



# 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-Highland-1

Auto populated

Total ATP Funds Requested:

\$ 3,635,575

(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:**

Highland

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

27215 Base Line

Highland

CA

92346

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Ernest Wong

**CONTACT PERSON'S TITLE:**

Public Works Director/City Engineer

**CONTACT PERSON'S PHONE NUMBER:**

909-864-8732, ext 212

**CONTACT PERSON'S EMAIL ADDRESS :**

ewong@cityofhighland.org



**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:**

City of Redlands

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

35 Cajon Street, Suite 15A

Redlands

CA

92373

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

Chris Diggs

**CONTACT PERSON'S TITLE:**

Interim MUED Director

**CONTACT PERSON'S PHONE NUMBER:**

909-798-7658

**CONTACT PERSON'S EMAIL ADDRESS:**

cdiggs@cityofredlands.org

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

5449

Implementing Agency's State Caltrans MA number

000115

\* 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)

Highland/Redlands Regional Connector Project

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construct Class I, II, and IV Bicycle/Pedestrian paths, bicycle/pedestrian bridge, bike signals & detection, pedestrian heads, sharrows, safety beacons, wayfinding signs, lighting, speed feedback signs, and SRTS Implementation.

**PROJECT LOCATION:** (Max of 250 Characters)

This project is located along 1.75 miles of Orange Street, and 2.95 miles of seven other streets or easements in the cities of Highland and Redlands



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. 34.088620 /long. -117.182400

Congressional District(s):  08  41  31

State Senate District(s):  23   State Assembly District(s):  40  63

Caltrans District(s):  08

County:

MPO:

RTPA:

MPO UZA Population:

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

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>367</u>	Bicyclists	<u>105</u>
One Year Projection:	Pedestrians	<u>408</u>	Bicyclists	<u>1,102</u>
Five Year Projection:	Pedestrians	<u>530</u>	Bicyclists	<u>1,433</u>

**BICYCLE AND/OR PEDESTRIAN 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 65.7 % (ped + bike must = 100%)
- Pedestrian Transportation**    % of Project 34.3 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:**    4

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: Multiple Schools  
 School address: Multiple Schools  
 District name: Redlands Unified School District  
 District address: 20 W. Lugonia Avenue, Redland, CA 92374  
 Co.-Dist.-School Code: Multiple Schools

School type (K-8 or 9-12 or Both)     Both    Project improvements maximum distance from school    0.0 mile

Total student enrollment: 4,576  
 % of students that currently walk or bike to school%    5.4 %  
 Approx. # of students living along route proposed for improvement: 4,576  
 Percentage of students eligible for free or reduced meal programs \*\*    51.8 %

\*\*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
<b>CTC - PA&amp;ED Allocation:</b>	_____		10/1/16
* CEQA Environmental Clearance:	_____		5/30/17
* NEPA Environmental Clearance:	_____		6/15/18
<b>CTC - PS&amp;E Allocation:</b>	_____		8/15/18
<b>CTC - Right of Way Allocation:</b>	_____		1/1/19
* Right of Way Clearance & Permits:	_____		5/30/19
Final/Stamped PS&E package:	_____		6/15/19
* <b>CTC - Construction Allocation:</b>	_____		7/30/19
* Construction Complete:	_____		5/30/20
* Submittal of "Final Report"	_____		7/30/20

**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:	160,000	
ATP funds for PS&E:	267,806	
ATP funds for Right of Way:	88,000	
ATP funds for Construction:	3,079,769	
ATP funds for Non-Infrastructure:	40,000	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>3,635,575</b>	

**Local funds leveraging or matching the ATP funds:**

**908,893**

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:**

**\$0**

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:**

**4,544,468**

**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.



# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

## Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 08-Highland-1

Implementing Agency's Name: Highland

**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.*

## Table of Contents

Screening Criteria	Page: 2
Narrative Question #1	Page: 5
Narrative Question #2	Page: 22
Narrative Question #3	Page: 25
Narrative Question #4	Page: 37
Narrative Question #5	Page: 39
Narrative Question #6	Page: 44
Narrative Question #7	Page: 46
Narrative Question #8	Page: 48
Narrative Question #9	Page: 49



## **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 in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

The **Highland/Redlands Regional Connector Project (Project)** is jointly proposed by the cities of Highland and Redlands, with Highland as the lead agency. It consists mainly of bikeway improvements, some walkway improvements and public outreach efforts. It is an integral part and a priority project of San Bernardino County's Non-Motorized Transportation Plan (NMTP) for the East Valley, connecting to the regional backbone Santa Ana River Trail (SART). Locally, it provides a non-motorized connection among three cities, Highland, Redlands, and San Bernardino. Highland and Redlands will be financially responsible for development and completion of the Project due to location of the physical improvements being within the limits of both cities. San Bernardino will recognize benefits through extended connection to existing and proposed bikeway/walkways in Highland and Redlands.

This Project is critical in the non-motorized transportation network for the local area, especially since Citrus Valley High School (CVHS) opened in Redlands. Currently 58% of the School's 2,277 students travel from Highland to attend CVHS. The only direct routes to CVHS from Highland are along the roadways proposed for improvements in this project. These roadways do not currently have bicycle/pedestrian facilities. Because these roadways traverse across the Santa Ana River Wash or through fully-developed neighborhoods, it is very unlikely that future development will occur along these roadways to be required to construct the proposed improvements. Highland and Redlands do not have the funds necessary to construct the proposed improvements so the Project is dependent upon grant funding.



This Project is not directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement Project.

## 2. Consistency with Regional Plan.

The Project has been long recognized as an integral link in the Regional transportation network as evidenced in the following long-term planning documents:

- San Bernardino County's Non-Motorized Transportation Plan: Pages 5-84 and 5-127 (Attachment I-0.1)
- City of Highland General Plan Circulation Element (Attachment I-0.2)
- City of Redlands General Plan Circulation Element Attachment I-0.3)
- Federal Transportation Improvement Plan (Attachment I-0.4)

The Project will improve regional connectivity for non-motorized travel with connections to transit including Omnitrans buses and Metrolink trains (see Bus Stop Connections Map on Page 12), ensuring the circulation system accommodates all modes of transportation in accordance with the legislative requirements under AB 1358 to plan for a balanced, multi-modal transportation system that meets the needs of all users of the streets, roads, and highways, for safe and convenient travel.

Through provision for non-motorized travel with connections to public transit, the Project will help to reduce congestion and delay, improve efficiency and safety, reduce energy consumption and greenhouse gas emissions, improve air quality, promote public transportation, and improve area aesthetics and quality of life. It supports an environmentally sustainable transportation system, meeting the regional transportation, air quality, and land use planning goals.



It should be noted that San Bernardino County Parks Department is submitting an ATP Cycle 2 application (08-San Bernardino County-01) for Phase IV of the Santa Ana River Trail, which, if funded, will extend the Trail from Orange Street, where the City's ATP Project will be constructed, easterly to Mentone.

