riverside Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Riverside Avenue	East Leg Etiwanda Avenue	South Leg Riverside Avenue	West Leg Etiwanda Avenue	TOTAL
7:00 AM	0	1	1	2	4
7:15 AM	3	2	1	4	10
7:30 AM	2	0	0	0	2
7:45 AM	3	0	0	0	3
TOTAL VOLUMES:	8	3	2	6	19

	North Leg Riverside Avenue	East Leg Etiwanda Avenue	South Leg Riverside Avenue	West Leg Etiwanda Avenue	TOTAL
2:30 PM	6	4	2	1	13
2:45 PM	5	4	4	7	20
3:00 PM	4	4	0	0	8
3:15 PM	2	0	0	2	4
TOTAL VOLUMES:	17	12	6	10	45

Location: Rialto
N/S: Riverside Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Riverside Avenue	East Leg Etiwanda Avenue	South Leg Riverside Avenue	West Leg Etiwanda Avenue	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Riverside Avenue	East Leg Etiwanda Avenue	South Leg Riverside Avenue	West Leg Etiwanda Avenue	TOTAL
2:30 PM	0	0	0	1	1
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1
TOTAL VOLUMES:	0	0	0	2	2

Location: Rialto
N/S: Pepper Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Pepper Avenue	East Leg Etiwanda Avenue	South Leg Pepper Avenue	West Leg Etiwanda Avenue	TOTAL
7:30 AM	0	0	0	3	3
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	3	4

	North Leg Pepper Avenue	East Leg Etiwanda Avenue	South Leg Pepper Avenue	West Leg Etiwanda Avenue	TOTAL
1:45 PM	2	0	0	3	5
2:00 PM	5	0	1	3	9
2:15 PM	8	5	0	0	13
2:30 PM	0	0	1	0	1
TOTAL VOLUMES:	15	5	2	6	28

Location: Rialto
N/S: Pepper Avenue
E/W: Etiwanda Avenue

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Pepper Avenue	East Leg Etiwanda Avenue	South Leg Pepper Avenue	West Leg Etiwanda Avenue	TOTAL
7:30 AM	2	2	0	2	6
7:45 AM	0	0	0	0	0
8:00 AM	4	0	0	2	6
8:15 AM	2	0	0	3	5
TOTAL VOLUMES:	8	2	0	7	17

	North Leg Pepper Avenue	East Leg Etiwanda Avenue	South Leg Pepper Avenue	West Leg Etiwanda Avenue	TOTAL
1:45 PM	0	0	1	0	1
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	1	1	2
TOTAL VOLUMES:	0	0	2	1	3

Location: Rialto
N/S: Lilac Avenue
E/W: Baseline Road

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Lilac Avenue	East Leg Baseline Road	South Leg Lilac Avenue	West Leg Baseline Road	TOTAL
7:00 AM	4	31	11	1	47
7:15 AM	17	73	9	6	105
7:30 AM	0	10	1	1	12
7:45 AM	1	8	2	1	12
TOTAL VOLUMES:	22	122	23	9	176

	North Leg Lilac Avenue	East Leg Baseline Road	South Leg Lilac Avenue	West Leg Baseline Road	TOTAL
3:00 PM	20	2	0	3	25
3:15 PM	11	7	1	7	26
3:30 PM	17	2	0	5	24
3:45 PM	24	3	1	2	30
TOTAL VOLUMES:	72	14	2	17	105

Location: Rialto
N/S: Lilac Avenue
E/W: Baseline Road

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Lilac Avenue	East Leg Baseline Road	South Leg Lilac Avenue	West Leg Baseline Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Lilac Avenue	East Leg Baseline Road	South Leg Lilac Avenue	West Leg Baseline Road	TOTAL
3:00 PM	0	1	1	0	2
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	2

Location: Rialto
N/S: Riverside Avenue
E/W: Baseline Road

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Riverside Avenue	East Leg Baseline Road	South Leg Riverside Avenue	West Leg Baseline Road	TOTAL
7:00 AM	9	2	5	3	19
7:15 AM	2	0	4	2	8
7:30 AM	5	2	6	4	17
7:45 AM	0	2	1	0	3
TOTAL VOLUMES:	16	6	16	9	47

	North Leg Riverside Avenue	East Leg Baseline Road	South Leg Riverside Avenue	West Leg Baseline Road	TOTAL
3:00 PM	6	6	3	24	39
3:15 PM	6	10	0	6	22
3:30 PM	7	10	5	4	26
3:45 PM	4	6	6	11	27
TOTAL VOLUMES:	23	32	14	45	114

Location: Rialto
N/S: Riverside Avenue
E/W: Baseline Road

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Riverside Avenue	East Leg Baseline Road	South Leg Riverside Avenue	West Leg Baseline Road	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Riverside Avenue	East Leg Baseline Road	South Leg Riverside Avenue	West Leg Baseline Road	TOTAL
3:00 PM	1	0	0	0	1
3:15 PM	0	1	0	0	1
3:30 PM	1	0	0	2	3
3:45 PM	1	0	0	1	2
TOTAL VOLUMES:	3	1	0	3	7

Location: Rialto
N/S: Spruce Avenue
E/W: Foothill Boulevard

Date: 4/23/2015
Weather: Clear

PEDESTRIANS

	North Leg Spruce Avenue	East Leg Foothill Boulevard	South Leg Spruce Avenue	West Leg Foothill Boulevard	TOTAL
7:00 AM	0	vc	0	1	1
7:15 AM	0	0	0	2	2
7:30 AM	0	0	0	1	1
7:45 AM	0	1	2	1	4
TOTAL VOLUMES:	0	1	2	5	8

	North Leg Spruce Avenue	East Leg Foothill Boulevard	South Leg Spruce Avenue	West Leg Foothill Boulevard	TOTAL
3:00 PM	0	0	2	1	3
3:15 PM	1	0	0	1	2
3:30 PM	0	0	0	2	2
3:45 PM	0	1	4	3	8
TOTAL VOLUMES:	1	1	6	7	15

Location: Rialto
N/S: Spruce Avenue
E/W: Foothill Boulevard

Date: 4/23/2015
Weather: Clear

BICYCLES

	North Leg Spruce Avenue	East Leg Foothill Boulevard	South Leg Spruce Avenue	West Leg Foothill Boulevard	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Spruce Avenue	East Leg Foothill Boulevard	South Leg Spruce Avenue	West Leg Foothill Boulevard	TOTAL
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

08-Rialto-1

NCHRP

REPORT 770

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

Estimating Bicycling and Walking for Planning and Project Development: A Guidebook

Web Link
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_770.pdf

TRANSPORTATION RESEARCH BOARD
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Attachment I-1A.2

but in terms of "transitions" from one space to another. The approach requires coding of a detailed network, which is then treated as a "graph." Topological methods are used to characterize the properties of the network (graph) through such measures as connectivity (number of other nodes that connect to each node), depth (average number of steps between nodes), and integration (ease of access from other nodes). Integration is the key variable, whose formula compares an ideally connected graph with the one in question to determine a measure of accessibility for each node in the network. The quantified measures of accessibility and connectivity are then used to generate movement "potentials," which are then correlated with counts. The correlations are then used to predict volumes on a street-by-street basis for the defined study area.

Illustrative tests of Space Syntax in the United States have occurred in the City of Oakland, CA, for pedestrian planning (Raford and Ragland, 2003) and in relation to bicycle travel in Cambridge, MA (McCahill & Garrick, 2008). In the McCahill & Garrick example, the correlation of Space Syntax measures and observed bicycle volumes in the Cambridge, MA, bicycle network was tested. The "choice" segment indicator was used as the means of predicting relative cyclist volumes on facilities, using road centerline maps in place of the traditional "axial maps," and ArcGIS to compile information on segments from spatial analysis and census statistics. A linear regression was developed to reveal the best correlation between existing bike volume counts at 16 intersections, census population, and employment data to serve as productions and attractions, plus various Space Syntax measures. The researchers determined that the method was useful in predicting bike volumes in a network and could be useful in designing more efficient networks.

In the City of Oakland, Raford and Ragland used Space Syntax to forecast pedestrian volumes for safety analysis in the City's pedestrian master plan. Space Syntax was used to leverage existing count data from a sample of 42 intersections into forecasts of pedestrian volumes at 670 intersections citywide. However, because Space Syntax assumes an even population distribution, the researchers supplemented the model by using Census population and employment data to allow for distortions caused by major generators. Discrepancies in forecasting accuracy (remaining after the adjustments) included a tendency to underestimate volumes on high-volume streets and on streets connecting to three Bay Area Rapid Transit (BART) stations. However, the researchers believed that additional enhancements (e.g., including auto volumes and speeds and using more specific land use characteristics) could help improve accuracy.

Because of the lack of clarity in how Space Syntax works and that it is proprietary, it has not been possible to fully evaluate Space Syntax's capabilities, so it is not included in the best-practice recommendations. However, users can investigate further if the features of the tool seem interesting or useful.

Direct Demand Models

Direct demand models have been the accepted practice for estimating pedestrian or bicycle facility demand for some time. The NCHRP Project 08-78 background review recorded use of these methods back in the 1970s (Benham & Patel, 1977). Their structure is to explain observed levels of bicycle or pedestrian activity on facilities (links) or at intersection (points) as recorded through counts, using a range of factors that describe local context. This is usually done using regression modeling techniques, with the calibrated models then applied back on all or a subset of the sampled system of intersections or links to assess their accuracy in replicating choices.

Variables often used to represent context in these types of models include the following:

- Population or employment densities, sometimes differentiated by type (e.g., populations differentiated by age, gender or income, or employment categorized as office or retail).
- Population or employment activity levels within a nominal buffer distance of ¼ or ½ mile from the intersection.
- Land use mix, measured either through an index (e.g., entropy) or implicitly through corresponding buffered activity levels.
- Characteristics of the facility, including type of bike path and sidewalk existence and sufficiency.
- Interaction with vehicle traffic (e.g., adjacent speeds or volumes, intersection approaches with crosswalks, sidewalk widths, on-road versus off-road bike facilities).
- Transit availability (e.g., transit frequency and stop density).
- Major generators (e.g., proximity to universities, schools, recreation, neighborhood shopping, major transit centers, and civic centers).

Numerous examples of models in this genre are cited in Table 4-2 and documented in Appendix 7 of the Contractor's Final Report under the Aggregate Demand Methods discussion. Because each is unique, it is difficult to name one or two that are exemplary; however, among those that have undergone the most development and had access to the best data resources are the Seamless Travel pedestrian and bicycle models developed by Alta Planning & Design in San Diego (Jones, et al., 2010) and the Santa Monica pedestrian and bicycle demand models (Fehr & Peers, 2010).

Seamless Travel Models

In the Seamless Travel study, pedestrian and bicycle models were developed to predict approach volumes at intersections during the 7 to 9 A.M. period on weekdays. Manual counts from a sample of 80 intersections supported the analysis. Counts were supplemented with traveler intercept surveys at 25 locations to obtain additional data, although the surveys did not identify the type of trip in progress.

The Seamless pedestrian model is of the following form:

$$P_{AM} = 1.555 + 0.723\ ED + 0.526\ PD - 1.09\ R\ (R^2 = 0.516)$$

where
P_{AM} = Morning peak pedestrian count
ED = Employment density within 0.5 mile
PD = Population density within 0.25 mile
R = Presence of retail within 0.5 mile

So the model predicts that A.M. peak-period walk trips will increase in proportion to adjacent employment and population density and decrease in the presence of retail activity. Even though these are probably work-related trips, given the time of day, it is not immediately clear why retail activity would have a negative effect on walk trip levels. Employment density carries a higher coefficient than population density, again presumably related to these being primarily work trips, although the buffer radii are different for population and employment and elasticities were not provided.

The Seamless bicycle model has the following form:

$$B_{AM} = -4.279 + 0.718\ C + 0.438\ ED\ (R^2 = 0.439)$$

where
B_{AM} = Morning peak bike trips
C = Footage of Class I bicycle path within 0.25 mile
ED = Employment density within 0.25 mile

This bicycle model predicts an increase in bike trips based on higher employment density and greater presence of Class 1 bikeways within ¼-mile of the count site.

Santa Monica Models

The pedestrian and bicycle models developed by Fehr & Peers for Santa Monica predict volumes for the 5 to 6 PM peak hour. The pedestrian model has the following form:

$$P_{PM} = 222.18 + 0.00321\ ED + 3.675\ BF_{PM} + 82.695\ SDP$$
$$- 0.00685\ DO - 5.699\ SL\ (R^2 = 0.584)$$

where
P_{PM} = Evening peak pedestrian volume
ED = Employment density within ⅓ mile
BF_{PM} = PM bus frequency
SDP = Intersection is within shopping district
DO = Distance from ocean
SL = Average speed limit on approaches

This equation predicts that PM peak-period walk trips will increase in proportion to adjacent employment, with higher rates of PM bus service, and if the intersection lies within a shopping district. This equation predicts that PM peak-period walk trips will decline with increased distance from the ocean and with higher adjacent auto speeds. In contrast to the Seamless Travel pedestrian model, this model sees a positive effect from retail proximity, which may be due to a higher proportion of non-work trips occurring during the PM peak.

The Santa Monica bicycle model has the following form:

$$B_{PM} = 1.317 + 0.120\ Ln\ ED + 1.632\ MXD + 0.431\ BN$$
$$+ 0.523\ INT\text{-}4\ (R^2 = 0.401)$$

where
B_{PM} = Evening peak hour bike trips
Ln ED = Log of employment density within ⅓ mile
MXD = Land use mix within ⅓ mile
BN = Proximity to bike routes (intersection is along a bike route or at the intersection of two bike routes, with higher weighting going to better classes of bike facilities)
INT-4 = Four-legged intersection

This equation predicts an increase in bike trips based on higher employment density, mixed land use, proximity to bike routes, and if the intersection is four-way.

The appeal of these models lies in their simplicity and custom quality. Although not easy to construct, they do not require advanced transportation modeling skills and are fairly easy to understand and apply. Aside from the activity counts, most of the data used to construct the context variables are generally available, and model builders are often resourceful in designing the models to use the data that they have.

The caveat with these models is that they trade directness and simplicity for behavioral structure. In effect, they try to explain/predict an aggregate quantity—activity counts in a particular time period—with factors descriptive of the surrounding environment. What results are relationships that may display strong correlations with the activity variable, but cannot be readily shown to "cause" the behavior represented in the counts (which is itself an amalgam of travel activity).

What the NCHRP Project 08-78 research has shown is that accessibility is the most significant determinant of choice, particularly for non-motorized travel, and representing accessibility requires a deliberate effort to simultaneously account for both the opportunities presented through the land use and the ease and efficiency with which the modal networks connect the traveler with these opportunities. It is difficult to apply this relationship in count-based models given that the modeled intersection or link is neither a trip production nor attraction.

Therefore, this guidebook suggests that use of these models should be judicious in how they are developed and when they are used. The following guidelines are suggested:

1. None of these models should be construed as transferrable. Their coefficients are unique to how the models have been

specified (variables included) and the specific location for which they were developed. If an existing model presents an appealing structure, the user is advised to re-estimate the model(s) using identical data for the new study area.

2. The user needs to be aware of the uncertainties associated with modeling "count" data. In almost all cases, the models are blind to the travel behavior represented by the counts (e.g., the purpose of the trip, the sociodemographic characteristics of the traveler, the origin-destination of the trip, and the existence of alternatives). Focusing the counts and models on a particular time period (e.g., A.M. weekday peak for work or mid-day weekend for recreation) can narrow the uncertainty as to the types of trips being observed, but, for other time periods, the mix of trips being modeled may be difficult to surmise.
3. Once the models are calibrated, the user should test their reliability in predicting activity at individual locations and overall for the study area. Although most of the models reviewed have R^2 values of 0.5 or better, they may not be particularly accurate at the level of the individual intersection or link. The Seamless Travel study experimented with methods to adjust the base estimates to account for unusual circumstances (that cannot be directly included in the model), and it may prove worthwhile to review and consider emulating these methods (see http://www.altaplanning.com/caltrans+seamless+study.aspx).
4. Be judicious in the types of applications or decisions to be supported by the models. For example, if measures of network connectivity are not included in the model structure, it would be misleading to estimate demand for a new or improved facility without recognizing that some portion of the new demand predicted may simply be a diversion from some other facility. At the same time, a network improvement that contributes to overall network connectivity may well induce new travel on other portions of the network.

Given the above, it is recommended that the direct demand tools be reserved for either quick estimates or screening in advance of more comprehensive analysis, or for incremental extrapolations from an existing situation. Regardless, the forecast effort should be within the bounds of the explanatory variables in the model and not be used for forecasting new demand or changes within a network. For these types of applications, the user is advised to apply one of the earlier choice-based tools (e.g., the GIS-Accessibility, MoPeD, PedContext, or even the Portland Pedestrian model approach).

MEMORANDUM

Date: July 5, 2013

Project #: 12470

To: Herbie Huff
Ryan Snyder Associates

Web Link
http://www.bikecounts.luskin.ucla.edu/

From: Karla Kingsley, Mike Aronson, Kittelson & Associates
Madeline Brozen, Tulsi Patel, UCLA

Project: SCAG Bike Count Data Clearinghouse: Task 5

Subject: Task 5: Tools for Estimating Benefits

SUMMARY

This white paper identifies potential relationships between improved bicycle count data and travel demand modeling in the Los Angeles region. A number of tools for estimating benefits of bicycle travel, separate from regional travel demand models, are summarized. Finally, additional considerations for estimating benefits on the Los Angeles region are listed. We do not provide for development of a specific methodology, but provide resources for methodologies that could be implemented.

Improved bicycle count data in the Los Angeles region will provide certain benefits for travel demand modeling. It will be some time before the bicycle data is comprehensive enough to fully inform a travel model calibration representing all decisions related to bicycle travel. However, focused bicycle count data at a specific cordon, screenline or activity center could be used to calibrate models to represent special circumstances influencing bicycle travel (for example, at a college) or to provide model validation targets at a specific geographic location.

SCAG and Metro are currently improving the representations of bicycle travel in their regional travel demand models, and could consider building on methods tested and implemented at other agencies such as Portland Metro and San Francisco MTA.

A number of planning tools have been implemented to test various benefits of non-motorized travel, including bicycle and pedestrian travel. One of these is the Bicycle Model being developed for Los Angeles Metro, separate from but complementary to the regional travel demand model process.

NCHRP 552 Bike Cost Tool

NCHRP 552 *Guidelines for Analysis of Investments in Bicycle Facilities* (2005) provides guidance on estimating bike facility costs, forecasting demand for bicycling, estimating benefits associated with using bike facilities, and doing benefit-cost analyses of bicycle facilities.

The research in NCHRP 552 provided the basis for development of a sketch planning tool for estimating the costs, demand in terms of new cyclists, and economic benefits from building a new bicycle facility. The tool is available at www.bicyclinginfo.org/bikecost.