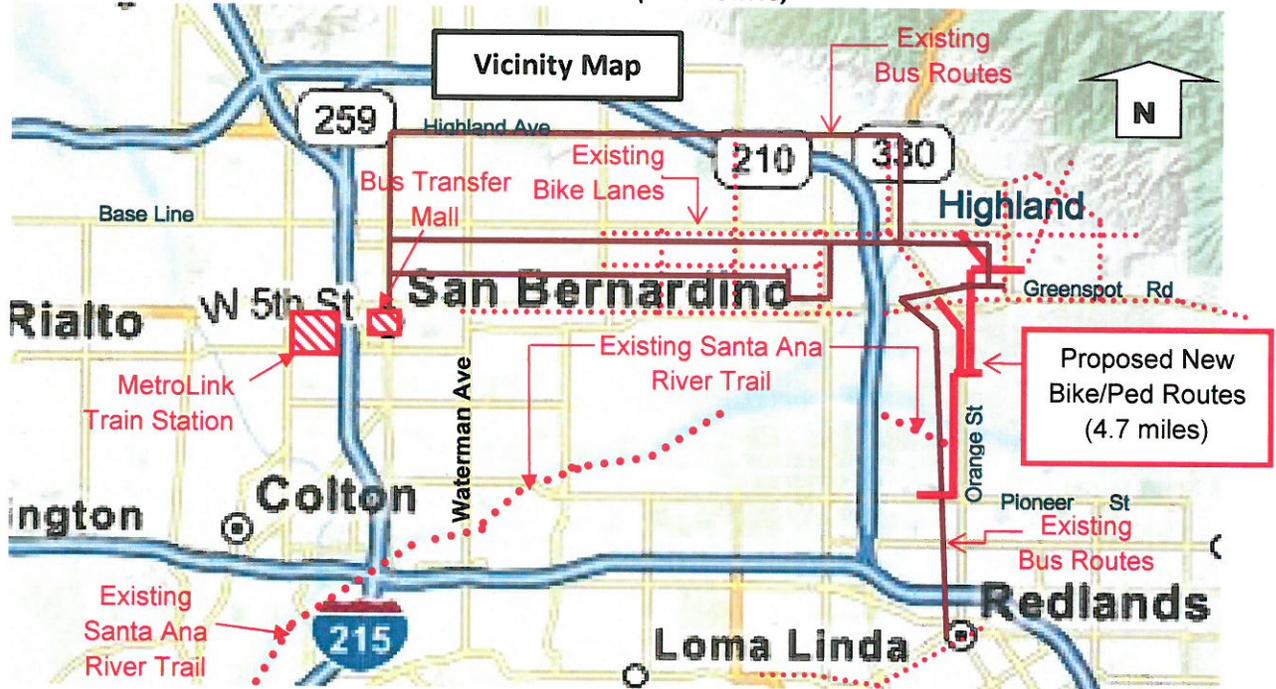


## Part B: Narrative Questions

### 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)



The **Highland/Redlands Regional Connector** will increase non-motorized travel as it will provide:

- A new connection between the cities of Highland and Redlands (124,000 combined population)
- Extended connections for the City of San Bernardino (214,000 population)
- A new connection to the Regional Santa Ana River Trail (110 miles long when fully completed)
- New direct connections to bus stops throughout the Project and indirect connection to the Metrolink Train Station
- New connections to community centers, medical centers, parks, churches, and more
- New bikeway/walkway to serve over 4,500 students attending 4 public schools
- Improved end-of-trip facilities
- Education and incentive programs at 3 public schools
- Innovative SRTS programs such as using automated tags to notify parents and track SRTS program results



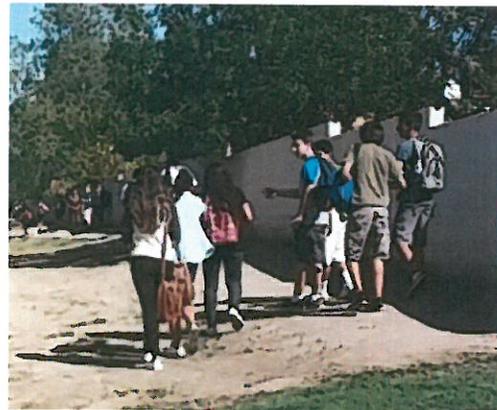
**A. Describe the following:**

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

**Student Use:** In April, 2015, using the National Center for Safe Routes to School Evaluation Tools, Student Tallies and Parent Surveys were performed within the Project area. Student Tallies were completed over a two-day period to determine how many students currently walk and bike to school. Table 1.1 shows the results of the tallies.

**TABLE 1.1: Existing Student Use of Proposed Routes**

School	Based on Student Tallies		
	Students Tallied	Currently Biking (avg. day)	Currently Walking (avg. day)
Arroyo Verde ES	587	3	50
Highland Grove ES	498	0	10
Beattie MS	1,214	7	48
Citrus Valley HS	2,277	13	118
<b>TOTALS:</b>	<b>4,576</b>	<b>23</b>	<b>225</b>



Parent Surveys were used to determine how many new student users might result from the Project. Parents were asked to identify concerns that might cause them not to allow their children to walk or bike to school. Many cited high traffic volumes, traffic speed, lack of controlled street crossings, lack of sidewalks and bikeways, and lack of adult supervision. Parents were asked if they would allow their children to walk and bike to school if their concerns were addressed as is proposed by the Project. Table 1.2 shows the results of the Elementary School Parent Surveys.

**TABLE 1.2: Reported Elementary School (ES) Student Increase in non-motorized use of Proposed Routes**

School	Based on Parent Surveys			
	Surveys Sent Home	Surveys Returned	Children Reported in Surveys	Survey Reported New Users
Arroyo Verde ES	587	219	400	<b>193</b>
Highland Grove ES	498	165	309	<b>132</b>
<b>TOTALS:</b>	<b>1,085</b>	<b>384</b>	<b>709</b>	<b>325</b>

As evidenced by the number of parent surveys returned, this Project has strong support among the parents of elementary school students, indicating that we could see an increase from 8% to 30% of

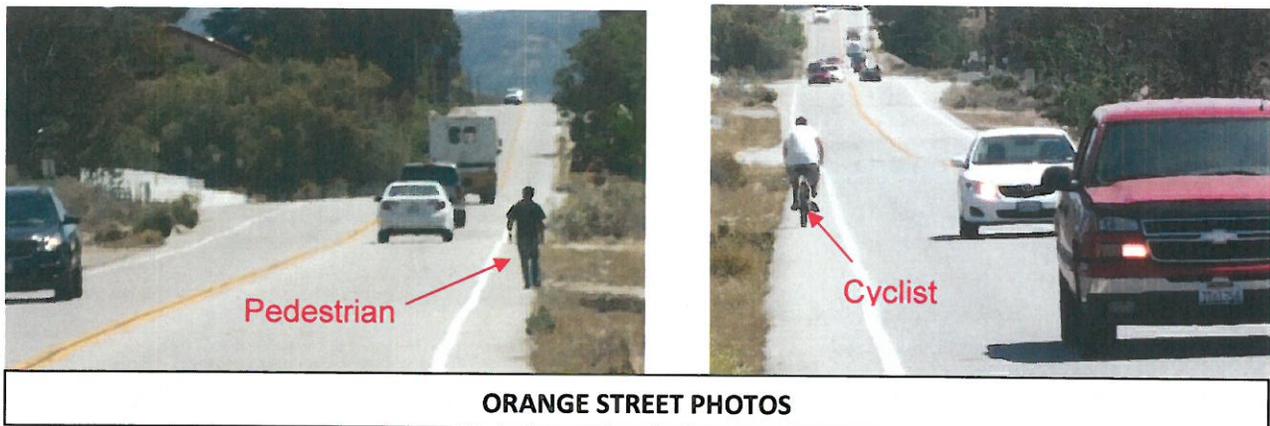


all elementary school students choosing non-motorized travel, or an increase of 325 additional elementary school students choosing active transportation. On the other hand, only a small number of parent responses for middle and high school students were returned as shown in Table 1.2a resulting in a much smaller sample size. Therefore, in order to get a more reasonable estimate of increased non-motorized travel among middle and high school students we applied the same 30% increase reported in the elementary school response. Accordingly, we anticipate an increase of 1,047 middle and high school students choosing active transportation as a result of the project.