Tool User Inputs

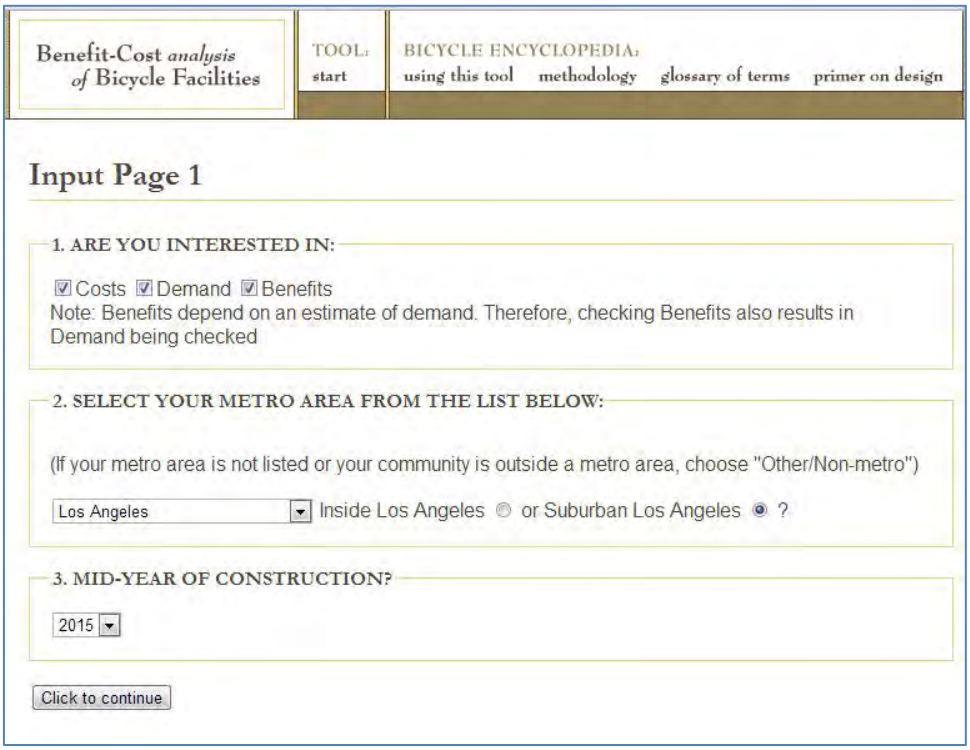
Figure 6 shows some of the example questions from the online tool. The complete list of questions includes:

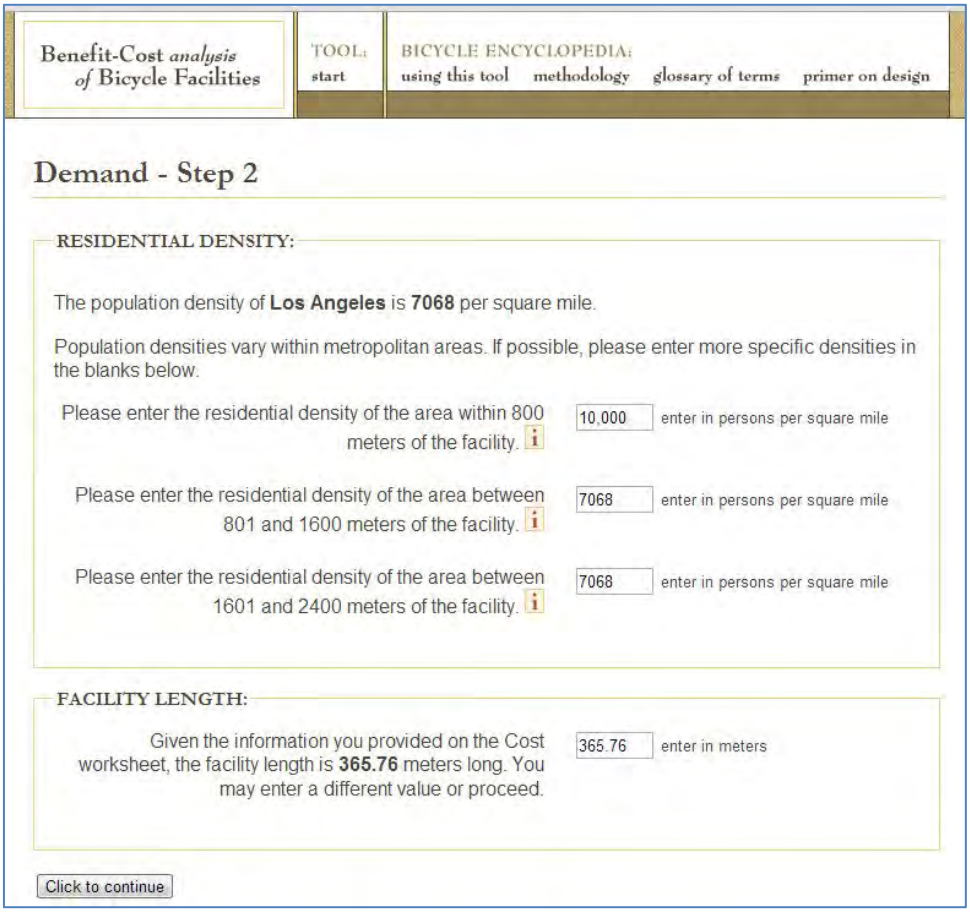
- The metropolitan region of the bicycle facility, and whether it is located in an urban or suburban part of the metro area
- Anticipated year of construction
- Facility type
    - bike lane with parking
    - bike lane without parking
    - off-street bike trail
- Facility Length
- Bicycling commute mode share in the study area[14]
- Residential density of the area surrounding the facility. The model includes the population density of the overall metropolitan region, but suggests using specific measured inputs for the residential density within 800, 1600, and 2400 meters of the facility, given a high level of variance across metro regions
- Improvement type (for estimating costs)
    - e.g. restripe v. new pavement for an on-street bike lane
    - e.g. asphalt v. concrete for a new off-street trail
- Length and width of facility area to evaluate excavation cost, curb removal, grading, and materials cost
- Standard cost of materials[15]

[14] The tool provides a commute share from the 2000 census, but allows the user to input a more recent or accurate figure, if known.

[15] The tool provides materials cost estimates based on 2002 rates, but allows the user to input more recent or metro area specific cost figures.

Figure 6: Example Questions from NCHRP 255 Bike Cost Tool





Tool Outputs

Figure 7 shows an example final output screen from the NCHRP 255 model:

- Cost estimate for the construction and annual operations and maintenance of the facility.
- Low, mid, and high estimates for the demand within 1.5 miles, including residents, existing commuters, new commuters, total existing cyclists, and total new cyclists.
- Monetary benefits from the facility based on increased mobility, health, recreation, and decreased auto use (in terms of decreased congestion, decreased air pollution, and user cost savings).

Figure 7: Output from NCHRP Benefit-Cost of Bicycle Facilities Tool

Benefit-Cost *analysis* *of* Bicycle Facilities

TOOL: start

BICYCLE ENCYCLOPEDIA: using this tool methodology glossary of terms primer on design

Demand and Benefits Results

Costs

Total build year capital cost	$136,655
Annual operations and maintenance	$0

Demand

In a one and half mile (2,400 m) radius around the proposed facility:

	Low Estimate	Mid Estimate	High Estimate
Residents	57,112	57,112	57,112
Existing Commuters	228	228	228
New Commuters	70	70	70
Total Existing Cyclists	800	9,983	14,963
Total New Cyclists	313	3,113	4,632

Annual Benefits

	Low Estimate	Mid Estimate	High Estimate
Recreation	$889,737	$11,109,007	$16,650,801

Mobility - Proposed Facility Type	Per Trip	Daily	Annually
Bicycle lane with parking	$3.17	$945	$222,066

	Low Estimate	Mid Estimate	High Estimate
Health	$40,117	$398,491	$592,833
	Urban	**Suburban**	**Rural**
Decreased Auto Use	$967	$595	$74

Methodology

Cost:

In providing a cost estimate, the model can provide a sketch cost estimate drawing only on the user inputs of the facility type and size, and using default materials costs (as released, based on 2002 data). It produces a more accurate cost estimate with further user inputs regarding the local cost of materials.

Demand:

- The tool assumes that all existing bicyclists that currently use a route near the planned new facility will shift their route to use the new facility.
- Existing levels of bicycling are estimated using U.S. Census journey-to-work data for the low estimate and a function of the Census journey-to-work data for the moderate and high estimates, based on a comparison with the National Household Transportation Survey (explained in Appendix A of NCHRP 552).
- The tool assumes that new bicyclists will be induced to start riding, and that this number can be estimated based on the number of existing cyclists and the number of residents living within an 800, 1600, and 2400 meter buffer around the new facility.

Benefits:

- The method assumes a **mobility** benefit for bicycle commuters with the addition of a new bike facility. Appendix D of NCHRP 552 discusses the research that indicates people will spend extra time during their commute to travel to a route that has an off-street bicycle trail or bicycle lane. Using $12/hour as the value of time, the "mobility benefit" is calculated using a per-trip benefit of monetary savings based on time savings.
- The model calculates **health** benefits simply, using a per-capita cost savings of $128 per new bicyclist, based on a compilation of studies done in the US that estimated the annual per capita cost savings of physical activity. The studies' estimates ranged from $19 to $1175 in annual savings with an average of $128, and are listed in Appendix E.
- The model also accounts for **recreation** benefits from non-commute use of the new facility, based on studies showing a benefit of $40 (in 2004 dollars) for a day with 4 hours of recreation.
- The model calculates a **decreased auto use** benefit based on non-recreational trips on the facility. This benefit is comprised of reduced congestion, reduced air pollution, and user cost savings. The model finds a savings per mile of $0.13 in urban areas, $0.08 in suburban areas, and $0.01 in small towns or rural areas, accounting for the fact that some areas are not congested and therefore have no benefit from reduced congestion, and that benefits from reduced pollution are greater in more densely populated areas.

Applications

The NCHRP 552 Bike Cost tool can be used to assess the costs, bicyclist demand, and benefits from a new bicycle facility. It can be used to compare the costs and potential benefits of different facility investments in order to prioritize implementation in a particular region.

Quantifying the Cost of Physical Inactivity

The Department of Health Education & Promotion at East Carolina University, with support from the Centers for Disease Control and Prevention, has created an online tool[16] that estimates the economic costs of physical inactivity in a particular community or other unit of interest.

Tool User Inputs

The online tool requires inputs to respond to questions (Figure 8).

- State of study population
- Number of adults (people over 18) in the study population
- Number of working adults
- Percentage of adults 65 or older
- Median per capita salary of workforce
- The inactivity rate for the study population[17]

Tool Outputs

The model produces costs estimates that are attributed to a lack of physical activity in the study population. In theory, these are costs that would be avoided if the study population engaged in regular physical activity. Figure 9 shows an example of the tool output, including:

- Medical care costs due to physical inactivity
- Workers compensation costs
- Lost productivity costs

[16] http://www.ecu.edu/picostcalc/

[17] The default inactivity rate in the model is based on data from the Center for Disease Control for the selected state. The user can adjust this rate if they have more specific data.

08-Rialto-1

L.A. BIKE + AND PED COUNT

2013 WHO GETS COUNTED COUNTS

BICYCLE

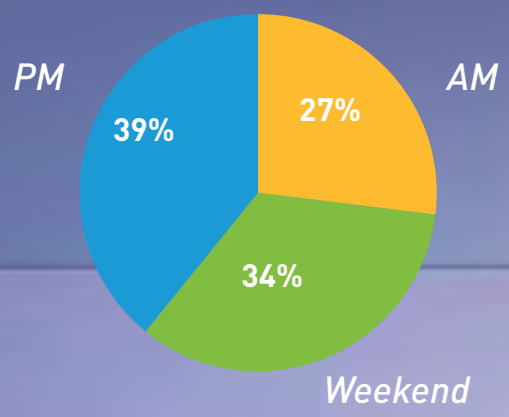
Findings & Recommendations

Web Link
http://la-bike.org/sites/default/files/Websitefiles/LACBC%202013%20LA%20Bike%20Count%20Report.pdf

LOS ANGELES COUNTY
BICYCLE
COALITION
WWW.LA-BIKE.ORG

Attachment I-1A.4

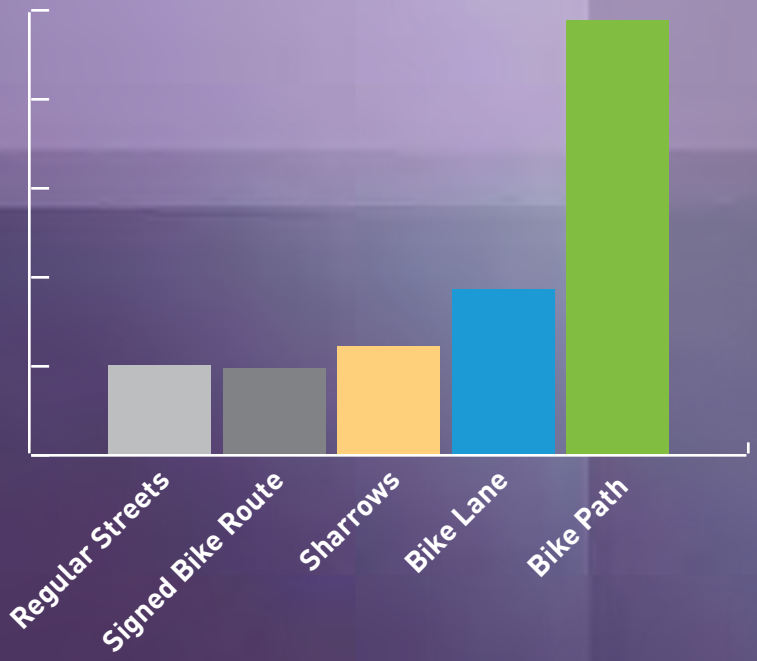
WHEN PEOPLE RIDE



People ride bikes for many reasons and at all times of the day, so it isn't surprising that bicycling is common during both the morning and afternoon commute hours and on weekends. More bicyclists were counted during the afternoon peak period than on the weekend, suggesting that most Angelenos are using bicycles primarily for transportation.

BICYCLISTS LIKE BIKE FACILITIES

WHERE PEOPLE RIDE



When given an option, bicyclists tend to prefer riding on dedicated facilities. Compared to streets with no bicycle facilities, sharrows are correlated with 22% more ridership, bike lanes 86% more ridership and bike paths 391% more ridership. Signed bike routes with no painted markings are not correlated with increased bicycling.

Bike paths are particularly well loved by Angelenos. Despite accounting for only 8% of count locations, over 25% of bicyclists counted were on paths.

Aside from bike paths, bicycling was highest near universities and in low-income communities, suggesting high rates of people riding for practical or economic reasons.

APPENDIX A. INTERNATIONAL BOULEVARD SIDEWALK IMPACT STUDY: SeaTac, WASHINGTON

Before

After

by

Richard L. Knoblauch

Web Link
http://trid.trb.org/view.aspx?id=741593

OVERVIEW

This research was conducted by the Center for Applied Research, Inc., as part of a subcontract from The University of North Carolina Highway Safety Research Center. Task Order 11, Evaluation of Pedestrian Facilities, was part of a Federal Highway Administration research project, Pedestrian and Bicyclist Safety—Administrative and Technical Support.

OBJECTIVES

The purpose of this study was to determine the effect of a major sidewalk installation project along a 12-block section of International Boulevard in SeaTac, Washington (State Highway 99 from S. 188th Street to S. 200th Street). This stretch of Highway 99 is the area for Phase II of International Boulevard improvements. The area of observation was defined as the street frontage of International Boulevard from just north of the intersection with S. 188th Street to just south of the intersection with S. 200th Street.

BACKGROUND

This section of roadway has undergone significant enhancement in the past year. The improvements include: new road surface; 2.4-m- (8-ft-)wide sidewalks on either side; street trees; a center median with trees and an earthen berm; and street lighting on high poles for illuminating the roadway, as well as smaller lights on shorter poles for illuminating the sidewalks. In addition, a traffic signal with pedestrian heads and marked crosswalks were installed in the middle of the site at 192nd Street. This intersection was previously stop-sign controlled on the minor leg. SeaTac has recently incorporated as a city (the area was previously unincorporated and was administered by King County) and International Boulevard is the main street through town. Formerly, it was known as State Highway 99, and was the main artery between Seattle and Tacoma until the construction of Interstate 5 in the early 1960s. As such, it was developed with an auto-oriented character, and the businesses that lined the street tended to be motels, gas stations, and fast-food outlets. More recent development and redevelopment have been influenced by SeaTac International Airport, which is about 0.8 km (0.5 mi) north of the study area. Currently, the study area includes several motels, fast-food outlets, gas stations, rental car lots, airport parking lots, office buildings (including the headquarters of Alaska Airlines), small professional offices (doctors, chiropractors, etc.), a self-storage facility, an apartment building, and several convenience stores. There has been no significant redevelopment along the study area in the last year. Figures 1, 2, and 3 show “before” and “after” views of three different locations along International Boulevard.

METHOD

The data collection protocol was developed to determine the effect of sidewalk construction on pedestrian behavior. Because other street improvements (i.e., median, repaving, new crosswalk) were also done at the same time, it was not possible to attribute any of the effects observed solely to the sidewalk improvement.

Observation Zones: For the purpose of data collection in the field, the study area was divided into 11 zones. The length of these zones ranged from 88 to 169 m (288 to 555 ft). The borders of each zone were set to conform as closely as possible to pre-construction transitions from one pedestrian surface to another. The zones included only International Boulevard and the pedestrian areas along the boulevard and did not extend down any of the intersecting streets or their pedestrian areas.

Observation Periods: Each zone was observed for a period of 10 minutes before the observers moved to the next zone. The days of the week and the times of the day for observation were chosen so that the before (1997) and after (1998) periods were comparable. The weather in 1998 was slightly better than the weather in 1997.

Observation Procedures: During each 10-minute observation period, observers were positioned near the middle of a zone. They were positioned so that they could see all pedestrians entering and leaving the zone, as well as those pedestrians moving from point to point within the zone. A data collection form was developed so that the observers could record the following information:

- Vehicle volumes.
- Vehicle speeds.
- Pedestrians walking:
  - Distance walked.
  - Location walked (i.e., shoulder, curb, sidewalk).
- Pedestrians crossing:
  - In crosswalk.
  - Not in crosswalk.
- Pedestrian/vehicle conflicts:
  - Signal timing.

(a) Before.

(b) After.

Figure 1. Zone 5: Looking south.

(a) Before.

(b) After.

Figure 2. Zone 5: Looking north.

(a) Before.

(b) After.

Figure 3. Zone 4: Looking north from 192nd Street.

RESULTS

The results of the data collection effort are summarized in Table 1. Although northbound volumes increased by 9.5 percent, southbound volumes decreased by 10.5 percent. The overall decrease in volume was 2.2 percent. None of these differences were significant. Vehicle speeds were also essentially unchanged from 1997 to 1998.

Pedestrian volumes increased by 15 percent from 1997 to 1998, but the difference was not significant. The length of the average pedestrian trip increased 33 percent. This difference was significant. Apparently, after the improvements, somewhat more pedestrians were walking further. An examination of the age distribution of the pedestrians observed revealed no meaningful differences. There was a slight increase in the number of female pedestrians observed (from 30.0 percent to 38.2 percent). It was also found that pedestrians were more likely (22.7 percent in 1997 vs. 35.2 percent in 1998) to be traveling in groups. It could be hypothesized that the improvements resulted in a more pedestrian-friendly environment that was more likely to be used by women and groups of pedestrians, but there was no way to prove this hypothesis. There was no change in the percentage of pedestrians observed carrying parcels or shopping bags (13.2 percent in 1997 vs. 12.6 percent in 1998).

The changes in pedestrian walking location were more dramatic and very statistically significant. In 1997, almost half (42 percent) of the pedestrians were observed walking on the shoulder and 8 percent were walking along the curb at the shoulder. Installing sidewalks along both sides of International Boulevard resulted in all of the pedestrians in 1998 walking on the sidewalks. Although there was a 38-percent increase in pedestrian crossings (from 6.1 pedestrian crossings per hour in 1997 to 8.1 crossings per hour in 1998), this difference was not statistically significant. There was, however, a statistically significant change in pedestrian crossing location. In 1997, 66 percent of the crossing pedestrians used one of the marked crosswalks and 7 percent crossed at an intersection, but not in a crosswalk. In 1998, 89 percent crossed in a marked crosswalk. It was not known whether this change was attributable to the installation of the signalized intersection at 192nd Street or to the other changes (i.e., sidewalks and/or median) that were made. There was also a marked decrease in percentage of mid-block crossings (27 percent in 1997 and 11 percent in 1998). Although it could have been hypothesized that the reduction in mid-block crossings was due to the addition of continuous sidewalks on both sides of the roadway, there was no way to prove that this was the case.

In addition to recording specific data on pedestrians in the observation zone being studied, the field researchers kept a tally of pedestrians seen "jaywalking" (crossing lanes of traffic) outside of the observation zone. In 1997, there were 6.8 jaywalkers per hour; less than half that number (3.1) of jaywalkers were observed in 1998. Because jaywalking and conflict data were collected as simple tallies, statistical analysis is not possible. However, this change supports the reduction in percentage of crossings that occurred at mid-block locations that was discussed earlier.

For the purpose of this study, "pedestrian/motor vehicle conflicts" were defined as any altered pedestrian *or* driver behavior that was apparently intended to avoid a crash. This would include drivers braking or slowing down or pedestrians slowing or running while crossing in response to an approaching vehicle. There was a marked reduction in pedestrian/motor vehicle conflicts. In 1997, 2.9 conflicts per hour were observed and the number dropped to 0.9 conflicts per hour in 1998. It is not

known whether this reduction was due to the overall reduction in mid-block crossings that was observed or to the median, which permitted jaywalkers to divide their crossing into two separate, somewhat safer, crossing events.

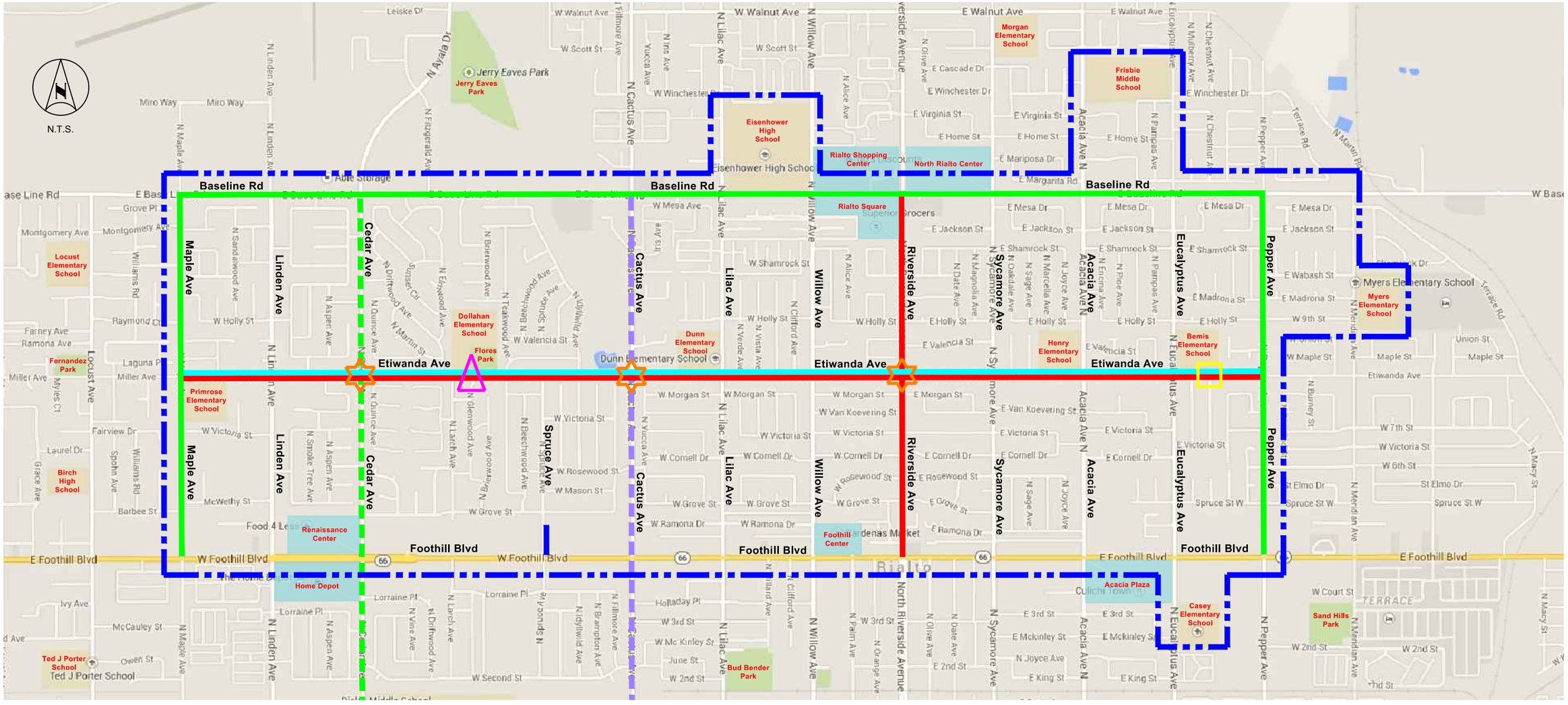
DISCUSSION

Overall, the effects of the International Boulevard improvement project appeared to be very positive. More pedestrians were walking further and they were no longer walking along the shoulder. There were also reductions in mid-block crossings, jaywalking, and pedestrian/motor vehicle conflicts. Although it was not possible to determine that the changes were directly attributable to any one of the improvements (e.g., sidewalks, median, or additional signalized intersection), there is little doubt that the entire improvement project resulted in a safer, more pedestrian-friendly environment.

Table 1. Results of the International Boulevard sidewalk improvement project.

Data Element	Before (1997)	After (1998)	Significance Test	Significance Level
Vehicle Volume: Northbound Southbound	 792 veh/h 1,112 veh/h	 867 veh/h 995 veh/h	 t = 7.881 t = 0.799	 0.444 NS* 0.950 NS
Vehicle Speeds	75.0 km/h (46.6 mi/h)	74.4 km/h (46.2 mi/h)	t = 0.087	0.931 NS
Pedestrian Volume	24.0 ped/h	27.7 ped/h	t = 0.726	0.469 NS
Distance Walked, Average Pedestrian Trip Length	63 m (205 ft)	84 m (275 ft)	t = 2.216	0.029
Pedestrians Walking: On Sidewalk Curb, at Shoulder On Shoulder	 42% 8% 50%	 100%	 Pearson Chi Square = 304.312	 0.000
Crossings, per Hour per Zone	6.2	8.1	t = 0.644	0.521 NS
Pedestrian's Crossing Location: In Marked Crosswalk In Unmarked Crosswalk Mid-Block	 66% 7% 27%	 89% 0% 11%	 Pearson Chi Square = 18.328	 0.000
Pedestrians Jaywalking, per Hour	6.8	3.1	N/A**	
Pedestrian/Motor Vehicle Conflicts, per Hour	2.9	0.9	N/A	

*NS- Not significant.
**N/A- Not applicable.



LEGEND

- ETIWANDA CORRIDOR PROJECT LIMITS
- EXISTING CLASS I BIKE PATH
- EXISTING CLASS II BIKE LANE
- PROPOSED CLASS II BIKE LANE
- PROPOSED CLASS III BIKE ROUTE
- PROPOSED SIDEWALK
- RE-STRIPE ALL CROSSWALKS AND REPLACE ALL CURB RAMPS TO BE ADA-COMPLIANT
- PROPOSED HIGH VISIBILITY CROSSWALK WITH SOLAR RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM
- PROPOSED HIGH VISIBILITY CROSSWALK
- PROPOSED VIDEO DETECTION AND ADA PEDESTRIAN PUSH BUTTONS AT SIGNALIZED INTERSECTION
- MAJOR RETAIL AND ENTERTAINMENT CENTERS

PREPARED BY:
WILLDAN Engineering

CITY OF RIALTO	ATTACHMENT
ETIWANDA CORRIDOR IMPROVEMENTS DESTINATION MAP	I-1B
SHEET	1 OF 1

\\IND-DC1\Traffic\JN102462 – RIALTO – On Call TE\3005 – ATP Cycle 2 Application\Etiwanda Corridor\Exhibits\Etiwanda Project & Destination Maps.dwg May 27, 15

08-Rialto-1

COLLISION DIAGRAM

Primary Street:

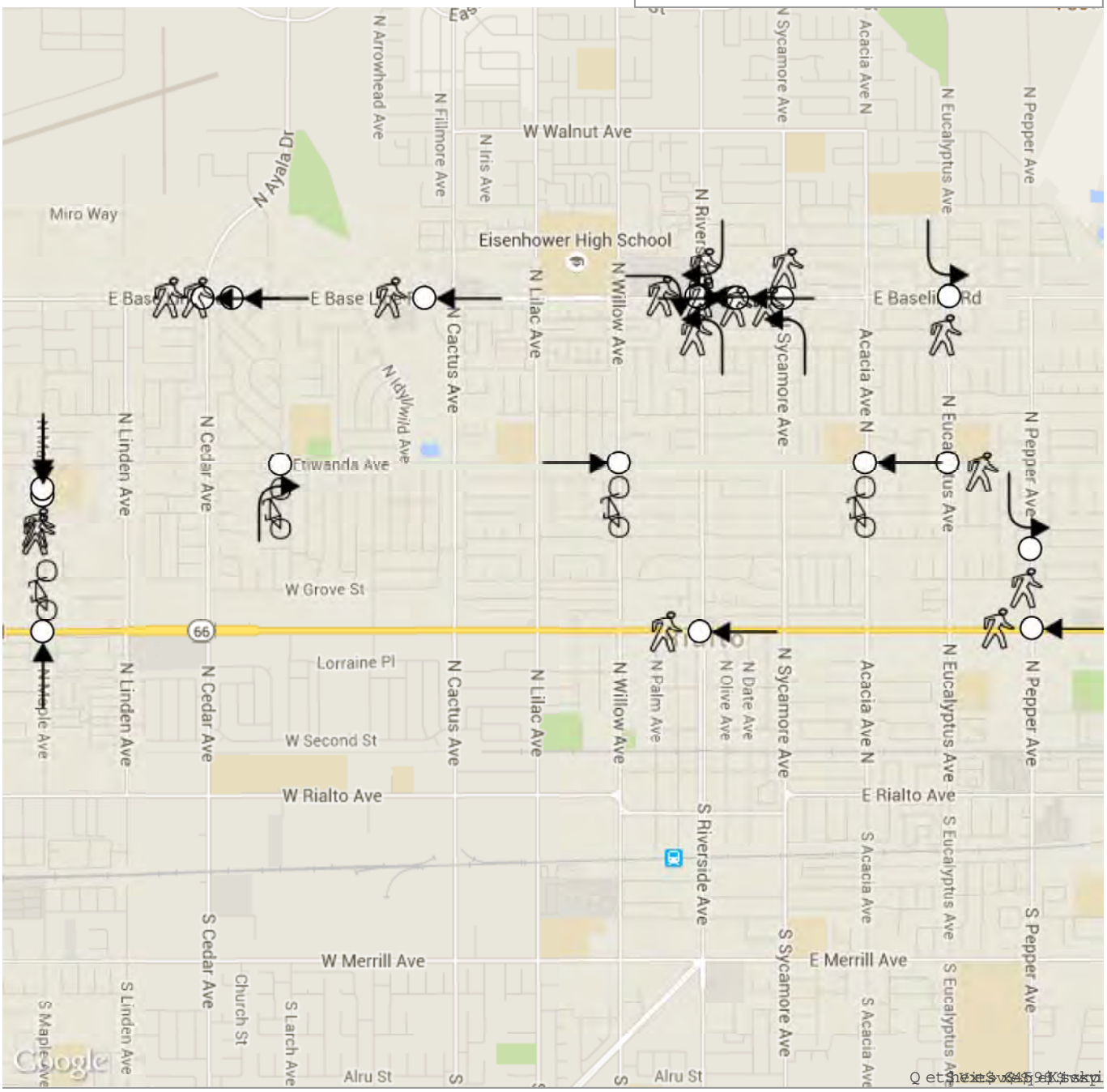
Secondary Street:

Time Period:
1/1/2008 - 12/31/2012

Agency Name:
City of Rialto

Mapping Summary	
Fatal Collision	0
Injury Collision	21
Mapped	21
Not Drawn	2
Total	23

Straight	Overturned
Left Turn	Ran Off Road
Right Turn	Stopped
U-Turn	Parked
Pedestrian	Bicycle
Object	Injury Crash
Fatal Crash	



Map Scale: 1" = 2,500'

Date Created: 05/08/2015

Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2014

Attachment I-2A.1

U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS
2012 Data

NHTSA
www.nhtsa.gov

DOT HS 812 018

April 2014

Bicyclists and Other Cyclists

In 2012, 726 pedalcyclists were killed and an additional 49,000 were injured in motor vehicle traffic crashes. Pedalcyclist deaths accounted for 2 percent of all motor vehicle traffic fatalities (Table 1), and made up 2 percent of the people injured in traffic crashes during the year.

For the purpose of this Traffic Safety Fact Sheet, bicyclists and other cyclists include riders of two-wheel, nonmotorized vehicles, tricycles, and unicycles powered solely by pedals. The term pedalcyclist will be used to identify these cyclists.

The number of pedalcyclists killed in 2012 is 6 percent higher than the 682 pedalcyclists killed in 2011.

The 726 pedalcyclist deaths in 2012 accounted for 2 percent of all traffic fatalities during the year.

Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2003–2012

Year	Total Fatalities	Pedalcyclist Fatalities	Percent of Total Fatalities
2003	42,884	629	1.5%
2004	42,836	727	1.7%
2005	43,510	786	1.8%
2006	42,708	772	1.8%
2007	41,259	701	1.7%
2008	37,423	718	1.9%
2009	33,883	628	1.9%
2010	32,999	623	1.9%
2011	32,479	682	2.1%
2012	33,561	726	2.2%

Sixty-nine percent of all pedalcyclist deaths in 2012 occurred in urban areas.

Table 2 shows the majority of pedalcyclist fatalities in 2012 occurred in urban areas (69%) and at non-intersections (60%). Almost half of all pedalcyclist fatalities (48%) occurred from 4 p.m. to 11:59 p.m. The fewest pedalcyclist fatalities occurred from midnight to 3:59 a.m. (7%).

Table 2
Percentage of Pedalcyclist Fatalities in Relation to Land Use, Non-Motorist Location, and Time of Day

Pedalcyclists Killed	Percentage of the Pedalcyclists Killed	
	2011	2012
Land Use		
Rural	31%	31%
Urban	69%	69%
Non-Motorist Location		
Intersection	31%	30%
Non-Intersection	58%	60%
Other	10%	9%
Time of Day		
Midnight – 3:59 a.m.	9%	7%
4 a.m. – 7:59 a.m.	9%	12%
8 a.m. – 11:59 a.m.	14%	14%
Noon – 3:59 p.m.	18%	18%
4 p.m. – 7:59 p.m.	30%	24%
8 p.m. – 11:59 p.m.	21%	24%

Note: Percentage of unknown values are not displayed.

Important Safety Reminders

All bicyclists should wear properly fitted bicycle helmets every time they ride. A helmet is the single most effective way to prevent head injury resulting from a bicycle crash.

Bicyclists are considered vehicle operators; they are required to obey the same rules of the road as other vehicle operators, including obeying traffic signs, signals, and lane markings. When cycling in the street, cyclists must ride in the same direction as traffic.

Drivers of motor vehicles need to share the road with bicyclists. Be courteous—allow at least three feet of clearance when passing a bicyclist on the road, look for cyclists before opening a car door or pulling out from a parking space, and yield to cyclists at intersections and as directed by signs and signals. Be especially watchful for cyclists when making turns, either left or right.

Bicyclists should increase their visibility to drivers by wearing fluorescent or brightly colored clothing during the day, and at dawn and dusk. To be noticed when riding at night, use a front light and a red reflector or flashing rear light, and use retro-reflective tape or markings on equipment or clothing. (NHTSA's Office of Safety Programs)

Age

In 2012, the average age of pedalcyclists killed in traffic crashes was 43. During the past 10 years, there has been a steady increase in the average age of pedalcyclists killed and injured (Table 3).

Table 3
Average Age of Pedalcyclists Killed and Injured, 2003–2012

Year	Pedalcyclists Killed Average Age	Pedalcyclists Injured Average Age
2003	36	27
2004	39	29
2005	39	29
2006	41	30
2007	40	29
2008	41	30
2009	41	30
2010	42	31
2011	43	32
2012	43	32
2003–2012	**40**	**30**

Pedalcyclists ages 45 to 54 had the highest fatality rate (3.93) based on population (Table 4). However, the highest injury rate (321) occurred in the 10-to-15 age group.

Children 15 and younger accounted for 9 percent of all pedalcyclists killed and 20 percent of all those injured in traffic crashes in 2012. Pedalcyclists ages 45 to 54 were 24 percent of those killed and 14 percent of those injured in that year.

Gender

The majority of the pedalcyclists killed or injured in 2012 were males (88% and 80%, respectively). The highest number of male fatalities were ages 45 to 54 (154), and the most males injured were between 10 and 15 (7,000). In 2012, the pedalcyclist fatality rate per capita was over 7 times higher for males than for females, and the injury rate per capita was over 4 times higher for males (Table 4).