<b>TABLE 1.2a: Reported Middle School (MS) and High School (HS) Student Increase in use of Proposed Routes</b>					
School	Based on Parent Surveys and Projections				
	Surveys Sent Home	Surveys Returned	Children Reported in Surveys (K-8)	Survey Reported New Users	New Users based on 30% Projection
Beattie MS	1,214	13	21	21	364
Citrus Valley HS	2,277	6	0	0	683
TOTALS:	3,491	19	21	21	1,047

In summary, the Project has the potential to increase the number of non-motorized student travelers to 30% of all students, from 346 to 1,372. (Tallies and Surveys on file at City of Highland, Samples included as Attachment K-1.A)

**Commuter Use:** To determine existing commuter use, two-day traffic counts were performed in May, 2014, reporting 7,300 motorized vehicles, 24 cyclists, and 4 pedestrians use Boulder Avenue/Orange Street on an average weekday; On Pioneer Avenue, 2,480 motorized vehicles, 40 cyclists, and 131 pedestrians were reported . (Traffic counts are included in Attachment I-1.A1)





The Project will result in a direct non-motorized linkage connecting the cities of Highland (population 54,000), Redlands (population 70,000), and San Bernardino (population 214,000). Based on on-line research of the 2013 Census, and assuming the population between ages 19 and 64 are of employment age, then approximately 185,000 of the 338,000 citizens of the 3 cities are of employment age, and estimating, based on early versions of the San Bernardino County Non-Motorized Transportation Plan, that one-third of the employed population commutes to work, and that 0.4% of the commuting employed population commutes by bicycle, we estimate that there are 247 employed bicycle commuters within the 3 cities. We know, based on traffic counts performed, an average of 64 bicycles per day currently travel the Project routes on Boulder Avenue, Orange Street and Pioneer Avenue (per Table 1.2a, none of the commuters are CVHS students). Approximately 50% of Highland, 50% of Redlands, and 10% of San Bernardino (a total employed population of 83,400) lies within close proximity and will be served by the Project. We believe it is reasonable to expect upon completion of the Project, 0.4% of the 27,772 commuting employed population, or 111 persons, will commute by bicycle along the project route, resulting in an increase from 64 to 111, or a 73% increase. Table 1.3 shows the results of Traffic Counts and the calculated new commuter projections.

<b>TABLE 1.3: Existing and Projected Commuter Use</b>			
Traffic Counts and Assumptions	Based on Traffic Counts and Projections		
	Existing Walkers (avg. day)	Existing Bikers (avg. day)	Projected New Bikers (avg. day)
TOTALS:	135	64	111

**Recreational Use:** In April, 2015, existing trail users attending the Annual Trail Days Event were surveyed to determine how many currently use the Project routes, and how many would use the proposed bikeway/walkway improvements. Table 1.4 shows the results of the recreational user’s survey. (Trail Day Survey is included in Attachment I-1.A2)



<b>TABLE 1.4: Existing and Projected Recreational Use</b>			
Community Trail Day Survey	Based on Survey		
	Total Surveyed	Existing Users	Projected New Users
TOTALS:	52	25	27

**Estimation of All Active Transportation Users:** The total estimated user summary is as follows:

	<b>Table 1.5: Summary of All Users</b>								
	EXISTING			PROJECTED NEW USERS (1-Year)			PROJECTED NEW USERS (5-Year)		
	Walkers	Bikers	Total	Walkers	Bikers	Total	Walkers	Bikers	Total
Students	225	23	248	370.44	1001.6	1372	481.572	1302	1784
Commuters	135	64	199	29.97	81.03	111	38.961	105.34	144
Recreationalists	7	18	25	7.29	19.71	27	9.477	25.623	35.1
	367	105	472	407.7	1102.3	1510	530.01	1433	1963

1. Assumes 27% of existing non-motorized usage is bikers (except where we have actual counts)
2. Assumes full usage based on parent/student surveys in year 1
3. Assumes 30% growth in year 5



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:

a. creation of new routes (12 points max.)

LEGEND :

- Existing Bikeway
- Proposed Bikeway
- Future Bikeway
- Existing Transit Route

CONNECTIONS MAP





This Project will construct 4.7 miles of new bike and/or pedestrian routes. The proposed new routes are listed in Table 1.5.

<b>Table 1.5 – List of Proposed New Bicycle/Pedestrian Facilities</b>				
New Route	Class	Limits	Length (Miles)	Destinations/Generators
Pioneer Street	I	Texas Street to Orange Street	0.5	<ul style="list-style-type: none"> <li>• Connects Citrus Valley High School</li> </ul>
Orange Street	I and IV	Pioneer Street to Pole Line Trail	1.75	<ul style="list-style-type: none"> <li>• Connects the cities of Highland and Redlands</li> <li>• Connects the Santa Ana River Trail</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>
Orange Street	II	Pole Line Trail to Eucalyptus Drive	0.5	<ul style="list-style-type: none"> <li>• Connects Beattie MS</li> <li>• Connects Highland Grove ES</li> <li>• Connects Regional Greenspot Road Class II Bikeway</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>
Lot “Y” Easement	I	Eucalyptus Drive to Streater Drive	0.2	<ul style="list-style-type: none"> <li>• Closes Gap</li> </ul>
Streater Drive	II	Base Line to Glenheather Dr.	0.6	<ul style="list-style-type: none"> <li>• Connects Class II on Base Line</li> <li>• Connects Immanuel Baptist Church</li> <li>• Connects Immanuel Baptist School</li> <li>• Connects Lot “Y” described above</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>
Glenheather Drive	II	Streater Dr. to Church St/Love St	0.3	<ul style="list-style-type: none"> <li>• Connects Arroyo Verde ES</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>
Love Street	II	Church Street to Elder Gulch Paseo	0.10	<ul style="list-style-type: none"> <li>• Connects Elder Gulch Paseo</li> <li>• Connects via Elder Gulch Paseo multiple access points from adjacent neighborhoods</li> <li>• Connects via Elder Gulch Paseo an extensive network of natural parklands and trails</li> <li>• Connects EHV Community Center and Swimming Pool</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>
Boulder Avenue	II	Greenspot Road to Orange Street	0.75	<ul style="list-style-type: none"> <li>• Connects commuters from the existing bikeway network to Redlands and the Regional Santa Ana River Trail</li> <li>• Connects Omnitrans Bus Route 15</li> </ul>

The Project will connect to 33.3 miles of existing bikeways and walkways, providing direct connections to a significant number of transit stops (see map below) and activity centers throughout the cities of Highland, Redlands, and San Bernardino. Upon completion, this Project will complete 38.0 miles of uninterrupted Bike/Pedestrian network with connection to the Regional Santa Ana River Trail (SART). The SART passes through many communities in San Bernardino,



Riverside, and Orange Counties. The Project will provide the regional interconnectivity making non-motorized transportation much more viable for many more commuters to many more destinations.

**BUS STOP CONNECTIONS MAP**





Within the immediate vicinity of the Project, the Project will connect public transit routes, 4 public schools, a post office, numerous shopping plazas, employment centers, churches, community centers, parks, various trail networks, high density residential complexes, and medical centers. It will connect with a local backbone trail in Highland known as Elder Gulch Paseo, which connects dozens of neighborhoods in the East Highland Ranch area where 1,321 CVHS students live. Refer to above Connections Map.