Table 4

Pedalcyclists Killed and Injured and Fatality and Injury Rates by Age and Sex, 2012

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	1	10,216	0.10	1	9,783	0.10	2	19,999	0.10
5–9	16	10,459	1.53	4	10,016	0.40	20	20,476	0.98
10–15	39	12,686	3.07	6	12,128	0.49	45	24,813	1.81
16–20	56	11,179	5.01	10	10,581	0.95	66	21,760	3.03
21–24	22	9,214	2.39	7	8,825	0.79	29	18,039	1.61
25–34	73	21,339	3.42	10	20,971	0.48	83	42,309	1.96
35–44	78	20,174	3.87	11	20,343	0.54	89	40,516	2.20
45–54	154	21,807	7.06	20	22,462	0.89	174	44,269	3.93
55–64	116	18,603	6.24	15	19,983	0.75	131	38,586	3.39
65–74	49	11,203	4.37	3	12,783	0.23	52	23,985	2.17
75–84	21	5,648	3.72	3	7,624	0.39	24	13,273	1.81
85+	5	1,964	2.55	0	3,923	0.00	5	5,887	0.85
Total‡	**634**	**154,492**	**4.10**	**90**	**159,422**	**0.56**	**724**	**313,914**	**2.31**
Age (Years)	**Male**			**Female**			**Total**		
	Injured	**Population (thousands)**	**Injury Rate***	**Injured**	**Population (thousands)**	**Injury Rate***	**Injured**	**Population (thousands)**	**Injury Rate***
<5	**	10,216	**	**	9,783	**	**	19,999	**
5–9	2,000	10,459	195	**	10,016	**	2,000	20,476	111
10–15	7,000	12,686	555	1,000	12,128	77	8,000	24,813	321
16–20	5,000	11,179	446	2,000	10,581	144	7,000	21,760	299
21–24	4,000	9,214	389	1,000	8,825	131	5,000	18,039	263
25–34	6,000	21,339	302	2,000	20,971	101	9,000	42,309	203
35–44	4,000	20,174	206	1,000	20,343	48	5,000	40,516	126
45–54	6,000	21,807	254	1,000	22,462	59	7,000	44,269	155
55–64	4,000	18,603	203	1,000	19,983	54	5,000	38,586	126
65–74	1,000	11,203	108	**	12,783	**	2,000	23,985	69
75–84	**	5,648	**	**	7,624	**	**	13,273	**
85+	**	1,964	**	**	3,923	**	**	5,887	**
Total	**39,000**	**154,492**	**255**	**10,000**	**159,422**	**62**	**49,000**	**313,914**	**157**

* Rate per million population.
** Less than 500 injured, injury rate not shown.
‡ Total includes 4 males killed of unknown age. Two pedalcyclists of unknown gender are not included.
Source: Fatalities — Fatality Analysis Reporting System, NHTSA. Injured — General Estimates System, NHTSA. Population — Bureau of the Census projections.

Alcohol involvement was reported in more than 37 percent of all fatal pedalcyclist crashes in 2012.

Alcohol Involvement

More than one-fourth (28%) of the pedalcyclists killed in 2012 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher, and almost one-fourth (24%) had BACs of .08 g/dL or higher. Alcohol involvement—either for the driver of a motor vehicle or the pedalcyclist—was reported in more than 37 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2012. In 32 percent of the crashes, either the driver or the pedalcyclist was reported to have a BAC of .08 g/dL or higher. Lower alcohol levels (BAC .01 to .07 g/dL) were reported in 5 percent of the crashes (Table 5).

Table 5

Crashes Involving Pedalcyclist Fatalities by the Highest BAC of Involved Riders and Drivers

	BAC=.00		BAC=.01–.07		BAC=.08+		BAC=.01+		Total
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
2011	429	63%	43	6%	208	31%	251	37%	680
2012	452	63%	36	5%	234	32%	270	37%	722

Table 6 shows total traffic fatalities, pedalcyclist fatalities, population, and fatality rates by State in 2012. Among all States, fatalities in motor vehicle traffic crashes in 2012 ranged from 3,398 (highest) to 59 (lowest) depending on the size and population of the State. Pedalcyclists fatalities were highest in California (124), followed by Florida (122), and Texas (56). There were no pedalcyclist fatalities in Nebraska, New Hampshire, North and South Dakota, Vermont, Wyoming, and the District of Columbia. The proportion of pedalcyclist fatalities among total fatalities in States ranged from a high of 5 percent (Florida) to a low of 0.5 percent (Montana). The highest fatality rate per million population was in Florida (6.32) followed by Louisiana (5.22).

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the following e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Overview, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

U.S. Department of Transportation
National Highway Traffic Safety Administration

Table 6

Total and Pedalcyclist Traffic Fatalities and Fatality Rates by State, 2012

State	Total Traffic Fatalities	Resident Population (thousands)	Pedalcyclist Fatalities	Percent of Total	Pedalcyclist Fatalities per Million Population
Alabama	865	4,822	9	1.0%	1.87
Alaska	59	731	1	1.7%	1.37
Arizona	825	6,553	18	2.2%	2.75
Arkansas	552	2,949	6	1.1%	2.03
California	2,857	38,041	124	4.3%	3.26
Colorado	472	5,188	13	2.8%	2.51
Connecticut	236	3,590	4	1.7%	1.11
Delaware	114	917	4	3.5%	4.36
Dist of Columbia	15	632	0	–	–
Florida	2,424	19,318	122	5.0%	6.32
Georgia	1,192	9,920	17	1.4%	1.71
Hawaii	126	1,392	2	1.6%	1.44
Idaho	184	1,596	2	1.1%	1.25
Illinois	956	12,875	29	3.0%	2.25
Indiana	779	6,537	15	1.9%	2.29
Iowa	365	3,074	3	0.8%	0.98
Kansas	405	2,886	7	1.7%	2.43
Kentucky	746	4,380	6	0.8%	1.37
Louisiana	722	4,602	24	3.3%	5.22
Maine	164	1,329	1	0.6%	0.75
Maryland	505	5,885	5	1.0%	0.85
Massachusetts	349	6,646	15	4.3%	2.26
Michigan	938	9,883	19	2.0%	1.92
Minnesota	395	5,379	7	1.8%	1.30
Mississippi	582	2,985	4	0.7%	1.34
Missouri	826	6,022	6	0.7%	1.00
Montana	205	1,005	1	0.5%	0.99
Nebraska	212	1,856	0	–	–
Nevada	258	2,759	3	1.2%	1.09
New Hampshire	108	1,321	0	–	–
New Jersey	589	8,865	14	2.4%	1.58
New Mexico	365	2,086	7	1.9%	3.36
New York	1,168	19,570	45	3.9%	2.30
North Carolina	1,292	9,752	27	2.1%	2.77
North Dakota	170	700	0	–	–
Ohio	1,123	11,544	18	1.6%	1.56
Oklahoma	708	3,815	5	0.7%	1.31
Oregon	336	3,899	10	3.0%	2.56
Pennsylvania	1,310	12,764	16	1.2%	1.25
Rhode Island	64	1,050	2	3.1%	1.90
South Carolina	863	4,724	13	1.5%	2.75
South Dakota	133	833	0	–	–
Tennessee	1,014	6,456	8	0.8%	1.24
Texas	3,398	26,059	56	1.6%	2.15
Utah	217	2,855	3	1.4%	1.05
Vermont	77	626	0	–	–
Virginia	777	8,186	11	1.4%	1.34
Washington	444	6,897	12	2.7%	1.74
West Virginia	339	1,855	1	0.3%	0.54
Wisconsin	615	5,726	11	1.8%	1.92
Wyoming	123	576	0	–	–
U.S. Total	**33,561**	**313,914**	**726**	**2.2%**	**2.31**
Puerto Rico	347	3,667	14	4.0%	3.82

Sources: Fatalities — Fatality Analysis Reporting System, NHTSA. Population — Bureau of the Census.

U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS
2012 Data

NHTSA
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Pedestrians

In 2012, 4,743 pedestrians were killed and an estimated 76,000 were injured in traffic crashes in the United States (Tables 1 and 3). On average, a pedestrian was killed every 2 hours and injured every 7 minutes in traffic crashes.

A pedestrian, as defined for the purpose of this Traffic Safety Fact Sheet, is any person on foot, walking, running, jogging, hiking, sitting or lying down who is involved in a motor vehicle traffic crash. Also, a traffic crash is defined as an incident that involves one or more vehicles where at least one vehicle is in transport and the crash originates on a public trafficway. Crashes that occurred exclusively on private property, including parking lots and driveways, were excluded.

The 4,743 pedestrian fatalities in 2012 represented an increase of 6 percent from 2011 and were the highest number of fatalities in the last 5 years. In 2012, pedestrian deaths accounted for 14 percent of all traffic fatalities (Table 1), and made up 3 percent of all the people injured in traffic crashes (Table 3).

In 2012, 4,743 pedestrians died in traffic crashes — a 6-percent increase from the number reported in 2011.

Table 1
Total Fatalities and Pedestrian Fatalities in Traffic Crashes, 2003–2012

Year	Total Fatalities	Pedestrian Fatalities	Percent of Total Fatalities
2003	42,884	4,774	11%
2004	42,836	4,675	11%
2005	43,510	4,892	11%
2006	42,708	4,795	11%
2007	41,259	4,699	11%
2008	37,423	4,414	12%
2009	33,883	4,109	12%
2010	32,999	4,302	13%
2011	32,479	4,457	14%
2012	33,561	4,743	14%

In 2012, almost three-fourths (73%) of pedestrian fatalities occurred in an urban setting versus a rural setting. Over two-thirds (70%) of pedestrian fatalities occurred at non-intersections versus at intersections. Eighty-nine percent of pedestrian fatalities occurred during normal weather conditions (clear/cloudy), compared to rain, snow and foggy conditions. A majority of the pedestrian fatalities, 70 percent, occurred during the nighttime (6 p.m. – 5:59 a.m). Between 2011 and 2012 all these percentages stayed relatively level (Table 2).

In 2012, pedestrian deaths accounted for 14 percent of all traffic fatalities in motor vehicle traffic crashes.

Table 2

Percentage of Pedestrian Fatalities in Relation to Land Use, Non-Motorist Location, Weather and Time of Day

Pedestrians Killed	Percentage of Pedestrians Killed	
	2011	2012
Land Use		
Rural	26%	26%
Urban	73%	73%
Non-Motorist Location		
Intersection	20%	20%
Non-Intersection	70%	70%
Other	10%	10%
Weather		
Clear/Cloudy	88%	89%
Rain	8%	8%
Snow	1%	1%
Fog	1%	1%
Time of Day*		
Daytime	30%	30%
Nighttime	69%	70%

Note: Percentage of unknown values are not displayed.
* Daytime: 6 a.m.–5:59 p.m. Nighttime: 6 p.m.–5:59 a.m.

Age

Older pedestrians (age 65+) accounted for 20 percent (935) of all pedestrian fatalities and an estimated 9 percent (7,000) of all pedestrians injured in 2012. The fatality rate for older pedestrians (age 65+) was 2.17 per 100,000 population – higher than the rate for all the other ages under 65 (Tables 3 and 4). Starting at age 45 the fatality rates are generally higher than they are in the younger age groups. In 2012, people 65 and older made up only 14 percent of the country's population.

In 2012, the average age of pedestrians killed in traffic crashes was 46 and the average age of those injured was 35. Over the past 10 years the average age of those killed has remained almost unchanged, while the age of those injured has steadily increased. The highest three pedestrian injury rates by age group were 21-24, 16-20 and 10-15 (Table 4).

In 2012, more than one-fifth (22%) of the children ages 5 to 15 who were killed in traffic crashes were pedestrians (Table 3). Children age 15 and younger accounted for 6 percent of the pedestrian fatalities in 2012 and 18 percent of all pedestrians injured in traffic crashes.

Table 3

Motor Vehicle Traffic Crash Fatalities and Injuries and Pedestrians Killed or Injured, by Age Group, 2012

Age Group (Years)	Total Killed	Pedestrians Killed	Percentage of Total Killed
<5	405	85	21%
5–9	345	75	22%
10–15	613	132	22%
16–20	3,224	265	8%
21–24	3,436	355	10%
25–29	3,265	335	10%
30–34	2,637	338	13%
35–39	2,205	259	12%
40–44	2,329	321	14%
45–49	2,447	401	16%
50–54	2,737	494	18%
55–59	2,366	405	17%
60–64	1,931	319	17%
65–69	1,481	236	16%
70–74	1,211	203	17%
75–79	979	184	19%
80+	1,889	312	17%
Total*	**33,561**	**4,743**	**14%**
Age Group (Years)	**Total Injured**	**Pedestrians Injured**	**Percentage of Total Injured**
<5	41,000	2,000	4%
5–9	61,000	4,000	7%
10–15	85,000	8,000	9%
16–20	299,000	8,000	3%
21–24	256,000	7,000	3%
25–29	241,000	7,000	3%
30–34	212,000	6,000	3%
35–39	167,000	6,000	3%
40–44	187,000	6,000	3%
45–49	180,000	5,000	3%
50–54	166,000	5,000	3%
55–59	139,000	5,000	4%
60–64	114,000	3,000	2%
65–69	83,000	3,000	4%
70–74	46,000	1,000	3%
75–79	34,000	1,000	4%
80+	50,000	1,000	3%
Total	**2,362,000**	**76,000**	**3%**

*Total includes 61 overall fatalities and 24 pedestrian fatalities of unknown age
Note: Totals may not equal sum of components due to independent rounding

In 2012, more than one-fifth of the children ages 10 to 15 killed in traffic crashes were pedestrians.

Gender

In 2012, more than two-thirds (69%) of the pedestrians killed were males, and the male pedestrian fatality rate per 100,000 population was 2.13 — more than double the rate for females (0.91 per 100,000 population). The male pedestrian injury rate per 100,000 population was 27, compared with 21 for females (Table 4).

Table 4

Pedestrians Killed and Injured and Fatality and Injury Rates by Age and Sex, 2012

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	53	10,216	0.52	32	9,783	0.33	85	19,999	0.43
5–9	43	10,459	0.41	32	10,016	0.32	75	20,476	0.37
10–15	75	12,686	0.59	57	12,128	0.47	132	24,813	0.53
16–20	191	11,179	1.71	74	10,581	0.70	265	21,760	1.22
21–24	250	9,214	2.71	105	8,825	1.19	355	18,039	1.97
25–34	483	21,339	2.26	190	20,971	0.91	673	42,309	1.59
35–44	414	20,174	2.05	166	20,343	0.82	580	40,516	1.43
45–54	654	21,807	3.00	241	22,462	1.07	895	44,269	2.02
55–64	514	18,603	2.76	210	19,983	1.05	724	38,586	1.88
65–74	300	11,203	2.68	138	12,783	1.08	439	23,985	1.83
75–84	211	5,648	3.74	146	7,624	1.91	358	13,273	2.70
85 +	79	1,964	4.02	59	3,923	1.50	138	5,887	2.34
Total[1]	**3,285**	**154,492**	**2.13**	**1,454**	**159,422**	**0.91**	**4,743**	**313,914**	**1.51**
Age (Years)	**Male**			**Female**			**Total**		
	Injured	**Population (thousands)**	**Injury Rate***	**Injured**	**Population (thousands)**	**Injury Rate***	**Injured**	**Population (thousands)**	**Injury Rate***
<5	1,000	10,216	12	**	9,783	**	2,000	19,999	9
5–9	2,000	10,459	22	2,000	10,016	19	4,000	20,476	20
10–15	4,000	12,686	34	3,000	12,128	27	8,000	24,813	31
16–20	4,000	11,179	34	4,000	10,581	36	8,000	21,760	35
21–24	2,000	9,214	26	4,000	8,825	49	7,000	18,039	37
25–34	7,000	21,339	33	5,000	20,971	24	12,000	42,309	29
35–44	8,000	20,174	37	4,000	20,343	20	12,000	40,516	29
45–54	6,000	21,807	27	4,000	22,462	18	10,000	44,269	23
55–64	4,000	18,603	23	4,000	19,983	18	8,000	38,586	20
65–74	2,000	11,203	20	2,000	12,783	15	4,000	23,985	17
75–84	1,000	5,648	18	1,000	7,624	9	2,000	13,273	13
85 +	**	1,964	**	**	3,923	**	1,000	5,887	14
Total[2]	**42,000**	**154,492**	**27**	**34,000**	**159,422**	**21**	**76,000**	**313,914**	**24**

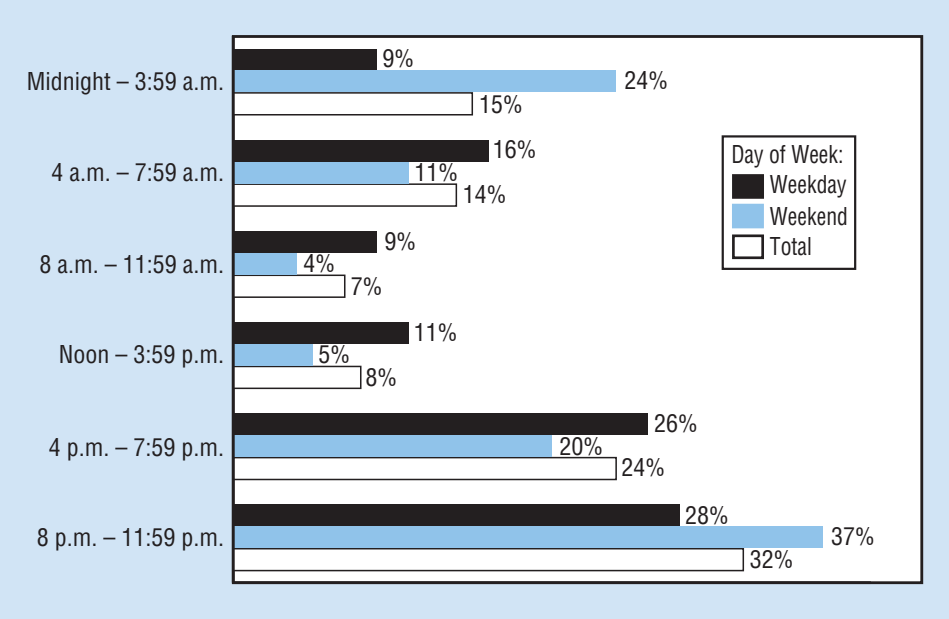
* Rate per 100,000 population
** Less than 500 injured, injury rate not shown
[1]Total killed includes 24 of unknown age.
[2]Totals may not equal sum of components due to independent rounding.
Source: Fatalities—Fatality Analysis Reporting System, NHTSA. Injured—General Estimates System, NHTSA. Population—Bureau of the Census.

Thirty-two percent of pedestrian fatalities occurred between 8 p.m. and 11:59 p.m.

Time of Day and Day of Week

Thirty-two percent of the pedestrian fatalities occurred in crashes between 8 p.m. and 11:59 p.m. The highest percentage of weekday and weekend fatalities also occurred between 8 p.m. and 11:59 p.m. (28% and 37%, respectively). The lowest occurred between 8 a.m. and 11:59 a.m. (9% and 4%, respectively; Figure 1).

Figure 1
Percentage of Pedestrian Fatalities by Time of Day and Day of Week, 2012



Alcohol Involvement in Pedestrian Crashes

Alcohol involvement — either for the driver or for the pedestrian — was reported in 48 percent of the traffic crashes that resulted in pedestrian fatalities. Of the pedestrians involved in fatal crashes, 34 percent had a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher. Of the drivers involved in these fatal crashes, only 14 percent had a BAC of .08 g/dL or higher (Table 5).

Alcohol involvement—either for the driver or the pedestrian—was reported in 48 percent of all fatal pedestrian crashes.

Table 5
Alcohol Involvement in Crashes That Resulted in Pedestrian Fatalities, 2012

	No Driver Alcohol Involvement		Driver Alcohol Involvement, BAC .01–.07 g/dL		Driver Alcohol Involvement, BAC .08 g/dL or Greater		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Pedestrian Alcohol Involvement	2,417	52%	75	2%	361	8%	2,852	61%
Pedestrian Alcohol Involvement, BAC .01–.07 g/dL	161	3%	10	<1%	41	1%	212	5%
Pedestrian Alcohol Involvement, BAC .08 g/dL or Greater	1,271	27%	61	1%	262	6%	1,593	34%
Total	**3,849**	**83%**	**145**	**3%**	**663**	**14%**	**4,657**	**100%**

Note: The alcohol levels in this table are determined using the alcohol levels of the pedestrians killed and the involved drivers (killed and other).

Alcohol Involvement for Pedestrians Killed

Of the pedestrians who were killed in fatal crashes, 36 percent had a BAC of .08 g/dL or higher. Pedestrians ages 45-54 who were killed had the highest percentage of alcohol impairment at 49 percent (Table 6).

Table 6
Alcohol Involvement for Pedestrians Killed in Fatal Crashes by Age, 2003 and 2012

Age (Years)	2003					2012				
	Number of Fatalities	% With BAC=.00	% With BAC=.01–.07	% With BAC=.08+	% With BAC=.01+	Number of Fatalities	% With BAC=.00	% With BAC=.01–.07	% With BAC=.08+	% With BAC=.01+
16–20	302	66%	4%	30%	34%	265	72%	3%	25%	28%
21–24	266	41%	7%	52%	59%	355	49%	6%	46%	51%
25–34	564	49%	4%	47%	51%	673	47%	6%	47%	53%
35–44	852	42%	5%	53%	58%	580	49%	5%	46%	51%
45–54	780	50%	5%	45%	50%	895	46%	5%	49%	54%
55–64	553	65%	5%	30%	35%	724	62%	4%	33%	38%
65–74	394	78%	5%	17%	22%	439	81%	4%	15%	19%
75–84	424	92%	2%	6%	8%	358	89%	3%	8%	11%
85 +	163	94%	1%	5%	6%	138	95%	1%	4%	5%
Total*	**4,298**	**59%**	**4%**	**36%**	**41%**	**4,427**	**59%**	**5%**	**36%**	**41%**

*Excludes pedestrians under 16 years old and pedestrians of unknown age.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or via the follow-ing e-mail address: ncsaweb@dot.gov. General information on highway traffic safety can be accessed by Internet users at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Overview, Passenger Vehicles, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

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Table 7
Pedestrians Killed in Single-Vehicle Crashes, by Vehicle Type Involved, 2012

Vehicle Type	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,692	90.4%	47	2.5%	31	1.7%	18	1.0%	83	4.4%	1,871	100.0%
Light Truck*	1,530	88.9%	38	2.2%	35	2.0%	38	2.2%	81	4.7%	1,722	100.0%
–SUV	*636*	*88.5%*	*11*	*1.5%*	*18*	*2.5%*	*21*	*2.9%*	*33*	*4.6%*	*719*	*100.0%*
–Pickup	*637*	*89.6%*	*14*	*2.0%*	*13*	*1.8%*	*11*	*1.5%*	*36*	*5.1%*	*711*	*100.0%*
–Van	*249*	*88.6%*	*12*	*4.3%*	*4*	*1.4%*	*6*	*2.1%*	*10*	*3.6%*	*281*	*100.0%*
Large Truck	175	72.3%	20	8.3%	6	2.5%	17	7.0%	24	9.9%	242	100.0%
Bus	47	69.1%	5	7.4%	3	4.4%	2	2.9%	11	16.2%	68	100.0%
Other/Unknown Vehicle	208	56.5%	4	1.1%	2	0.5%	-	-	154	41.8%	368	100.0%
Total	**3,652**	**85.5%**	**114**	**2.7%**	**77**	**1.8%**	**75**	**1.8%**	**353**	**8.3%**	**4,271**	**100.0%**

*Includes other/unknown light trucks
Note: Totals may not equal the sum of components due to independent rounding.

Motor Vehicles

In 2012, 90 percent of the pedestrians were killed in motor vehicle traffic crashes that involved a single vehicle. In those single-vehicle crashes 86 percent of the time the pedestrian was struck by the front of the vehicle. Passenger cars, SUV's, pickups and vans had the highest percentage of front impacts with a pedestrian who was killed (90%, 89%, 90%, and 89%, respectively). Large trucks had the highest percentage of right side and rear impacts with a pedestrian who was killed (8% and 7%, respectively; Table 7). Of the 4,743 pedestrians killed in 2012, 884 (19%) were involved in hit-and-run crashes.

In 2012, 90 percent of the pedestrians were killed in motor vehicle traffic crashes that involved a single vehicle.

Fatalities by State

Among all States, the total motor vehicle traffic fatalities in 2012 ranged from 3,398 (highest) to 15 (lowest). Pedestrian fatalities were highest in California (612), followed by Texas (478) and Florida (476). The individual State percentage of pedestrian fatalities by total traffic fatalities ranged from a high of 46.7 percent (District of Columbia) to a low of 1.5 percent (South Dakota). The highest pedestrian fatality rate per 100,000 population was in Delaware (2.94), followed by New Mexico (2.92) (Table 9). The pedestrian fatality rate of major cities are often much higher than the national average. Of cities with populations higher than 500,000 Detroit has the highest pedestrian fatality rate followed by Oklahoma City and Albuquerque (3.99, 3.34, and 3.24 respectively; Table 8).

Nearly one-fifth of the pedestrians killed in 2012 were involved in hit-and-run crashes.

Important Safety Reminders

For Pedestrians:

- Walk on a sidewalk or path whenever one is available.
- If there is no sidewalk or path available, walk facing traffic (on the left side of the road) on the shoulder, as far away from traffic as possible. Keep alert at all times; don't be distracted by electronic devices, including radios, smart phones and other devices that take your eyes (and ears) off the road environment.
- Be cautious night and day when sharing the road with vehicles. Never assume a driver sees you (he or she could be distracted, under the influence of alcohol and/or drugs, or just not seeing you). Try to make eye contact with drivers as they approach you to make sure you are seen.
- Be predictable as a pedestrian. Cross streets at crosswalks or intersections whenever possible. This is where drivers expect pedestrians.
- If a crosswalk or intersection is not available, locate a well-lit area, wait for a gap in traffic that allows you enough time to cross safely, and continue to watch for traffic as you cross.
- Stay off of freeways, restricted-access highways and other pedestrian-prohibited roadways.
- Be visible at all times. Wear bright clothing during the day, and wear reflective materials or use a flash light at night.
- Avoid alcohol and drugs when walking; they impair your abilities and judgment too.

For Drivers:

- Look out for pedestrians everywhere, at all times. Very often pedestrians are not walking where they should be.
- Be especially vigilant for pedestrians in hard-to-see conditions, such as nighttime or in bad weather.
- Slowdown and be prepared to stop when turning or otherwise entering a crosswalk.
- Always stop for pedestrians in crosswalks and stop well back from the crosswalk to give other vehicles an opportunity to see the crossing pedestrians so they can stop too.
- Never pass vehicles stopped at a crosswalk. They are stopped to allow pedestrians to cross the street.
- Never drive under the influence of alcohol and/or drugs.
- Follow the speed limit, especially around pedestrians.
- Follow slower speed limits in school zones and in neighborhoods where there are children present.

— NHTSA's Safety Countermeasures Division

Table 8

Persons Killed, Pedestrians Killed, Population, and Fatality Rates in Cities With a Population of 500,000 or Greater, 2012

City	Fatalities			Population	Fatality Rate per 100,000 Population	
	Total Killed	Pedestrians Killed				
		Number	Percent of Total Killed		Total	Pedestrian
New York, NY	268	127	47%	8,336,697	3.21	1.52
Los Angeles, CA	242	99	41%	3,857,799	6.27	2.57
Chicago, IL	145	47	32%	2,714,856	5.34	1.73
Houston, TX	196	46	23%	2,160,821	9.07	2.13
Philadelphia, PA	107	31	29%	1,547,607	6.91	2.00
Phoenix, AZ	151	39	26%	1,488,750	10.14	2.62
San Antonio, TX	132	37	28%	1,382,951	9.54	2.68
San Diego, CA	70	22	31%	1,338,348	5.23	1.64
Dallas, TX	136	40	29%	1,241,162	10.96	3.22
San Jose, CA	42	12	29%	982,765	4.27	1.22
Austin, TX	76	25	33%	842,592	9.02	2.97
Jacksonville, FL	113	27	24%	836,507	13.51	3.23
Indianapolis, IN	77	15	19%	834,852	9.22	1.80
San Francisco, CA	29	14	48%	825,863	3.51	1.70
Columbus, OH	58	8	14%	809,798	7.16	0.99
Fort Worth, TX	59	20	34%	777,992	7.58	2.57
Charlotte, NC	61	22	36%	775,202	7.87	2.84
Detroit, MI	102	28	27%	701,475	14.54	3.99
El Paso, TX	54	21	39%	672,538	8.03	3.12
Memphis, TN	78	11	14%	655,155	11.91	1.68
Boston, MA	23	5	22%	636,479	3.61	0.79
Seattle, WA	27	9	33%	634,535	4.26	1.42
Denver, CO	36	18	50%	634,265	5.68	2.84
Washington, DC	15	7	47%	632,323	2.37	1.11
Nashville-Davidson, TN	56	14	25%	624,496	8.97	2.24
Baltimore city, MD	27	6	22%	621,342	4.35	0.97
Louisville/Jefferson, KY	59	6	10%	605,110	9.75	0.99
Portland, OR	32	14	44%	603,106	5.31	2.32
Oklahoma City, OK	83	20	24%	599,199	13.85	3.34
Milwaukee, WI	42	11	26%	598,916	7.01	1.84
Las Vegas, NV	59	15	25%	596,424	9.89	2.51
Albuquerque, NM	50	18	36%	555,417	9.00	3.24
Tucson, AZ	55	11	20%	524,295	10.49	2.10
Fresno, CA	29	14	48%	505,882	5.73	2.77

Sources: Population — Bureau of the Census.

Table 9

Motor Vehicle Traffic Crash Fatalities, Pedestrian Traffic Fatalities, and Fatality Rates by State, 2012

State	Total Traffic Fatalities	Resident Population (thousands)	Pedestrian Fatalities	Percent of Total	Pedestrian Fatalities per 100,000 Population
Alabama	865	4,822,023	77	8.9%	1.60
Alaska	59	731,449	8	13.6%	1.09
Arizona	825	6,553,255	122	14.8%	1.86
Arkansas	552	2,949,131	44	8.0%	1.49
California	2,857	38,041,430	612	21.4%	1.61
Colorado	472	5,187,582	76	16.1%	1.47
Connecticut	236	3,590,347	36	15.3%	1.00
Delaware	114	917,092	27	23.7%	2.94
Dist of Columbia	15	632,323	7	46.7%	1.11
Florida	2,424	19,317,568	476	19.6%	2.46
Georgia	1,192	9,919,945	167	14.0%	1.68
Hawaii	126	1,392,313	26	20.6%	1.87
Idaho	184	1,595,728	13	7.1%	0.81
Illinois	956	12,875,255	138	14.4%	1.07
Indiana	779	6,537,334	59	7.6%	0.90
Iowa	365	3,074,186	20	5.5%	0.65
Kansas	405	2,885,905	26	6.4%	0.90
Kentucky	746	4,380,415	49	6.6%	1.12
Louisiana	722	4,601,893	118	16.3%	2.56
Maine	164	1,329,192	9	5.5%	0.68
Maryland	505	5,884,563	96	19.0%	1.63
Massachusetts	349	6,646,144	72	20.6%	1.08
Michigan	938	9,883,360	129	13.8%	1.31
Minnesota	395	5,379,139	38	9.6%	0.71
Mississippi	582	2,984,926	48	8.2%	1.61
Missouri	826	6,021,988	84	10.2%	1.39
Montana	205	1,005,141	8	3.9%	0.80
Nebraska	212	1,855,525	15	7.1%	0.81
Nevada	258	2,758,931	54	20.9%	1.96
New Hampshire	108	1,320,718	8	7.4%	0.61
New Jersey	589	8,864,590	156	26.5%	1.76
New Mexico	365	2,085,538	61	16.7%	2.92
New York	1,168	19,570,261	297	25.4%	1.52
North Carolina	1,292	9,752,073	197	15.2%	2.02
North Dakota	170	699,628	7	4.1%	1.00
Ohio	1,123	11,544,225	115	10.2%	1.00
Oklahoma	708	3,814,820	65	9.2%	1.70
Oregon	336	3,899,353	55	16.4%	1.41
Pennsylvania	1,310	12,763,536	163	12.4%	1.28
Rhode Island	64	1,050,292	5	7.8%	0.48
South Carolina	863	4,723,723	123	14.3%	2.60
South Dakota	133	833,354	2	1.5%	0.24
Tennessee	1,014	6,456,243	67	6.6%	1.04
Texas	3,398	26,059,203	478	14.1%	1.83
Utah	217	2,855,287	28	12.9%	0.98
Vermont	77	626,011	10	13.0%	1.60
Virginia	777	8,185,867	98	12.6%	1.20
Washington	444	6,897,012	72	16.2%	1.04
West Virginia	339	1,855,413	31	9.1%	1.67
Wisconsin	615	5,726,398	45	7.3%	0.79
Wyoming	123	576,412	6	4.9%	1.04
U.S. Total	**33,561**	**313,914,040**	**4,743**	**14.1%**	**1.51**
Puerto Rico	347	3,667,084	110	31.7%	3.00

Note: Totals may not equal sum of components due to independent rounding.
Sources: Fatalities — Fatality Analysis Reporting System, NHTSA. Population — Bureau of the Census.

PEPANNRES

Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2014

2014 Population Estimates

Geography	April 1, 2010		Population Estimate (as of July 1)		
	Census	Estimates Base	2010	2011	2012
California	37,253,956	37,254,503	37,336,011	37,701,901	38,062,780
Los Angeles County, California	9,818,605	9,818,664	9,827,231	9,898,214	9,974,868
San Bernardino County, California	2,035,210	2,035,215	2,041,689	2,064,663	2,080,651

Attachment I-2A.2

Geography	Population Estimate (as of July 1)	
08-Rialto-1	2013	2014
California	38,431,393	38,802,500
Los Angeles County, California	10,053,995	10,116,705
San Bernardino County, California	2,093,306	2,112,619

Note: The estimates are based on the 2010 Census and reflect changes to the April 1, 2010 population due to the Count Question Resolution program and geographic program revisions. See Geographic Terms and Definitions at http://www.census.gov/popest/about/geo/terms.html for a list of the states that are included in each region and division. All geographic boundaries for the 2014 population estimates series except statistical area delineations are as of January 1, 2014. The Office of Management and Budget's statistical area delineations for metropolitan, micropolitan, and combined statistical areas, as well as metropolitan divisions, are those issued by that agency in February 2013 http://www.whitehouse.gov/sites/default/files/omb/bulletins/2013/b13-01.pdf. An "(X)" in the 2010 Census field indicates a locality that was formed or incorporated after the 2010 Census. Additional information on these localities can be found in the Geographic Boundary Change Notes (see http://www.census.gov/geo/reference/boundary-changes.html). For population estimates methodology statements, see http://www.census.gov/popest/methodology/index.html.
Suggested Citation:
Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2014
Source: U.S. Census Bureau, Population Division
Release Dates: For the United States, regions, divisions, states, and Puerto Rico Commonwealth, December 2014. For counties, municipios, metropolitan statistical areas, micropolitan statistical areas, metropolitan divisions, and combined statistical areas, March 2015. For Cities and Towns (Incorporated Places and Minor Civil Divisions), May 2015.

STATE OF CALIFORNIA

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

REPORT 1 - COLLISIONS AND VICTIMS BY MOTOR VEHICLE INVOLVED

01/01/2012 thru 12/31/2012

Report Run Date: 05/22/2015

Includes State Highway cases

County: San Bernardino

This report is accepted subject to the Terms of Use. Due to collision records processing backlogs, SWITRS data is typically seven months behind. Data requested for dates seven months prior to the current date will be incomplete.

MOTOR VEHICLE INVOLVED WITH	TOTAL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PDO COLLISIONS	KILLED VICTIMS	INJURED VICTIMS	SEVERE INJURIES	OTHER VISIBLE INJURIES	COMPLAINT OF PAIN INJURIES
NON- COLLISION	948	35	566	347	40	833	121	388	324
PEDESTRIAN	486	51	390	45	52	435	68	203	164
OTHER MOTOR VEHICLE	14,853	84	5,135	9,634	96	8,281	253	1,616	6,412
MOTOR VEH ON OTHER RDWY	147	1	68	78	1	104	5	16	83
PARKED MOTOR VEHICLE	1,180	2	145	1,033	2	177	12	86	79
TRAIN	3		1	2		1		1	
BICYCLE	440	7	354	79	7	364	28	193	143
ANIMAL	73		8	65		8		4	4
FIXED OBJECT	3,875	40	1,176	2,659	47	1,521	134	606	781
OTHER OBJECT	618	4	119	495	6	140	9	64	67
NOT STATED	142		43	99		59	3	16	40
TOTAL:	**22,765**	**224**	**8,005**	**14,536**	**251**	**11,923**	**633**	**3,193**	**8,097**

08-Rialto-1

TABLE 7G PEDESTRIAN VICTIMS KILLED AND INJURED BY AGE 2008 - 2012

	YEAR									
	2008		2009		2010		2011		2012	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
AGE										
0-4	18	480	17	505	12	404	12	405	10	373
5-14	31	2,297	17	2,144	18	1,860	19	1,748	22	1,702
15-24	85	2,843	71	2,908	72	2,881	86	3,000	82	3,025
25-34	63	1,790	69	1,668	67	1,643	82	1,683	92	1,854
35-44	79	1,482	63	1,461	69	1,521	72	1,425	63	1,515
45-54	141	1,772	113	1,755	110	1,712	118	1,688	139	1,787
55-64	82	1,308	81	1,205	111	1,345	104	1,360	115	1,527
65-74	60	687	65	763	55	692	74	767	68	776
75-84	51	494	59	464	66	396	54	415	75	518
85 and over	22	139	26	129	35	141	28	123	29	136
Fetus[1/]			1							
Not stated	10	113	14	81	8	73	7	77	7	67
TOTAL	642	13,405	596	13,083	623	12,668	656	12,691	702	13,280

[1/] *See Glossary for definition.*

Attachment I-2A.2

08-Rialto-1

TABLE 7N BICYCLISTS KILLED AND INJURED BY AGE 2008 - 2012

	YEAR									
	2008		2009		2010		2011		2012	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
AGE										
0-4		52		56		38	2	42		56
5-14	15	1,941	10	1,859	4	1,705	10	1,826	5	1,778
15-24	12	3,136	11	3,357	16	3,826	15	4,158	14	4,328
25-34	13	1,873	10	2,020	14	2,143	18	2,297	19	2,382
35-44	11	1,611	22	1,574	16	1,599	21	1,607	23	1,593
45-54	35	1,755	19	1,720	26	1,781	28	1,993	29	1,921
55-64	21	898	21	935	19	1,022	25	1,131	29	1,205
65-74	12	300	7	329	11	348	11	340	17	455
75-84	7	113	4	102	3	109	7	129	9	109
85 and over	2	20	2	30		18	1	24	2	22
Fetus										
Not stated	2	61	1	61	1	64	2	59		72
TOTAL	130	11,760	107	12,043	110	12,653	140	13,606	147	13,921

Attachment I-2A.2

Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.2
April 2015

Web Link
http://www.dot.ca.gov/hq/LocalPrograms/HSIP/2015/Cycle%207/CA-LRSM-(Ver-1.2).pdf

Created by Caltrans in conjunction with FHWA and SafeTREC for the express benefit of California Local Agencies.