#### **List of Major Destinations:**

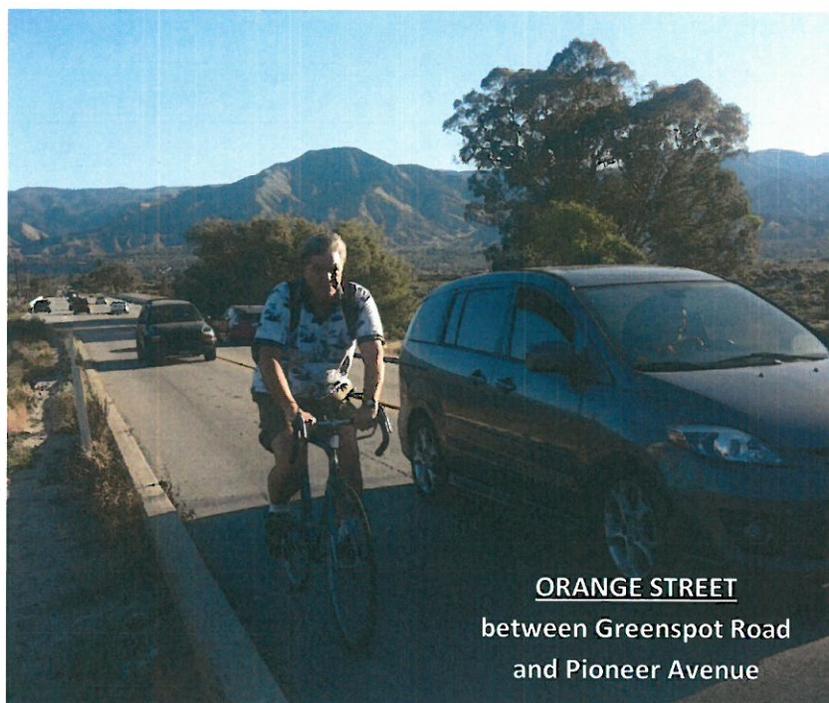
The following is a list of some of the major destinations directly connected to, or located nearby and served by the Project.

- Arroyo Verde Elementary School
- Beattie Middle School
- Beaver Medical Center
- Citrus Valley High School
- Dining Establishments
- Downtown Redlands
- Downtown San Bernardino
- Environmental Learning Center
- Highland Chamber of Commerce
- Highland Grove Elementary School
- Highland Town Center
- Ice Cream and Yogurt Shops
- Immanuel Baptist Church and school
- Inland Valley Development Agency
- LA Fitness
- Library
- Lowes
- Metrolink Train Station via bus transfer
- Multiple Banks (4)
- Omnitrans Bus Transfer Mall
- Parks
- San Bernardino County Sheriff
- San Bernardino International Airport
- St. John Bosco Church
- Staples
- Stater Bros and Albertsons Groceries
- U.S. Post Office
- UPS
- WalMart
- YMCA



### b. removal of barrier to mobility

Currently there is a complete lack of bicycle and pedestrian facilities along the roadways proposed for improvements. There is a narrow bridge crossing and several narrow roadway segments on Orange Street that make the roadway segments inadequate and inconvenient for bicycles and pedestrians use. A major part of the Project is located on the Boulder Avenue/Orange Street corridor, which is currently a 24'-wide, 50 mph, un-lit, two-lane highway between Highland and Redlands. It is the most direct route to school for 1,321 high school students who reside in Highland and attend Citrus Valley High School in Redlands. Due to the lack of bicycle/pedestrian facilities, none of these high school students currently walk or bike to school (refer to Table 1.2a). This Project will include major safety improvements such as dedicated bicycle/pedestrian paths, buffers to separate bike lanes and vehicle lanes, bike path lighting, a bridge across Plunge Creek for exclusive use of bicyclists and pedestrians, bicycle traffic signals, and other safety components to accommodate non-motorized use. Considering all four schools, and based on Parent Surveys, with the safety improvements proposed herein, an additional 1,372 students can potentially be walking or biking to school.



**ORANGE STREET**  
between Greenspot Road  
and Pioneer Avenue

This photograph demonstrates the existing condition that cyclists currently face while traveling on Orange Street between Highland and Redlands. Such condition is a barrier that prevents many cyclists, especially students, from commuting along this regional roadway. The Project will construct a new Class I bike path to remedy this roadway deficiency, providing a safe and convenient path for the cyclists, and encouraging more non-motorized trips.



Currently end-of-trip facilities are lacking. This Project will provide for bicycle parking to ensure safe and secured parking for travelers who want to cycle to school. Table 1.7 is a tally of existing parking capacity and potential parking capacity needed in the four schools directly served by the Project.

Bicycle Parking Facilities	Existing Capacity	Projected Capacity Needed	Potential New Capacity Needed
Arroyo Verde ES	41	193	152
Highland Grove ES	32	132	100
Beattie MS	48	364	316
Citrus Valley HS	25	683	658
<b>TOTALS:</b>	<b>146</b>	<b>1,372</b>	<b>1,226</b>

**c. closure of gaps**

This Project will close a gap that currently exists between East Highland neighborhoods and 3 public schools (Highland Grove Elementary School, Beattie Middle School, and Citrus Valley High School) by constructing a Class I bikeway in the easement known as Lot "Y" between Orange Street and Streater Drive in the City of Highland. It will also close the gap between the cities of Highland and Redlands by constructing Class I, II and IV bikeways on Boulder Avenue/Orange Street between Greenspot Road and Pioneer Avenue.

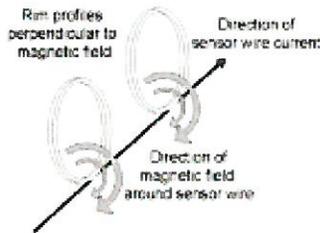
**d. other improvements to routes**

The following supplemental improvements to the proposed bike lanes and bike paths are necessary and will be constructed to ensure safety and convenience of the non-motorized users.



**Bicycle Traffic Signal:**

A dedicated bicycle traffic signal will be installed on Orange Street at the Highland/Redlands City boundary line where the proposed Class I bikeway will cross from the west side of Orange Street (in Redlands) to the east side of Orange Street (in Highland).



**In-Roadway Bicycle Detection Systems:**

To improve convenience and to modernize and encourage bicycle use, bicycle sensor loops will be installed at all signalized intersections within the Project limits.



**Solar Powered Radar Speed Feedback Signs:**

In surveys performed, many parents stated they did not allow their children to use Boulder Avenue/Orange Street to walk or bike to school due to speeding traffic. Solar powered speed feedback signs will be installed to calm traffic, improve safety, and thereby promote increased walking and biking.



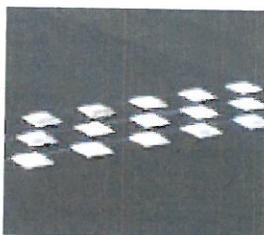
**Road Surface Sharrows:**

Where the roadway pavement is too narrow to stripe a bike lane, sharrows will be applied to the pavement surface to alert drivers to share the road with cyclists.



**Warning Beacons:**

In advance of where sharrow markings will be applied to the pavement surface, flashing warning beacons and warning signs will be installed to raise the driver's awareness that they must share the road.



**Rumble Strips:**

Where sharrow markings and advance warning beacons and warning signs will be installed, rumble strips will also be installed across the roadway vehicular lanes to make sure drivers are alerted of the presence of cyclists.



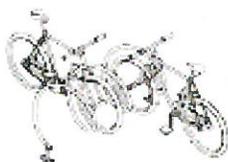
**Bicycle Way-Finding Signs:**

Way-finding signs will be installed to provide guidance and information to the many destinations along the bikeway network. These highly-visible signs attract attention to the bikeways and help to promote bicycle use.



**Solar Bikeway Lighting:**

New solar lighting will be installed along the proposed bike paths to improve safety and extend hours of use of the new facilities.



**Bicycle Parking Racks:**

Bike racks will be installed at schools and other locations as necessary to facilitate end-of-trip parking and encourage increased bicycle use.



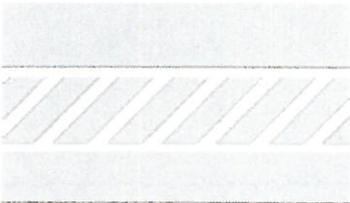
**Enhanced Pedestrian Crossing:**

New highly-visible piano bar-style crosswalks will be installed at all crossings to replace existing less visible crosswalks.



**Pedestrian Countdown Heads:**

Pedestrian Countdown Heads will be installed to improve safety at major signalized intersections and crosswalks throughout the project area.



**Striped Buffer:**

Striped Buffers will be applied to pavements to separate motorized traffic from non-motorized traffic.



**Bicycle/Pedestrian Bridge:**

A new bridge will be installed for the exclusive use of cyclists and pedestrians in the Class I bikeway along Orange Street at its crossing over Plunge Creek, where the existing vehicular bridge is too narrow to accommodate a bike path.



e. educates or encourages use of existing routes

**To Educate and Encourage Commuters:**

In addition to installation of bicycle way-finding signs, new on-line maps will be developed for use by commuters to include all of the existing bikeway and pedestrian paths in the cities of Highland, Redlands and San Bernardino. These maps will include major destinations and topography. The maps will be developed by Environmental Systems Research Institute at no cost to the Active Transportation Program.

**To Educate and Encourage Students:**

This Project includes implementation of Safe Routes to School (SRTS) programs at 3 of the 4 schools targeted in this application. The programs will be geared toward educating elementary and middle school students in Highland on the benefits of active transportation. The City will introduce the new routes and together with the schools will encourage students to use the routes. One way that the students will be encouraged to use the routes is through safety incentive programs at the schools such as the Automated Parent Notification system.

**Automated Parent Notification:**



Each student participating in the Safe Routes to School “Walk and Roll” program will be issued an automated tag with bar code, which when swiped upon arrival at school, will automatically notify that child’s parent that their child has arrived safely. The student that “walks and rolls” to school most often will be the winner of a prize give-away at the end of the school year.

In addition to the SRTS programs, the Project will be publicized in the local media. Bikeway maps will be distributed to local stores and bike shops to advertise and promote non- motorized travel.



- 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.)

Based on reasons described earlier in A and B and as summarized below, the Project represents the highest non-motorized active transportation priority for the Cities of Highland and Redlands:

- Through construction of bikeways on Orange Street/Boulder Avenue, the Project will create the first regional connection and close a major gap in non-motorized transportation between Highland and Redlands
- Through construction of a connection to the Santa Ana River Trail, the Project will connect Highland and Redlands to an extensive network of non-motorized transportation facilities in San Bernardino, Riverside and Orange Counties.
- The project will facilitate safe and convenient biking and walking to 4 schools for a large number of students
- The project will enhance safety for motorized and non-motorized travelers.
- The project has a high potential to increase student and commuters' participation in active transportation
- The project has long been recognized as a critical link in the regional network as evidenced by its inclusion in the San Bernardino County Non-Motorized Transportation Plan, and its No. 1 ranking in the recent County-wide competition of TDA Article 3 fund awarded by SANBAG to provide a 16% local match for this ATP application.

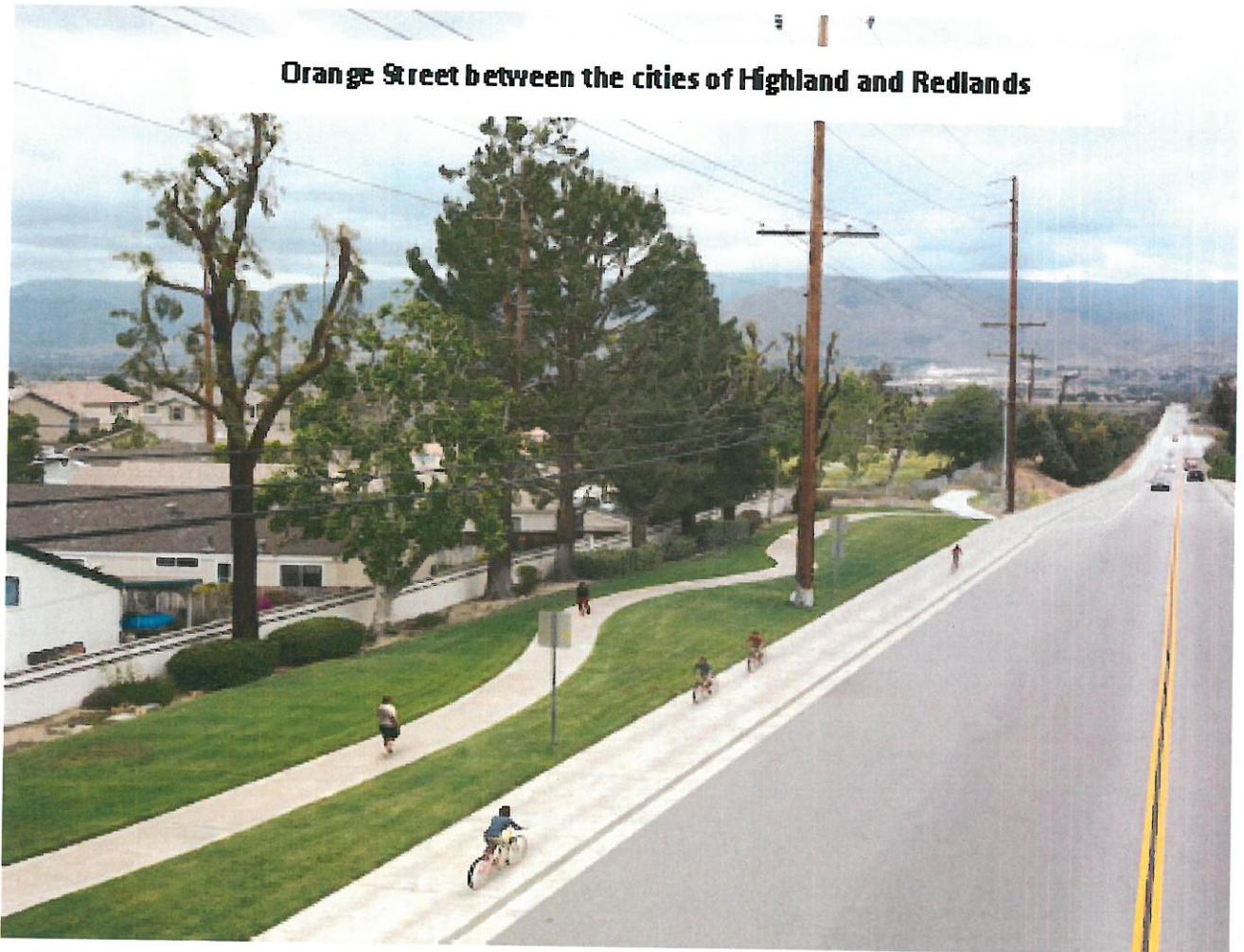


Existing conditions are inadequate and do not properly provide for non-motorized travel.



The Project will construct new paths separated from the roadway to provide safety and convenience for non-motorized travelers (shown below).

**Orange Street between the cities of Highland and Redlands**





**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.)

Between 4/30/09 and 12/9/13, SWITRS has reported 10 traffic collisions involving non-motorists on the routes proposed for improvement. **Two pedestrians were killed.** Table 2.1 is a summary of the collisions. SWITRS reports are included as Attachment I-2.A1

No.	Accident Date	Accident Involved	Accident Location*	Countermeasure #2				CM No. R36		Countermeasure #3				CM No. R37	
				Bike Lane				CRF=35		Bike/Ped Path				CRF=80	
				Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Total
1	4/30/09	bike	On Orange Street at Eucalyptus Avenue				1		1						0
2	10/4/12	ped	On Orange Street at Greenspot Road						0	1					1
3	11/17/11	bike	On Pioneer Avenue at Webster Street			1			1						0
4	12/8/10	ped	On Orange Street 1' N/O Pioneer Avenue						0		1				1
5	1/12/11	bike	On Orange Street 1' N/O Eucalyptus Drive					1	1						0
6	9/12/12	ped	On Orange Street at Greenspot Road Intersection						0	1					1
7	7/17/13	bike	On Orange Street 2,112' N/O Pioneer Avenue			1			1						0
8	4/1/2013	ped	On Pioneer Avenue 20' W/O Texas Street						0			1			1
9	5/25/13	bike	On Love Street at intersection Church Street			1			1						0
10	12/9/13	ped	On Orange Street 1' N/O Pioneer Avenue						0		1				1
<b>Countermeasure Total :</b>				0	0	3	1	1	5	2	0	2	1	0	5



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 combination of the following listed improvements will reduce vehicular speed, reduce driver frustrations, and eliminate confusion on the roadways, which in-turn will reduce traffic accidents that result in pedestrian and bicycle injuries and fatalities.