Caltrans

U. S. Department of Transportation
Federal Highway Administration

Safe Transportation Research & Education Center
SafeTREC

Name: Install raised medians (refuge islands)	Caltrans CM Number: NS16

Where to use: Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.
Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring in the crossing with the new islands. All new raised medians funded with federal HSIP funding must not include the removal of the existing roadway structural section and must be doweled into the existing roadway surface. This new requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts.

Why it works: Raised pedestrian refuge islands, or medians at crossing locations along roadways, are another strategy to reduce exposure between pedestrians and motor vehicles. Refuge islands and medians that are raised (i.e., not just painted) provide pedestrians more secure places of refuge during the street crossing. They can stop partway across the street and wait for an adequate gap in traffic before completing their crossing.

General Qualities (Time, Cost, Effectiveness): Median and pedestrian refuge areas are a low-cost countermeasure to implement. This cost can be applied to retrofit improvements or if it is a new construction project, implementing this countermeasure is even more cost-effective. In general, these CMs can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, these locations must be excluded from their federally funded HSIP application scope.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian and Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*30 - 56 %*	45% (with an expected life of 20 years)

Name: Install pedestrian crossing at uncontrolled locations (signs and markings only)	Caltrans CM Number: NS17*

Where to use: Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.
Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).

Why it works: Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. These markings will often be different for controlled verses uncontrolled locations. The use of "ladder", "zebra" or other enhanced markings at uncontrolled crossings can increase both pedestrian and driver awareness to the increased exposure at the crossing. Incorporating advanced "stop" or "yield" markings provides an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. There are several types of pedestrian crosswalks, including: continental, ladder, zebra, and standard. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending upon if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, these CMs can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian and Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*25%*	25% (with an expected life of 10 years)

Name: Install pedestrian crossing at uncontrolled locations (with enhanced safety features)	Caltrans CM Number: NS18*

Where to use: Non-signalized intersections with or without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turns pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, rectangular rapid flashing beacons, overhead flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.
Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring in the crossing (influence area) with the new enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).

Why it works: Adding pedestrian crossings that include enhances safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. These CMs may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian and Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*37%*	35% (with an expected life of 20 years)

*Countmeasure eligible for 100% federal funding

Name: Install centerline rumble strips/stripes		Caltrans CM Number: R34*
Where to use: Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. Note: *For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new rumble strips/stripes.*		
Why it works: Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.		
General Qualities (Time, Cost, Effectiveness): These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. These CMs can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.		
	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Head-on, Side-swipe, All	ALL
Crash Reduction Factor:	*15 - 68%*	20% (with an expected life of 10 years)

Name: Install edgeline rumble strips/stripes		Caltrans CM Number: R35*
Where to use: Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. Note: *For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new rumble strips/stripes.*		
Why it works: Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.		
General Qualities (Time, Cost, Effectiveness): These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. These CMs can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.		
	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Run-off Road	ALL
Crash Reduction Factor:	*10 - 41%*	15% (with an expected life of 10 years)

Name: Install bike lanes		Caltrans CM Number: R36
Where to use: Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists. Note: *For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring within the limits of the Class II (not Class III) bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.*		
Why it works: Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.		
General Qualities (Time, Cost, Effectiveness): Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, these CMs can be very effective and can be considered on a systematic approach.		
	General Use	**Values for Caltrans Statewide Programs (Calls-for-Projects)**
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*0 - 53 %*	35% (with an expected life of 20 years)

*Countmeasure eligible for 100% federal funding

Name: Install sidewalk/pathway (to avoid walking along roadway) | Caltrans CM Number: **R37**

Where to use: Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.
Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.

Why it works: Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.

General Qualities (Time, Cost, Effectiveness): In general, the cost of new sidewalks for long segments are higher cost projects. Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*65 - 89 %*	80% (with an expected life of20 years)

Name: Install pedestrian crossing (with enhanced safety features) | Caltrans CM Number: **R38**

Where to use: Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, rectangular rapid flashing beacons, overhead flashing beacons, curb extensions and other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.
Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the new crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or

Why it works: Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, raised medians, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending the extend of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. These CMs can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*8 - 56%*	30% (with an expected life of 10 years)

Name: Install raised pedestrian crossing | Caltrans CM Number: **R39**

Where to use: On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.
Note: *For Caltrans' statewide Calls-for-Projects, this CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.*

Why it works: Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.

General Qualities (Time, Cost, Effectiveness): Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. These CMs may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.

	General Use	Values for Caltrans Statewide Programs (Calls-for-Projects)
Crash Types Addressed:	Pedestrian, Bicycle	Pedestrian and Bicycle
Crash Reduction Factor:	*30 - 46%*	35% (with an expected life of 10 years)

*Countmeasure eligible for 100% federal funding

ATP Planning Meeting - Meeting

Meeting | Insert | Format Text | Review

Cancel Meeting | Calendar | Forward | OneNote | Actions | Appointment | Scheduling Assistant | Tracking | Show | Contact Attendees | Address Book | Check Names | Response Options | Attendees | Show As: Busy | Reminder: None | Recurrence | Time Zones | Room Finder | Options | Categorize | Private | High Importance | Low Importance | Tags | Zoom | Zoom

Katie Nickel : Automatic reply: " Katie Nickel is currently out of the office on vacation and will return on Tuesday, May 5th. If you require assistance please contact the public works front desk at (909) 421-4999."

4 attendees accepted, 1 tentatively accepted, 0 declined.

Send Update

To... Gianfranco Laurie; Vanessa Munoz (vmunoz@wildan.com); George Palma (gpalma@rialto.k12.ca.us); Katie Nickel; Deborah Robertson; CATHY MCFARLAND <CMCFARLA@rialto.k12.ca.us>; 1bk@mhmandassociates.com

Subject: ATP Planning Meeting

Location: City of Rialto, Small Conference Room @ 335 West Rialto Avenue, Rialto | Rooms...

Start time: Wed 2/11/2015 10:00 AM | All day event

End time: Wed 2/11/2015 12:00 PM

Unfortunately conflicting schedules prevent meeting earlier.

Please be prepared to walk, we are going to be in the field.

In Shared Folder: Calendar

See more about: Susanne Wilcox.

Room Finder

February, 2015

Su Mo Tu We Th Fr Sa

Good | Fair | Poor

Choose an available room:

None

Suggested times:

Suggestions are not provided for dates that occur in the past.

* Gordon Leary, Chief of Safety & Security

ENHANCING FORWARD ACTION INC.

Healthy Rialto

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

RAFFLES
NEW YOUTH BICYCLES
Participants Ages 3-12 Only

BIKE RIDE

BIKE RODEO

Saturday, August 17, 2013

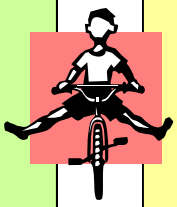
City of Rialto-CITY HALL (Parking Lot)
150 S. Palm Ave., Rialto, CA 92376

7:30am - 11:00am

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

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

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



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

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

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

Come Join us to Bike for the Cause

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

RIALTO POLICE

health happens here In Neighborhoods

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RIALTO FIRE

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IE HP A Public Entity Inland Empire Health Plan

For Immediate Release

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

February 8, 2012

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

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

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

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

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

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

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

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

Werner Elementary School

SAFE MOVES RODEO ASSEMBLIES

October 11-13

SAFE ROUTES TO SCHOOL

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

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

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

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

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

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

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

Life is a journey... enjoy your ride!

BURRTEC

UNDER ARMOUR
PERFORMANCE APPAREL

WALK
Walgreens
There's a way...

¿Qué Pasa?

4 KIDS

BIKE
RIDE

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

ICE CREAM
FIRE
STATION
NO. 1
CAUTION
CAUTION
CAUTION

kidsdata.org

A Program of Lucile Packard Foundation for Children's Health

Youth Physical Fitness in California

Students Meeting All Fitness Standards, by Grade Level

Definition: Percent of public school students in grades 5, 7, and 9 meeting 6 of 6 fitness standards (e.g., 26.6% of California 5th graders met all fitness standards in 2014).
Data Source: California Dept. of Education, Physical Fitness Testing Research Files (Jan. 2015).

Students Meeting All Fitness Standards, by Gender and Grade Level: 2014

California	Percent		
Gender	Grade 5	Grade 7	Grade 9
Female	27.4%	32.5%	36.5%
Male	25.8%	33.6%	39.7%

Definition: Percent of public school students in grades 5, 7, and 9 meeting 6 of 6 fitness standards, by gender (e.g., 25.8% of male 5th graders in California met all fitness standards in 2014).
Data Source: California Dept. of Education, Physical Fitness Testing Research Files (Jan. 2015).

9th Graders Meeting All Fitness Standards, by Race/Ethnicity: 2014

What It Is

On kidsdata.org, indicators of physical fitness include the percentage of students meeting all 6 of California's fitness standards by grade level (5th, 7th, and 9th), grade level and gender, and grade level and race/ethnicity. The percentage meeting these fitness standards is measured through the California Physical Fitness Test, which is administered annually to public school children in grades 5, 7, and 9. The 6 areas of fitness measured include: upper body strength, flexibility, aerobic capacity, body composition, abdominal strength, and trunk strength. Students must meet minimum fitness levels in each area to pass this state test.

Public school staff reports of the extent to which their school provides opportunities for physical education and activity and the number of students at their school who are healthy and physically fit are also available.

Why This Topic Is Important

Physical activity provides an array of benefits. Research has shown that regular exercise among young people is associated with improvements in muscle development, bone strength, heart health, mental health, and academic performance (1, 2, 3). Children who regularly exercise also are at lower risk for chronic diseases, such as heart disease and type 2 diabetes, and they are more likely to carry their active lifestyle into adulthood (1, 3). *(Information on overweight/obese youth in California is available in kidsdata.org's Weight topic.)*

The Physical Activity Guidelines for Americans and the American Academy of Pediatrics recommend that children and adolescents participate in moderate-to-vigorous exercise at least 60 minutes every day (1). Exercise should include aerobic activity (e.g., brisk walking or running), muscle strengthening (e.g., push-ups), and bone strengthening activities (e.g., jumping rope). However, according to a 2014 report, only about one quarter of youth nationwide get the recommended amount of exercise (1).

How Children Are Faring

In 2014, 27% of 5th graders in California public schools met all state fitness standards, a slight increase since 2011. The percentages for 7th and 9th graders have been consistently higher:

Definition: Percent of public school students in grades 5, 7, and 9 meeting 6 of 6 fitness standards, by race/ethnicity (e.g., in 2014, 22.1% of Native Hawaiian/Pacific Islander 5th graders in California public schools met all fitness standards).
Data Source: California Dept. of Education, Physical Fitness Testing Research Files (Jan. 2015).

33% and 38%, respectively, in 2014. Figures vary widely at the county and school district levels. For example, in 2014, the percentage of 5th graders meeting all fitness standards ranged from 12% to 57% among California counties.

Higher percentages of Asian American, Filipino, white, and multiracial students meet fitness standards than Latino, African American/Black, Native Hawaiian/Pacific Islander, and American Indian/Alaska Native students in California.

In 2011-13, 63% of public school staff at California elementary, middle, high school, K-12, and non-traditional schools reported that "nearly all" or "most" students at their school were healthy and physically fit. Among school types, California middle school staff were the most likely to report that their students had access to "a lot" of physical education and activity opportunities.

View references for this text and additional research on this topic:
http://www.kidsdata.org/topic/58/physical-fitness/summary

More Data: www.kidsdata.org
Sign Up for Data Updates: www.kidsdata.org/signup
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Students Meeting All Fitness Standards, by Grade Level: 2011 to 2014 (Grade Level: All)

California	Percent			
Grade Level	**2011**	**2012**	**2013**	**2014**
Grade 5	25.2%	25.4%	25.5%	26.6%
Grade 7	32.1%	31.9%	32.4%	33.0%
Grade 9	36.8%	36.5%	36.5%	38.1%

Rialto Unified (School District)	Percent			
Grade Level	**2011**	**2012**	**2013**	**2014**
Grade 5	17.5%	18.6%	18.7%	23.8%
Grade 7	27.6%	23.4%	22.5%	22.1%
Grade 9	35.1%	32.0%	34.4%	36.1%

Definition: Percent of public school students in grades 5, 7, and 9 meeting 6 of 6 fitness standards (e.g., 26.6% of California 5th graders met all fitness standards in 2014).

Data Source: California Dept. of Education, Physical Fitness Testing Research Files (Jan. 2015).

More Data: www.kidsdata.org
Sign Up for Data Updates: www.kidsdata.org/signup
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AMERICAN LUNG ASSOCIATION®

STATE OF THE AIR 2015

Web Link
http://www.stateoftheair.org/2015/assets/ALA_State_of_the_Air_2015.pdf

People at Risk in 25 Most Ozone-Polluted Counties

2014 Rank[1]	County	ST	Total Population[2]	At-Risk Groups: Under 18[3]	65 and Over[3]	Pediatric Asthma[4,6]	Adult Asthma[5,6]	COPD[7]	CV Disease[8]	Poverty[9]	High Ozone Days in Unhealthy Ranges, 2011–2013: Weighted Avg.[10]	Grade[11]
1	San Bernardino	CA	2,088,371	578,417	208,565	51,241	131,342	66,473	94,315	392,242	117.7	F
2	Riverside	CA	2,292,507	615,555	294,281	54,531	146,427	78,238	114,669	392,513	97.0	F
3	Tulare	CA	454,143	144,482	45,908	12,799	26,839	13,630	19,496	133,050	82.7	F
4	Los Angeles	CA	10,017,068	2,322,711	1,187,071	205,766	670,227	347,183	499,827	1,872,964	76.7	F
5	Kern	CA	864,124	256,286	83,355	22,704	52,702	26,422	37,419	189,029	69.7	F
6	Fresno	CA	955,272	278,110	103,705	24,637	58,765	30,120	43,282	268,773	68.0	F
7	Uintah	UT	35,555	11,918	3,248	731	2,140	943	1,472	3,817	35.2	F
8	Madera	CA	152,389	42,859	19,064	3,797	9,561	5,096	7,460	33,974	31.8	F
9	Sacramento	CA	1,462,131	360,895	181,076	31,971	96,329	51,022	74,142	272,592	30.7	F
10	Harris	TX	4,336,853	1,187,625	388,443	107,603	228,402	162,296	218,480	788,276	24.7	F
11	Kings	CA	150,960	41,854	13,265	3,708	9,403	4,549	6,334	28,877	23.5	F
12	Tarrant	TX	1,911,541	522,683	189,414	47,357	100,974	73,732	101,859	286,019	22.8	F
13	Stanislaus	CA	525,491	145,255	61,652	12,868	33,197	17,455	25,308	113,074	22.3	F
14	Denton	TX	728,799	193,127	60,255	17,498	38,783	27,427	36,309	64,055	21.7	F
15	Duchesne	UT	20,308	6,956	2,187	427	1,211	557	905	2,091	20.5	F
16	Clark	NV	2,027,868	489,627	260,156	38,488	116,641	100,210	130,734	325,684	20.3	F
17	Maricopa	AZ	4,009,412	1,016,299	538,073	110,843	265,248	207,731	272,789	696,086	19.7	F
18	El Dorado	CA	181,737	38,761	31,203	3,434	12,858	7,672	11,621	20,575	19.5	F
19	Fairfield	CT	939,904	224,358	133,684	22,052	70,241	41,397	57,941	88,010	18.8	F
20	Tulsa	OK	622,409	158,584	79,490	17,511	41,724	35,246	45,356	95,783	18.3	F
21	Jefferson	CO	551,798	117,185	78,326	10,303	37,656	21,088	28,059	49,495	17.0	F
22	Dallas	TX	2,480,331	671,624	234,557	60,851	131,322	94,013	127,961	477,557	16.8	F
23	Imperial	CA	176,584	50,940	20,339	4,513	10,926	5,688	8,239	38,067	16.2	F
24	Oklahoma	OK	755,245	192,521	93,326	21,258	50,525	41,992	53,722	129,256	15.7	F
25	Collin	TX	854,778	235,649	79,420	21,351	44,958	32,871	44,949	67,525	15.3	F

Notes:

1. Counties are ranked by weighted average. See note 10 below.
2. Total Population represents the at-risk populations in counties with $PM_{2.5}$ monitors.
3. Those **under 18** and **65 and over** are vulnerable to $PM_{2.5}$ and are, therefore, included. They should not be used as population denominators for disease estimates.
4. **Pediatric asthma** estimates are for those under 18 years of age and represent the **estimated** number of people who had asthma in 2013 based on state rates (BRFSS) applied to population estimates (U.S. Census).
5. **Adult asthma** estimates are for those 18 years and older and represent the **estimated** number of people who had asthma in 2013 based on state rates (BRFSS) applied to population estimates (U.S. Census).
6. Adding across rows does not produce valid estimates, e.g., summing pediatric and adult asthma.
7. **COPD** estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
8. **CV disease** is cardiovascular disease and estimates are for adults 18 and over who have been diagnosed within their lifetime, based on state rates (BRFSS) applied to population estimates (U.S. Census).
9. **Poverty** estimates come from the U.S. Census Bureau and are for all ages.
10. The **Weighted Average** was derived by counting the number of days in each unhealthful range (orange, red, purple) in each year (2011-2013), multiplying the total in each range by the assigned standard weights (i.e., 1 for orange, 1.5 for red, 2.0 for purple), and calculating the average.
11. Grade is assigned by weighted average as follows: A=0.0, B=0.3-0.9, C=1.0-2.0, D=2.1-3.2, F=3.3+.

08-Rialto-1

County Health Rankings & Roadmaps

Building a Culture of Health, County by County

A Robert Wood Johnson Foundation program

2015 *County Health Rankings*

California

A collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute.