Benefit of Improvement:	PROPOSED IMPROVEMENT TYPE												
	Bike Signal	Bike Detection	Speed Feedback Sign	Sharrow	Flashing Beacon	Rumble Dots	Way-finding Sign	Pedestrian Lighting	Bike Parking	Enhanced Crosswalk	Pedestrian Head	Striped Buffer	Pedestrian Bridge
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	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑



## **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.**

The project has been developed through an extensive community based public participation process over the past 6 years. To increase meeting accessibility and public participation, the following public outreach meetings were held at different times of day and at many different locations with accessibility via public transportation.

- In 2009, Highlands City Council designated promotion of non-motorized transportation through safe routes to school programs as a high priority work-plan item. In cooperation with San Bernardino City Unified and Redlands Unified School Districts, the City has surveyed, prepared and posted Suggested Walking Routes to School Plans on the City Website and the School Districts Websites for all eight elementary schools in Highland. During this process, the City also prepared an inventory of street and traffic improvements needed to improve school pedestrian safety.
- Since 2009, the City of Highland has had on-going dialogues with School Districts regarding student pedestrian safety issues.
- Since 2011, the City of Highland has initiated and helped to implement Safe Routes to School Programs at eight elementary schools in the City of Highland. The City has organized volunteers, including parents, school principals and safety personnel, local area businesses, the Highland Chamber of Commerce, County Sheriff's, County Health Department, local elected officials, etc., to participate and help sustain the SRTS programs. The City has hosted public meetings and requested input from the public regarding their concerns for



pedestrian and bicycle safety. The City together with school personnel has performed walkability surveys to determine student pedestrian needs.

- In 2012, Redlands Unified School District opened a new high school (Citrus Valley High School) at the intersection of Texas Street and Pioneer Avenue in the City of Redlands. The school district immediately recognized the need for bike lane improvements on Boulder Avenue/Orange Street to facilitate the majority of students who reside in Highland and attend the High School. They immediately called a meeting with the City of Highland and the City of Redlands to request bikeway improvements on Boulder Avenue/Orange Street.
- In 2013, the City of Redlands began holding public meetings relating to non-motorized transportation needs in the City of Redlands. This Project was identified by the Redlands community as a priority Project and has received much support.
- In September 2014, the City of Redlands conducted community outreach using an online mapping tool which allowed users to add routes, comment on existing routes, support comments on routes submitted by others, and provide any general feedback related to bicycling within the City of Redlands. Through this exercise, a request was made to construct a bikeway on Orange Street, and it received support from other users.
- On January 26, 2015, the Cities of Highland and Redlands began planning for the Cycle 2 ATP application process. Since then, the Cities joint efforts have included intercity coordination, multiple ATP planning sessions, webinars with SANBAG and CALTRANS, planning meetings with stakeholders, needs assessments, planning studies, and data compilation to support a coherent application.



- On February 10, 2015, a meeting was held at the City of Redlands MUED Conference Room, with City of Redlands and City of Highland attending to formulate an ATP application partnership.
- In March, 2015, two Stakeholder Meetings were held at the City of Redlands MUED Conference Room to discuss and finalize ATP partnership goals.
- On April 18, the City of Highland presented the Project at the Annual Community Trails Day Event, where fifty-two attendees (out of 77 who officially signed the attendance waivers) provided their signatures on a petition for the Project stating that they either currently use, or will use the routes proposed for improvement. See Attachment I-1.A2



(Above) City Staff describes the Project to attendees at the City's Annual Community Trails Day Event



- On April 22, 2015, 5:30pm, at City of Redlands Council Chambers, a Public Outreach Meeting was held with 25 attendees including members from the general public, local bicycling organizations, SANBAG, and a reporter from Redlands Daily Facts. See attachment I-3.1
- On April 29, 2015, 9:00am, at the City of Redlands MUED Conference Room, a Stakeholder Meeting was held with 8 attendees from City of Redlands, City of Highland and the Inland Empire Biking Alliance. See attachment I-3.2



- On May 1, 2015, 10 a.m. at the City of Highland in Conference Room C, a Community Oriented Problem Solving (COPS) meeting was held to discuss the Project with 14 attendees (2 City Council members, 5 City staff members, 6 stakeholders including school Principals and Safety Personnel, and 1 newspaper reporter).





- On May 6, 2015, 6:00pm, at the City of Highland Council Chambers, a 2.5 hour-long Public Outreach Meeting was held with 45 attendees (5 City staff members, 14 stakeholders, 23 citizens from 5 cities, and 1 newspaper reporter). See attachment I-3.3



- On May 12, 2015, 2:30pm, at the San Bernardino Valley Water Conservation District (WCD), City staff met with WCD staff to discuss environmental considerations related to the Project, as it crosses through the WCD's Upper Santa Ana River Wash Plan Area on Boulder Avenue/Orange Street, and the Project is covered in the WCD's "Wash Plan-Habitat Conservation Plan" for environmental mitigation. See attachment I-3.4
- On May 13, 12:00pm, in Building M at Environmental Systems Research Institute (ESRI), a geographical mapping firm in Redlands, with 27 attendees during a presentation of a "Bike Share" Program for ESRI employees, made by the Inland Empire Biking Alliance, the City of Highland presented the Project to ESRI employees. See attachment I-3.5





- 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 following were engaged in the identification and development of this Project:

- San Bernardino Associated Governments
- S.B.C. Department of Health
- San Bernardino County Sheriff
- Highland Chamber of Commerce
- University of Redlands
- Redlands Unified School District
- Arroyo Verde Elementary School
- Highland Grove Elementary School
- Beattie Middle School
- Citrus Valley High School
- Citizens from Highland
- Citizens from Mentone
- Citizens from Moreno Valley
- California Conservation Corps
- San Bernardino Valley Water Conservation District (WCD)
- Highland Trails Committee
- Inland Empire Biking Alliance
- Redlands Water Bottle Transit Company
- RICO Bicycle Club
- Inland Valley development Agency
- ESRI
- Highland Community News
- Redlands Daily Facts
- Don's Bicycles
- Cyclery USA
- Citizens from Redlands
- Citizens from Calimesa
- Recreational Trail Users
- Village Lakes Condominium Board
- American League of Cyclists

The Project is part of the Cities of Highland's and Redlands General Plans/Circulation Elements/Trail Master Plans/Bicycle Transportation Plans, which were developed as a result of many public meetings and workshops, involving citizen committees and individuals within the communities.

The Project is a Priority Project in the San Bernardino County Non-Motorized Transportation Plan, which was developed through a series of public meetings hosted by SANBAG, the Regional Transportation Agency for San Bernardino County and by the City of Highland.



The Project is a long time goal of Highland residents to safely accommodate non-motorized travel on Boulder Avenue/Orange Street. From time to time, City staff received requests from citizens for construction of bike lanes on Boulder Avenue/Orange Street.

The Project is a part of, and will be covered for environmental mitigation by the San Bernardino Valley Water Conservation District (WCD) Upper Santa Ana River Wash Plan Habitat Conservation Plan. WCD's planning efforts for the Santa Ana River Wash are intended to better manage habitat, water conservation, mining, transportation, trails, and other activities in the Santa Ana River Wash. Participants of this planning effort, which include the planning of the Project, are comprised of the following:

- City of Highland
- City of Redlands
- East Valley Water District
- County Flood Control District
- County Planning/Parks
- Robertson's Ready Mix
- CEMEX
- San Bernardino Valley Municipal Water District
- San Bernardino Valley Water Conservation District
- US Bureau of Land Management
- US Fish and Wildlife Service
- California Fish and Wildlife
- Highland Community News
- Inland Valley Development Agency
- Endangered Habitats League

**Letters of Support:** included in Attachment J with Project Endorsements from:

- Congressman Paul Cook
- Senator Mike Morrell
- San Bernardino Associated Governments
- San Bernardino County Regional Parks
- Redlands Unified School District
- Highland Community Trails Committee
- Highland Chamber of Commerce
- Inland Empire Biking Alliance
- Arroyo Verde Elementary School
- Ride Yourself Fit, Inc.



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

To ensure participation in the development of this Project, Stakeholders were directly invited to meetings via email. To reach as many interested parties as possible, meetings were also advertised on local papers, posted on local media and media event calendars, City web and Face book pages, and through several local area bicycle clubs. See attachment K.

The California Conservation Corps was invited to participate in construction of the project should it be funded, and has offered to install bike way-finding signs in the project. See Attachment I-8.0.

The Highland/Redlands Regional Connector has been subject of many conversations since 2012 when Citrus Valley High School first opened. It was presented/recommended to Stakeholders at the above-described public outreach meetings and was very well received. There is excitement among the stakeholders about this long-needed Project, especially the schools, school district, bicycle clubs and SANBAG.

In March, 2015, the Project ranked No. 1 out of 24 applications submitted to SANBAG for TDA Article 3 Local Match Assistance. The Project is awarded \$702,562 in TDA Article 3 funds to be used towards the ATP Local Match for this Project. This award amounts to 37% of the total amount of Article 3 funds awarded to 8 projects in the SANBAG region. (See Attachment I-3.B1 Article 3 Project Rankings)

At public outreach meetings, stakeholders were asked to offer ideas for projects that might be needed. Discussion at the meetings revealed that many projects are needed, but none is as needed as the proposed Highland/Redlands Regional Connector Project. A summary of Public Outreach and Stakeholder Meetings Feedback is included in Table 3.1.



- 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)

The feedback was very positive, confirming that the proposed project is the most important project for our residents. Many suggestions have been incorporated into the design concept making the Project safer and more convenient. A summary of the suggestions and responses made at the public outreach meetings are included in Table 3.1.

<b>Table 3.1 Public Outreach and Stakeholder Meetings Feedback</b>		
<b>SUGGESTION</b>	<b>RESPONSE</b>	<b>INCORPORATED In Project</b>
Construct a bike park for recreation	Will consider for future Recreational Transportation Program (RTP) Grant	No
Include in-roadway bicycle detection	Incorporating in-roadway bicycle detection systems in this application as suggested	Yes
Stripe the bike path for one-directional travel at peak travel hours	Will monitor need for one-directional travel during peak hours. We hope that we have the type of success in generating additional bicycletrips to warrant this type of operation	Maybe
Provide education for students using the new facilities	As suggested, this application will include funding for educating and encouraging students to walk and ride	Yes
Provide bicycle parking facilities for end of trip convenience	This application will include bicycle parking facilities as suggested	Yes



Provide pull-outs on the bike paths for stopping	We will evaluate during final design, if warranted and right-of-way is sufficient, we may provide a pull-out	Maybe
Widen bike path from 8' wide to 11' wide to better accommodate group riding	The proposed bike paths will be widened to 11' as suggested	Yes
Provide separation of bike paths from physical barriers	Separation will be considered during final design	Yes
Provide maintenance station for bicycle repair	Will consider for future installation as ridership warrants	Maybe
Extend the bike route through East Highland	The bike route proposed is extended to connect all of East Highland via connection with the Elder Gulch Paseo as suggested	Yes
An inquiry was made regarding ADA Accessibility on the Class I Paths	ADA Consideration is part of the final design process	Yes
The California Conservation Corps participate in the Project	THE CCC has agreed to participate by installing Way-Finding signs	Yes



use of sharrows on the roadway	The cities will consider future development of Class III Bikeways	Yes
Distribute maps to bike shops and other businesses in the community	Environmental Systems Research Institution (ESRI) stated they will consider collaborating with local agencies regarding development and contribution of bikeway maps	Yes

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

As a result of on-going Safe Routes to School Programs, City of Highland has developed lasting relationships with school district safety personnel, principals, teachers, parents, PTA's, traffic safety officers, Chambers of Commerce, businesses and media. The City is confident that the stakeholders will support the Active Transportation Program just as they support the Safe Routes to School Program since 2009. This is evidenced by the letters of support the stakeholders have provided for this application.

An example of how the Redlands Unified School District is continuing to promote and support active transportation can be found at this website <http://arroyoverde.active4.me>. A copy of one of their postings is included as Attachment I-3.D1. It shows how many non-motorized student trips occurred at the Arroyo Verde Elementary School between April 7 and May 12, 2015. The posting shows that 766 trips totaling 915 miles occurred amongst 78 students. The same posting also shows that these trips have resulted in a reduction in CO2 emissions of 807lbs, a reduction in fuel consumption of 42 gallons, a fuel cost savings of \$179, and that the students burned a total of 36,589 calories, just over the 20 days of school between April 7 and May 12, 2015. It also graphs how student trips are affected by the weather. This type of data tracking helps demonstrate the success of the SR2S programs.



Through local media and other information outlets, the public will be kept informed on the progress of this Project during development and construction of the Project. Upon completing construction, the City, in coordination with the schools, will host walk and ride events to get the public, especially the students, acquainted with the new facilities, to teach them about the safety and the health benefits in using the new facilities. The SR2S program will provide encouragement and incentive for students to begin and continue to use the new facilities.

Inland Empire Biking Alliance (IEBA) is operating a bike share program whereby local businesses, and others, are afforded use of bicycles at no cost. IEBA is encouraging workers to leave their cars parked and use the loaner bikes during their lunch hours.



Both the Cities of Highland and Redlands are working closely with the IEBA and other bicycle organizations to ensure that the needs of the cycling community are recognized and addressed.



In the local area  
**Loaner Bikes Available**  
Courtesy of  
Inland Empire Biking Alliance



## **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)**

Although this Project is located within the cities of Highland and Redlands, San Bernardino is also included in this health data analysis. This is because San Bernardino residents will absolutely benefit from the extended bikeway connections throughout the county that is afforded them as a result of this Project.

In the State of the Air Report 2013, the American Lung Association ranked San Bernardino County at the top of ozone polluted counties in the nation. The prolonged exposure to poor air quality and unhealthy level of particulate matter has resulted in documented increase in premature deaths, asthma attacks, hospitalization, emergency room visits, and missed school and work days.

According to The Community Vital Signs 2013 Final Report prepared by the County of San Bernardino, Department of Public Health, Asthma hospitalization rates for the cities of Highland and San Bernardino were above average for the state; Diabetes hospitalization rates for all three cities were all above the state average; the percentage of students (5<sup>th</sup>, 7<sup>th</sup> and 9<sup>th</sup> Grades) who were overweight or obese for Highland, Redlands and San Bernardino are 32.8%, 30.8%, and 43.9%, respectively; whereas the state average is 38.0%. The number of Coronary Heart Disease admissions and hospitalizations for the cities of Highland and San Bernardino are also above the state average.