University of Wisconsin Population Health Institute
SCHOOL OF MEDICINE AND PUBLIC HEALTH

Support provided by Robert Wood Johnson Foundation

Attachment I-4A.3

08-Rialto-1

San Bernardino (SB)

	San Bernardino County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
Health Outcomes					**37**
Length of Life					**30**
Premature death	6,379	6,262-6,496	5,200	5,295	
Quality of Life					**50**
Poor or fair health	19%	18-21%	10%	18%	
Poor physical health days	4.2	3.9-4.5	2.5	3.7	
Poor mental health days	4.1	3.8-4.4	2.3	3.6	
Low birthweight	7.1%	7.0-7.2%	5.9%	6.8%	
Health Factors					**47**
Health Behaviors					**44**
Adult smoking	16%	15-18%	14%	13%	
Adult obesity	28%	26-30%	25%	23%	
Food environment index	7.0		8.4	7.5	
Physical inactivity	19%	18-21%	20%	17%	
Access to exercise opportunities	90%		92%	93%	
Excessive drinking	17%	16-19%	10%	17%	
Alcohol-impaired driving deaths	31%		14%	31%	
Sexually transmitted infections	566		138	441	
Teen births	43	43-44	20	34	
Clinical Care					**52**
Uninsured	22%	21-22%	11%	20%	
Primary care physicians	1,736:1		1,045:1	1,294:1	
Dentists	1,580:1		1,377:1	1,291:1	
Mental health providers	591:1		386:1	376:1	
Preventable hospital stays	58	56-60	41	45	
Diabetic monitoring	78%	76-80%	90%	81%	
Mammography screening	50.8%	49.0-52.6%	70.7%	59.3%	
Social & Economic Factors					**36**
High school graduation	83%			83%	
Some college	52.8%		71.0%	61.7%	
Unemployment	10.1%		4.0%	8.9%	
Children in poverty	27%	25-29%	13%	24%	
Income inequality	4.6	4.5-4.7	3.7	5.1	
Children in single-parent households	35%	34-36%	20%	32%	
Social associations	4.4		22.0	5.8	
Violent crime	430		59	425	
Injury deaths	43	41-44	50	46	
Physical Environment					**53**
Air pollution - particulate matter	10.4		9.5	9.3	
Drinking water violations	1%		0%	3%	
Severe housing problems	29%	28-29%	9%	29%	
Driving alone to work	76%	75-76%	71%	73%	
Long commute - driving alone	39%	38-40%	15%	37%	

* 90th percentile, i.e., only 10% are better.
Note: Blank values reflect unreliable or missing data

2015

ChangeLab Solutions
Law & policy innovation for the common good.

THE BENEFITS OF COMPLETE STREETS

SAFETY

The Federal Highway Administration has found measurable improvements to pedestrian safety through a focus on "Complete Streets." This approach ensures that safe, comfortable facilities are provided using a variety of street design elements, such as sidewalks, bike lanes, raised medians, better bus stop placement, traffic-calming measures, and designing for people with disabilities. Bicycle safety studies show that the addition of well-designed, on-road bicycle lanes reduces the incidence of collisions by approximately 50%.

Creating streets that are safe, inviting and comfortable is a major goal of this project. Photo by Urban Advantage.

MENTAL HEALTH

Physical activity (i.e. bicycling or walking) is linked to higher cognitive functioning and greater emotional well-being, and can help prevent mental health disorders.

ECONOMIC HEALTH

Multiple studies show that people who visit shopping districts by bicycle spend more on a weekly basis than those who visit such districts by car.

PHYSICAL ACTIVITY

- Adults who bicycle enjoy lower weight and blood pressure, and are less likely to become diabetic.
- Bicycling supports long-term health too – adolescents who bicycle are 48% less likely to be overweight as adults.
- Researchers in the San Francisco Bay Area found that increasing the median minutes of daily walking and bicycling from 4 to 22 minutes has the potential to decrease greenhouse gas emissions by 14% and the burden of cardiovascular disease and diabetes by 14%.
- For each hour walked per day, people are about 5% less likely to be obese.
- Almost 1/3 of Americans who commute to work via public transit meet their daily requirements for physical activity (30 or more minutes per day) by walking as part of their daily life, including to and from the transit stop.

ChangeLab Solutions is a nonprofit organization that provides legal information on matters relating to public health. The legal information in this document does not constitute legal advice or legal representation. For legal advice, readers should consult a lawyer in their state.

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S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

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	Census Tract 23.06, San Bernardino County, California	Census Tract 34.04, San Bernardino County, California	Census Tract 35.03, San Bernardino County, California	Census Tract 35.05, San Bernardino County, California	Census Tract 35.06, San Bernardino County, California
	Median income (dollars)	Median income (dollars)	Median income (dollars)	Median income (dollars)	Median income (dollars)
	Estimate	Estimate	Estimate	Estimate	Estimate
Households	60,542	39,071	52,552	42,465	42,500
Two or more races	56,923	23,750	21,761	16,181	-
FAMILIES					
Families	61,462	42,622	54,030	38,448	47,440
With own children under 18 years	58,841	40,074	46,518	28,333	37,760
NONFAMILY HOUSEHOLDS					
Nonfamily households	33,911	33,462	24,750	42,530	29,875
Female householder	-	24,856	48,242	29,792	35,188
Living alone	-	18,611	47,969	32,974	28,958
Male householder	33,387	33,750	23,042	48,664	26,855
Not living alone	-	-	-	-	-

Attachment I-5A

Subject 08-Rialto-1	Census Tract 35.07, San Bernardino County, California	Census Tract 35.09, San Bernardino County, California	Census Tract 38.01, San Bernardino County, California	Census Tract 38.03, San Bernardino County, California	Census Tract 38.04, San Bernardino County, California
	Median income (dollars)	Median income (dollars)	Median income (dollars)	Median income (dollars)	Median income (dollars)
	Estimate	Estimate	Estimate	Estimate	Estimate
Households	59,219	43,553	52,130	41,761	70,401
Two or more races	-	-	-	-	-
FAMILIES					
Families	59,962	43,531	59,297	43,340	64,306
With own children under 18 years	49,531	36,413	45,729	34,074	48,796
NONFAMILY HOUSEHOLDS					
Nonfamily households	31,000	26,215	32,652	32,273	49,615
Female householder	24,250	26,076	17,857	14,732	41,413
Living alone	24,250	25,660	20,250	14,732	40,707
Male householder	-	40,714	42,391	32,386	90,481
Not living alone	-	-	-	-	-

Attachment I-5A

Subject 08-Rialto-1	Census Tract 43.01, San Bernardino County, California Median income (dollars) Estimate
Households	52,736
Two or more races	-
FAMILIES	
Families	50,427
With own children under 18 years	27,529
NONFAMILY HOUSEHOLDS	
Nonfamily households	37,400
Female householder	-
Living alone	-
Male householder	37,400
Not living alone	-

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 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 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 2010 data. 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, 2009-2013 5-Year 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.
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S0601 | SELECTED CHARACTERISTICS OF THE TOTAL AND NATIVE POPULATIONS IN THE UNITED STATES

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

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	Census Tract 23.06, San Bernardino County, California	Census Tract 34.04, San Bernardino County, California	Census Tract 35.03, San Bernardino County, California	Census Tract 35.05, San Bernardino County, California	Census Tract 35.06, San Bernardino County, California
	Total	Total	Total	Total	Total
	Estimate	Estimate	Estimate	Estimate	Estimate
Total population	4,170	4,980	5,497	6,159	5,237
RACE AND HISPANIC OR LATINO ORIGIN					
One race	90.8%	94.1%	95.0%	96.9%	97.0%
Some other race	23.5%	22.8%	19.4%	17.9%	26.6%
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH					
Population 5 years and over	3,775	4,447	5,256	5,654	4,564
Speak language other than English	49.0%	68.7%	61.0%	64.9%	51.9%
Speak English less than "very well"	19.3%	32.5%	27.1%	35.4%	26.9%
MARITAL STATUS					
Population 15 years and over	2,971	3,654	4,142	4,042	3,472
Widowed	4.5%	3.4%	2.1%	1.6%	4.6%
EDUCATIONAL ATTAINMENT					
Population 25 years and over	2,182	2,594	2,927	3,010	2,669
Some college or associate's degree	33.2%	25.0%	33.8%	27.6%	26.7%
INDIVIDUALS' INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)					
Population 15 years and over	2,971	3,654	4,142	4,042	3,472
$10,000 to $14,999	6.8%	10.3%	10.7%	12.3%	11.1%
POVERTY STATUS IN THE PAST 12 MONTHS					
Population for whom poverty status is determined	4,096	4,959	5,413	6,151	4,945
At or above 150 percent of the poverty level	71.4%	51.3%	72.8%	55.8%	55.9%

Subject 08-Rialto-1	Census Tract 35.07, San Bernardino County, California	Census Tract 35.09, San Bernardino County, California	Census Tract 38.01, San Bernardino County, California	Census Tract 38.03, San Bernardino County, California	Census Tract 38.04, San Bernardino County, California
	Total	Total	Total	Total	Total
	Estimate	Estimate	Estimate	Estimate	Estimate
Total population	5,000	4,684	4,052	4,794	5,134
RACE AND HISPANIC OR LATINO ORIGIN					
One race	96.1%	96.2%	100.0%	92.4%	96.3%
Some other race	11.9%	21.7%	10.3%	19.9%	6.8%
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH					
Population 5 years and over	4,690	4,320	3,859	4,282	4,655
Speak language other than English	60.0%	65.0%	51.4%	50.6%	56.3%
Speak English less than "very well"	25.9%	25.3%	20.2%	28.6%	21.9%
MARITAL STATUS					
Population 15 years and over	3,685	3,332	3,235	3,411	3,780
Widowed	7.8%	1.8%	4.3%	9.5%	6.2%
EDUCATIONAL ATTAINMENT					
Population 25 years and over	2,882	2,537	2,551	2,560	3,117
Some college or associate's degree	28.5%	34.8%	31.4%	27.3%	35.3%
INDIVIDUALS' INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)					
Population 15 years and over	3,685	3,332	3,235	3,411	3,780
$10,000 to $14,999	12.8%	8.7%	11.9%	12.7%	14.1%
POVERTY STATUS IN THE PAST 12 MONTHS					
Population for whom poverty status is determined	4,940	4,684	4,044	4,710	5,118
At or above 150 percent of the poverty level	75.3%	56.9%	74.1%	56.7%	66.2%

Attachment I-5A

Subject 08-Rialto-1	Census Tract 43.01, San Bernardino County, California
	Total
	Estimate
Total population	5,727
RACE AND HISPANIC OR LATINO ORIGIN	
One race	98.0%
Some other race	35.5%
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH	
Population 5 years and over	5,390
Speak language other than English	60.9%
Speak English less than "very well"	30.8%
MARITAL STATUS	
Population 15 years and over	4,443
Widowed	0.4%
EDUCATIONAL ATTAINMENT	
Population 25 years and over	3,497
Some college or associate's degree	27.1%
INDIVIDUALS' INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)	
Population 15 years and over	4,443
$10,000 to $14,999	10.9%
POVERTY STATUS IN THE PAST 12 MONTHS	
Population for whom poverty status is determined	5,673
At or above 150 percent of the poverty level	47.5%

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.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 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 2010 data. 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, 2009-2013 5-Year 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.
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5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-

Attachment I-5A

DP03 | SELECTED ECONOMIC CHARACTERISTICS

2009-2013 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

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	Rialto city, California	
	Estimate	Percent
EMPLOYMENT STATUS		
Population 16 years and over	71,673	71,673
In labor force	45,694	63.8%
Civilian labor force	45,677	63.7%
Employed	37,900	52.9%
Unemployed	7,777	10.9%
Armed Forces	17	0.0%
Not in labor force	25,979	36.2%
Civilian labor force	45,677	45,677
Percent Unemployed	(X)	17.0%
Females 16 years and over	36,238	36,238
In labor force	20,832	57.5%
Civilian labor force	20,819	57.5%
Employed	16,816	46.4%
Own children under 6 years	9,880	9,880
All parents in family in labor force	6,208	62.8%
Own children 6 to 17 years	20,492	20,492
All parents in family in labor force	12,907	63.0%
COMMUTING TO WORK		
Workers 16 years and over	36,549	36,549
Car, truck, or van -- drove alone	28,111	76.9%
Car, truck, or van -- carpooled	5,669	15.5%
Public transportation (excluding taxicab)	1,071	2.9%
Walked	248	0.7%
Other means	314	0.9%
Worked at home	1,136	3.1%
Mean travel time to work (minutes)	32.3	(X)
OCCUPATION		

Subject	Rialto city, California	
	Estimate	Percent
Civilian employed population 16 years and over	37,900	37,900
Management, business, science, and arts occupations	6,115	16.1%
Service occupations	7,993	21.1%
Sales and office occupations	10,176	26.8%
Natural resources, construction, and maintenance occupations	4,307	11.4%
Production, transportation, and material moving occupations	9,309	24.6%
INDUSTRY		
Civilian employed population 16 years and over	37,900	37,900
Construction	2,989	7.9%
CLASS OF WORKER		
Civilian employed population 16 years and over	37,900	37,900
Unpaid family workers	60	0.2%
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)		
Total households	24,945	24,945
Less than $10,000	1,269	5.1%
$10,000 to $14,999	1,379	5.5%
$15,000 to $24,999	2,821	11.3%
$25,000 to $34,999	2,722	10.9%
$35,000 to $49,999	4,431	17.8%
$50,000 to $74,999	4,968	19.9%
$75,000 to $99,999	3,639	14.6%
$100,000 to $149,999	2,837	11.4%
$150,000 to $199,999	562	2.3%
$200,000 or more	317	1.3%
Median household income (dollars)	49,593	(X)
Mean household income (dollars)	59,804	(X)
With earnings	20,948	84.0%
Mean earnings (dollars)	57,265	(X)
With Social Security	6,131	24.6%
Mean Social Security income (dollars)	15,118	(X)
With retirement income	3,989	16.0%
Mean retirement income (dollars)	23,908	(X)
With Supplemental Security Income	1,982	7.9%
Mean Supplemental Security Income (dollars)	9,128	(X)
With cash public assistance income	1,906	7.6%
Mean cash public assistance income (dollars)	5,055	(X)
Families	20,431	20,431
Less than $10,000	1,028	5.0%
$10,000 to $14,999	957	4.7%
$15,000 to $24,999	2,254	11.0%
$25,000 to $34,999	1,863	9.1%
$35,000 to $49,999	3,527	17.3%
$50,000 to $74,999	4,414	21.6%
$75,000 to $99,999	3,011	14.7%
$100,000 to $149,999	2,614	12.8%
$150,000 to $199,999	513	2.5%
$200,000 or more	250	1.2%
Median family income (dollars)	52,074	(X)
Mean family income (dollars)	62,194	(X)
Per capita income (dollars)	15,948	(X)

08-Rialto-1

Subject	Rialto city, California	
	Estimate	Percent
Nonfamily households	4,514	4,514
Median nonfamily income (dollars)	30,660	(X)
Mean nonfamily income (dollars)	38,599	(X)
Median earnings for workers (dollars)	23,111	(X)
Median earnings for male full-time, year-round workers (dollars)	36,898	(X)
Median earnings for female full-time, year-round workers (dollars)	31,306	(X)
HEALTH INSURANCE COVERAGE		
Civilian noninstitutionalized population	100,210	100,210
With health insurance coverage	74,997	74.8%
With public coverage	36,111	36.0%
Civilian noninstitutionalized population under 18 years	32,459	32,459
No health insurance coverage	3,843	11.8%
Civilian noninstitutionalized population 18 to 64 years	60,266	60,266
In labor force:	44,122	44,122
Employed:	36,681	36,681
With health insurance coverage	24,722	67.4%
With public coverage	2,787	7.6%
Unemployed:	7,441	7,441
With health insurance coverage	3,819	51.3%
With private health insurance	2,138	28.7%
Not in labor force:	16,144	16,144
With health insurance coverage	10,758	66.6%
With public coverage	6,425	39.8%
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL		
All families	(X)	17.1%
With related children under 18 years	(X)	21.7%
With related children under 5 years only	(X)	27.2%
Married couple families	(X)	10.8%
With related children under 18 years	(X)	13.5%
With related children under 5 years only	(X)	11.6%
Families with female householder, no husband present	(X)	34.1%
With related children under 18 years	(X)	41.9%
With related children under 5 years only	(X)	53.8%
Under 18 years	(X)	25.4%
Related children under 18 years	(X)	25.1%
Related children 5 to 17 years	(X)	22.7%
65 years and over	(X)	10.0%
Unrelated individuals 15 years and over	(X)	35.5%

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There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security

income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at http://www.census.gov/people/io/methodology/.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2009-2013 and 2011-2013 tables, industry data in the multiyear files (2009-2013 and 2011-2013) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at http://www.census.gov/people/io/methodology/.

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Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

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

20 Year Invest Summary Analysis	
Total Costs	$850,132.00
Net Present Cost	$817,434.62
Total Benefits	$15,934,293.78
Net Present Benefit	$10,552,956.36
Benefit-Cost Ratio	12.91

20 Year Itemized Savings	
Mobility	$2,364,683.69
Health	$622,302.68
Recreational	$4,056,683.15
Gas & Emissions	$96,709.61
Safety	$8,793,914.65

Funds Requested	$629,000.00
Net Present Cost of Funds Requested	$604,807.69
Benefit Cost Ratio	17.45

Project Name:	City of Rialto - Etiwanda Corridor Improvements
Project Location:	Etiwanda Ave, Baseline Rd, Maple Ave, Riverside Ave, Pepper Ave

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	148	
Forecast (1 Yr after completion)	154	267
	Commuters	Recreational Users
Existing Trips	16	88
New Daily Trips (estimate)	8.14	44.055
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	14,981

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	3284	
Forecast (1 YR after project completion)	3417	3654
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	$850,132
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	$629,000
SR2S Infrastructure	

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	23	4.6
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

08-Rialto-1

In This Issue

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I-10 and I-15 Corridor Studies Continue
Visioning Award Deadline Extended
Two RFPs Released
US 395 Widening Project
City-County Conference
Stand Up 4 Transportation
SB County Mourns Loss of Leader
HERO by the numbers

Quick Links

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About Us

San Bernardino Associated Governments, known as SANBAG, is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SANBAG serves the 2.1 million residents of San Bernardino County.

Transportation Development Act - Article 3 Call for Projects

Earlier this year, the SANBAG Board of Directors authorized the release of the Phase 1 Transportation Development Act (TDA) Article 3 Call for Projects to select projects that would qualify for local match assistance as they apply for funding under the California Department of Transportation's (Caltrans) Active Transportation Program (ATP). The Call for Projects was released on February 12, 2015, and the closing date was set for March 16, 2015. Project information included a project description, estimated cost, delivery schedule, and current status. The applications were evaluated based on how well the project is anticipated to be compete in the State's upcoming ATP grant process.

The projects selected for $1,894,742 in local match assistance for the Cycle 2 ATP grants include:

* Highland/Redlands Regional Connector Project in Highland
* G Street and San Antonio Bike Corridors in Ontario
* Willow Street Shared Use Paseo Phase 1 in Hesperia
* 6th Street Cycle Track in Rancho Cucamonga
* Trona Bikeway Connection and Rehabilitation in San Bernardino County
* Etiwanda Corridor Improvements in Rialto
* Big Bear Blvd. Pedestrian and Bicycle Mobility Project in Big Bear Lake
* Mojave Riverwalk Multi-Use Bicycle Facility in Victorville

Top Freeway Service Patrol Drivers Honored

SANBAG began its Freeway Service Patrol (FSP) Program in 2006. FSP tow truck drivers travel on selected San Bernardino County freeways during peak periods of congestion to assist motorists with their disabled vehicles. Over the years, the FSP program has demonstrated many benefits to the motoring public by reducing the amount of time a motorist is in an unsafe condition, reducing traffic congestion, as well as decreasing fuel consumption, vehicular emissions, and secondary

Attachment I-7A

From: Hsieh, Wei@CCC on behalf of ATP@CCC
To: Jeffrey Lau; inquiry@atpcommunitycorps.org
Cc: Schmier, Scot@CCC; Joanis, Brandon@CCC; ATP@CCC; Hsieh, Wei@CCC
Subject: RE: City of Rialto ATP Cycle 2 Application Submittal
Date: Wednesday, April 29, 2015 3:03:56 PM

Hi Jeff,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Jeffrey Lau [mailto:jlau@willdan.com]
Sent: Wednesday, April 29, 2015 11:47 AM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: City of Rialto ATP Cycle 2 Application Submittal

Dear CCC and CALCC,

The City of Rialto is preparing to submit to Caltrans an ATP Cycle 2 Grant Application. This infrastructure application is for the installation of bike lanes and improvements to pedestrian walkways. Enclosed for your review is the project title, project description, detailed estimate, project schedule, project map, and preliminary concept plans.

Project Title: Etiwanda Corridor Improvements

Project Description: The proposed project will implement bicycle and pedestrian facility improvements along the Etiwanda corridor. Bicycle improvements to include installation of Class II Bike Lanes on Pepper Ave from Foothill Blvd to Baseline Rd, Class II Bike Lanes on Baseline Rd from Maple Ave to Pepper Ave, a Class III Bike Route on Etiwanda Ave from Maple Ave to Pepper Ave, and a Class III Bike Route on Riverside Ave from Foothill Blvd to Baseline Rd. Bicycle detection will also be added to three signalized intersections along Etiwanda Ave through the installation of video detection systems. Pedestrian improvements along Etiwanda Ave include upgrading 70 curb ramps to be ADA compliant, re-striping 36 crosswalks, and installing ADA compliant pedestrian push buttons at three signalized intersections. Approximately 1,000 linear feet of new sidewalk will be constructed along Spruce Ave to eliminate sidewalk gaps. A solar powered rectangular rapid

flashing beacon (RRFB) system will be installed for the uncontrolled crosswalk at Etiwanda Ave and Glenwood Ave.

This submittal is for the California Conservation Corps (CCC) and California Association of Local Conservation Corps (CALCC) to review and determine if any services may be provided by the CCC and/or CALCC for this proposed project. I look forward to receiving your response on this request.

Thank you in advance for your assistance,

Jeff Lau, EIT
Associate Engineer

Willdan Engineering
Celebrating 50 years of service

13191 Crossroads Parkway North, Suite 405
Industry, CA 91746
T. 562.364.8526 **(New)**
F. 562.695.2120
jlau@willdan.com

From: Active Transportation Program
To: Jeffrey Lau; atp@ccc.ca.gov
Subject: Re: City of Rialto ATP Cycle 2 Application Submittal
Date: Friday, May 08, 2015 12:09:58 PM

Hi Jeffrey,

Thank you for contacting the local conservation corps for this project. Unfortunately, we are not able to partner on this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you,

Danielle

On Mon, May 4, 2015 at 2:53 PM, Active Transportation Program <inquiry@atpcommunitycorps.org> wrote:

> Hi Jeffrey,
>
> Thank you for your inquiry. I will get in contact with the local conservation corps and get back to you with a response by May 11th.
>
> Thank you
>
> On Wed, Apr 29, 2015 at 11:47 AM, Jeffrey Lau <jlau@willdan.com> wrote:
>
>> Dear CCC and CALCC,
>>
>> The City of Rialto is preparing to submit to Caltrans an ATP Cycle 2 Grant Application. This infrastructure application is for the installation of bike lanes and improvements to pedestrian walkways. Enclosed for your review is the project title, project description, detailed estimate, project schedule, project map, and preliminary concept plans.
>>
>> **Project Title:** Etiwanda Corridor Improvements
>>
>> **Project Description:** The proposed project will implement bicycle and pedestrian facility improvements along the Etiwanda corridor. Bicycle improvements to include installation of Class II Bike Lanes on Pepper Ave from Foothill Blvd to Baseline Rd, Class II Bike Lanes on Baseline Rd from Maple Ave to Pepper Ave, a Class III Bike Route on Etiwanda Ave from Maple Ave to Pepper Ave, and a Class III Bike Route on Riverside Ave from Foothill Blvd to Baseline Rd. Bicycle detection will also be added to three signalized intersections

along Etiwanda Ave through the installation of video detection systems. Pedestrian improvements along Etiwanda Ave include upgrading 70 curb ramps to be ADA compliant, re-striping 36 crosswalks, and installing ADA compliant pedestrian push buttons at three signalized intersections. Approximately 1,000 linear feet of new sidewalk will be constructed along Spruce Ave to eliminate sidewalk gaps. A solar powered rectangular rapid flashing beacon (RRFB) system will be installed for the uncontrolled crosswalk at Etiwanda Ave and Glenwood Ave.

This submittal is for the California Conservation Corps (CCC) and California Association of Local Conservation Corps (CALCC) to review and determine if any services may be provided by the CCC and/or CALCC for this proposed project. I look forward to receiving your response on this request.

Thank you in advance for your assistance,

Jeff Lau, EIT
Associate Engineer

Willdan Engineering
Celebrating 50 years of service

13191 Crossroads Parkway North, Suite 405
Industry, CA 91746
T. 562.364.8526 **(New)**
F. 562.695.2120

jlau@willdan.com

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program

California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Attachment J

PETE AGUILAR
31ST DISTRICT, CALIFORNIA

1223 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3201

8300 UTICA AVENUE
SUITE 105
RANCHO CUCAMONGA, CA 91730
(909) 980-1051

Congress of the United States
House of Representatives
Washington, DC 20515–0531

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON COMMODITY EXCHANGES, ENERGY, AND CREDIT
SUBCOMMITTEE ON NUTRITION

COMMITTEE ON ARMED SERVICES
SUBCOMMITTEE ON EMERGING THREATS AND CAPABILITIES
SUBCOMMITTEE ON STRATEGIC FORCES

May 19, 2015

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

RE: Active Transportation Program – Cycle 2 Application for the City of Rialto – Etiwanda Corridor Improvement Project

To Whom It May Concern:

I am writing to express my support for the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant for the Etiwanda Corridor Improvement Project.
The Cycle 2 grant will provide significant upgrades to the Etiwanda Corridor Improvement Project by enhancing local infrastructure along the Etiwanda Corridor. It encourages increased use of active modes of transportation and improves traffic safety for cyclists and pedestrians as they travel through the area.

Project components will include installation of new bike lanes with safety detection features, high visibility crosswalks with ADA-compliant pedestrian push buttons, rapid rectangular flashing beacons, upgraded existing curb ramps to be ADA-compliant, and new sidewalks. These improvements will provide a safer environment for students and residents who live near the Etiwanda Corridor, and make outside activity an integral part of their daily life.

I encourage you to give this application full and fair consideration, consistent with applicable laws and regulations. If you have any questions please feel free to contact Curt Lewis, our Grants Coordinator, at (909) 980-1492.

Sincerely,

Pete Aguilar
Member of Congress

PRINTED ON RECYCLED PAPER

Governments SANBAG Working Together

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

TRANSPORTATION MEASURE I

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

May 8, 2015

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of the San Bernardino Associated Governments (SANBAG), I am pleased to see the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

The Etiwanda Corridor Improvement Project will encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

Sincerely,

Steve Smith
Director of Planning
San Bernardino Associated Governments

RIALTO UNIFIED SCHOOL DISTRICT

BOARD OF EDUCATION

Edgar Montes
President

Nancy G. O'Kelley
Vice President

Dina Walker
Clerk

Joseph Ayala
Member

Joseph W. Martinez
Member

Interim Superintendent
Mohammad Z. Islam

BUSINESS SERVICES

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

Tel: (909) 820-7700
Extension 2212 or 2213
Fax: (909) 873-2489

Iris Chu, Director
Facilities Planning
625 W. Rialto Ave.
Rialto, CA 92376

May 13, 2015

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of the Rialto Unified School District, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

Recognizing the need for the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

Sincerely,

Iris Chu
Facilities Planning Director

Kiwanis

Treasurer for Division 36, PO Box 926, Rialto, CA 92377

May 14, 2015

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of the Kiwanis Club of East Rialto, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

Recognizing the need for the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

Sincerely,

Angela M. Perry, Secretary
on behalf of Barbara Meyer, President
Kiwanis Club of East Rialto

City of Rialto
California

May 6, 2014

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

The City of Rialto Transportation Commission is pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

The Transportation Commission supports the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improving traffic safety for cyclists and pedestrians, particularly students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips along the Etiwanda Corridor by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks and upgrade existing curb ramps to be ADA compliant. The improvements proposed in this application will produce real results and promote active transportation use within the City of Rialto.

The Rialto Transportation Commission respectfully requests your favorable consideration of the City's application for the ATP – Cycle 2 grant. We thank you for the opportunity to encourage the use of active modes of transportation and improve the safety of our students who do so.

Sincerely,

D. Barton

Dennis Barton
Transportation Commission Chairperson

RIALTO POLICE DEPARTMENT

128 NORTH WILLOW AVENUE
RIALTO, CA 92376-5894

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

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of the Rialto Police Department, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 Grant.

Recognizing the need for the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians, and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 Grant, and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

Sincerely,

William A. Farrar
Chief of Police

Printed on Recycled Papers

Rialto Fire Department

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of the Rialto Fire Department, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

Recognizing the need for the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

Sincerely,

Mat Fratus
Fire Chief

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

Rialto Child Assistance

May 14, 2015

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

SUBJECT: Active Transportation Program – Cycle 2 Application for the City of Rialto - Etiwanda Corridor Improvement Project.

To Whom It May Concern:

On behalf of Rialto Child Assistance, I am pleased to support the City of Rialto's application for an Active Transportation Program (ATP) – Cycle 2 grant.

Recognizing the need for the Etiwanda Corridor Improvement Project to encourage increased use of active modes of transportation and improve traffic safety of cyclists, pedestrians and especially students as they travel through the community. We fully endorse the City's efforts to increase biking and walking trips by improving local infrastructure through the installation of bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalks, repainting existing crosswalks, and upgrade existing curb ramps to be ADA compliant, as part of the Etiwanda Corridor Improvement Project. We believe the improvements proposed in this application will produce real results and promote active transportation within the City of Rialto.

In closing, I respectfully request your favorable consideration for the City's proposal for the ATP – Cycle 2 grant and thank you for the opportunity to improve the safety of our population including students who walk and bike to school.

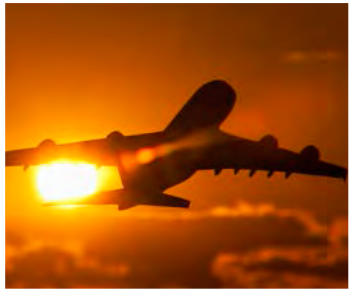
Sincerely,

Judy Roberts

Judy Roberts
Vice President

Attachment K

ACTIVE TRANSPORTATION APPENDIX



REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

ADOPTED APRIL 2012

Web Link
http://rtpscs.scag.ca.gov/Documents/2012finalSR/2012fRTP_ActiveTransportation.pdf

08-Rialto-1

Attachment K-1

08-Rialto-1

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

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

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

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

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

Existing Conditions

Physical Setting

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

Political Environment

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

Attachment K-1

San Bernardino County Non-Motorized Transportation Plan

March 2011

Revised May 6, 2015

Web Link
http://www.sanbag.ca.gov/planning2/pdf/NMTP-RevisedMay2015.pdf

Governments SANBAG Working Together

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

ES.2.1 Goals

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

The following represent the goals of the NMTP:

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

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

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

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

ES.2.2 Policies

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

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

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

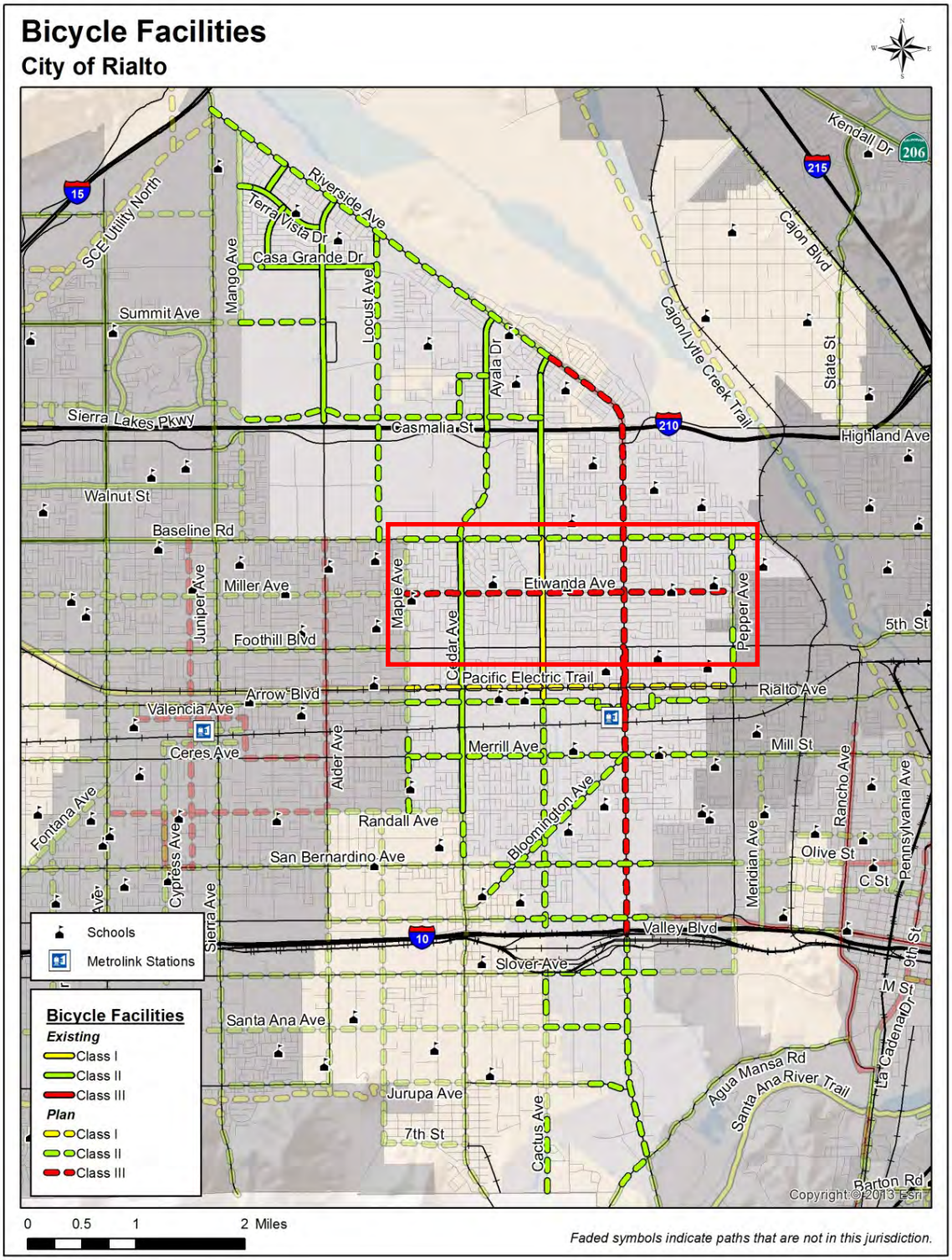
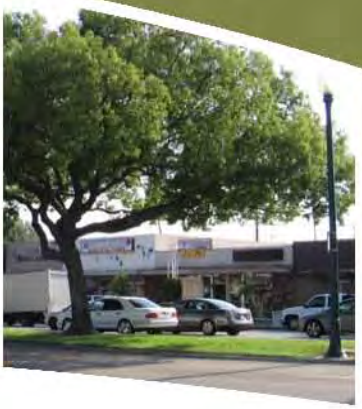

Bicycle Facilities
City of Rialto
Schools
Metrolink Stations
Bicycle Facilities
Existing
Class I
Class II
Class III
Plan
Class I
Class II
Class III
0 0.5 1 2 Miles
Faded symbols indicate paths that are not in this jurisdiction.
Copyright: © 2013 Esri
Kendall Dr
206
215
15
SCE Utility North
Riverside Ave
Terra Vista Dr
Casa Grande Dr
Mango Ave
Locust Ave
Summit Ave
Ayala Dr
Cajon Blvd
Cajon/Lytle Creek Trail
State St
Sierra Lakes Pkwy
Casmalia St
210
Highland Ave
Walnut St
Baseline Rd
Juniper Ave
Miller Ave
Maple Ave
Etiwanda Ave
Pepper Ave
5th St
Foothill Blvd
Cedar Ave
Pacific Electric Trail
Arrow Blvd
Rialto Ave
Valencia Ave
Ceres Ave
Alder Ave
Merrill Ave
Mill St
Rancho Ave
Pennsylvania Ave
Fontana Ave
Randall Ave
Bloomington Ave
Meridian Ave
Olive St
C St
Cypress Ave
San Bernardino Ave
Sierra Ave
Valley Blvd
10
Slover Ave
9th St
M St
Santa Ana Ave
La Cadena Dr
Agua Mansa Rd
Santa Ana River Trail
Jurupa Ave
7th St
Cactus Ave
Barton Rd

Figure 5.41

08-Rialto-1

Rialto
General Plan

December 2010



RIALTO
GENERAL PLAN

Web Link
http://www.rialtoca.gov/documents/downloads/General_Plan_Update_2010.pdf

Attachment K-3

Source: http://www.rialtoca.gov/documents/downloads/General_Plan_Update_2010.pdf:

Accommodating Bicyclists and Pedestrians

Goal 4-8: **Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the City.**

Policy 4-8.1: Expand Class I bicycle trails with amenities, particularly adjacent to open space areas, utility and flood control corridors, and abandoned rail corridors.

Policy 4-8.2: Pursue a "rails-to-trails" conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.

Policy 4-8.3: Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.

Policy 4-8.4: Require provision of secure bicycle storage, including bicycle racks and lockers, at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers.

Policy 4-8.5: Require major developments to include bicycle storage facilities, including bicycle racks and lockers.

Policy 4-8.6: Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

Goal 4-9: **Promote walking.**

Policy 4-9.1: Install sidewalks where they are missing, and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

Policy 4-9.2: Require sidewalks and parkways on all streets in new development.

Policy 4-9.3: Provide pedestrian-friendly and safety improvements, such as crosswalks and pedestrian signals, in all pedestrian activity areas.

Attachment K-3

Policy 4-9.4: Accommodate pedestrians and bicyclists — in addition to automobiles — when considering new development projects.

Policy 4-9.5: Seek to maintain pedestrian access in the event of any temporary or permanent street closures.

Policy 4-9.6: Encourage new development to provide pedestrian paths through projects, with outlets to adjacent collectors, secondaries, and arterial roadways.

Policy 4-9.7: Require ADA compliance on all new or modified handicap ramps.

Facilitating Goods Movement

Goal 4-10: Provide a circulation system that supports Rialto's position as a logistics hub.

Policy 4-10.1: Designate and enforce truck routes for use by commercial trucking as part of the project approval process.

Policy 4-10.2: Coordinate truck routes with adjacent jurisdictions.

Policy 4-10.3: Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

Policy 4-10.4: Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.

Policy 4-10.5: Work with appropriate law enforcement agencies to regulate speed on Riverside Avenue to minimize conflicts between high-speed private vehicles and lower-speed truck traffic.

Policy 4-10.6: Review all at-grade rail crossings for compliance with California Public Utilities Commission and Federal Highway Administration guidelines.