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

The Project promotes and supports active transportation, which in-turn will help to improve air quality in the County of San Bernardino. The Project will implement use of Active-4-Me Scanning programs which, combined with accommodating bike/pedestrian paths, has proven to increase walking and rolling among students. The tags, with bar codes, are provided to students and are scanned upon a student’s arrival at school. The scanned tag then automatically notifies the student’s parents (via email and/or text message) that the child has arrived. The tag also records the health benefits realized as a result of that student’s active travel, including the number of miles walked, calories burned, gallons of gas saved, and pounds of CO2 emissions reduced. Using results of an existing Active-4-Me Scanning program, included in Attachment I-3.d1, we are able to estimate average benefit realization, as summarized in Table 4-B1.

<b>Table 4-B1 Health Benefit Analysis</b>						
Benchmark Data Based on actual results reported via an existing Active-4-Me Scan Program over a period including 20 school days.						
Number of Trips	Number of users	Miles Traveled	CO2 Reduction (lbs)	Gallons of Gasoline Saved	Calories Burned	\$ Gas Saved
766	78	915	807	42	35600	179
<b>Per Student/Per Day Benefits Estimate</b>						
Benefit	Estimate Formula		Benefit Realization per student per day			
Trips	=766 trips/78 users/20 days		0.49 Trips per student per day			
Users	=78 users/78 users		1.00 User per student per day			
Miles	=915 miles/78 users/20 days		0.59 Miles per student per day			
CO2	=807 lbs/78 users/20 days		0.52 lbs of CO2 Reduction per student per day			
Gal	=42 gals/78 users/20 days		0.03 Gallons of Gas saved per student per day			
Cal	=35600 calories/78 users/20 days		22.82 Calories burned per student per day			
\$ Gas	=\$179/78 users/20 days		\$0.11 in gasoline savings per student per day			
<b>Project Benefits Estimate</b>						
based on 1,372 new student users as described in Tables 1.2 and 1.2a						
Benefit	Per Day	Per 5 Day Week	Per School Year (36 weeks)			
Trips	674	3,368	121,264 Trips			
Users	1,372	6,860	246,960 Student Users (Not including other users)			
Miles	805	4,024	144,852 Miles per year			
CO2	710	3,549	127,754 lbs of CO2 reduction per year			
Gal	37	185	6,649 Gallons of gas saved per year			
Cal	31,310	156,549	5,635,754 Student Calories burned per year			
<b>\$ Gas</b>	<b>\$157</b>	<b>\$787</b>	<b>\$28,337 in gasoline savings per year</b>			



**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.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the Project:

**\$54,433 (Highland)/\$66,835 (Redlands)/\$38,385 (San Bernardino)**

- Provide all census tract numbers (See Table 5.1)
- Provide the median income for each census track listed (See Table 5.1)
- Provide the population for each census track listed (See Table 5.1)

<b>Table 5.1 Median Household Income by Census Tract and Community</b>			
Community	Census Tract	Median Income (5-Year)	Population (5-Year)
Highland	33588	\$54,433	53,575
Redlands	59962	\$66,835	69,277
San Bernardino		\$38,385	209,924

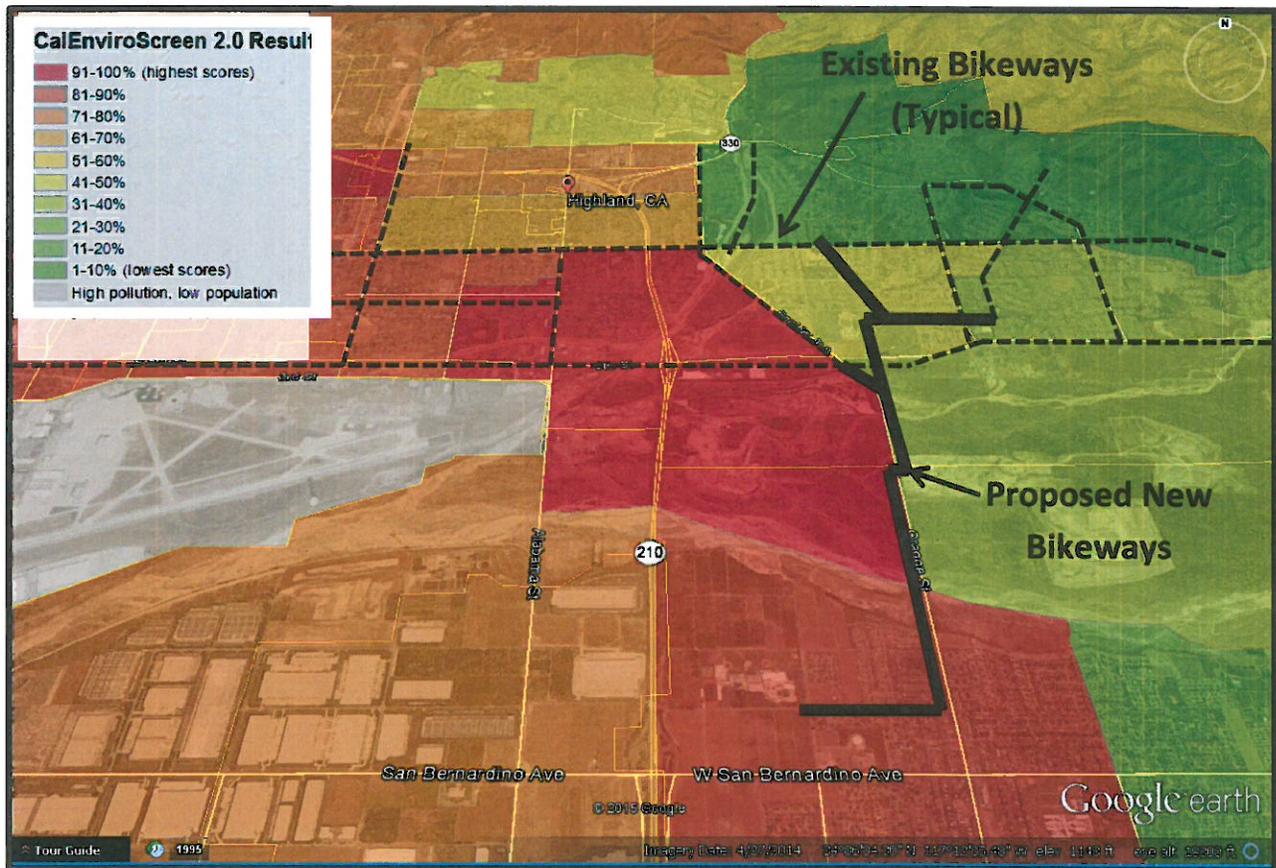
**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the Project:

**36%-45% (Highland)/81%-100% (Redlands)/91%-100% (San Bernardino)**

- Provide all census tract numbers (See Table 5.2)
- Provide the CalEnviroScreen 2.0 score for each census track listed (See Table 5.2)



- Provide the population for each census tract listed (See Table 5.2)



**DISADVANTAGED COMMUNITIES MAP**

- Indicates Existing Bikeways
- Indicates Proposed ATP Cycle 2 Bikeway Project Routes

<b>Table 5.2 California Communities Environmental Health Screening Tool 2.0 Score</b>			
<b>Census Tract</b>	<b>CalEnviroScreen 2.0 Score</b>	<b>Population</b>	<b>City</b>
6071008001	81-85%	6513	Redlands
6071007604	96-100%	4306	Redlands
6071007904	36-40%	6697	Highland
6071007903	41-45%	4365	Highland

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: **44.9% - 62.9%**



- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal (**See Table 5.3**)

School	Student Enrollment	Percent Eligible for FRMP	City in Which School is Located
Citrus Valley HS	2,277	48.60%	Redlands
Beattie MS	1,214	50.90%	Highland
Highland Grove ES	498	62.90%	Highland
Arroyo Verde ES	587	44.90%	Highland

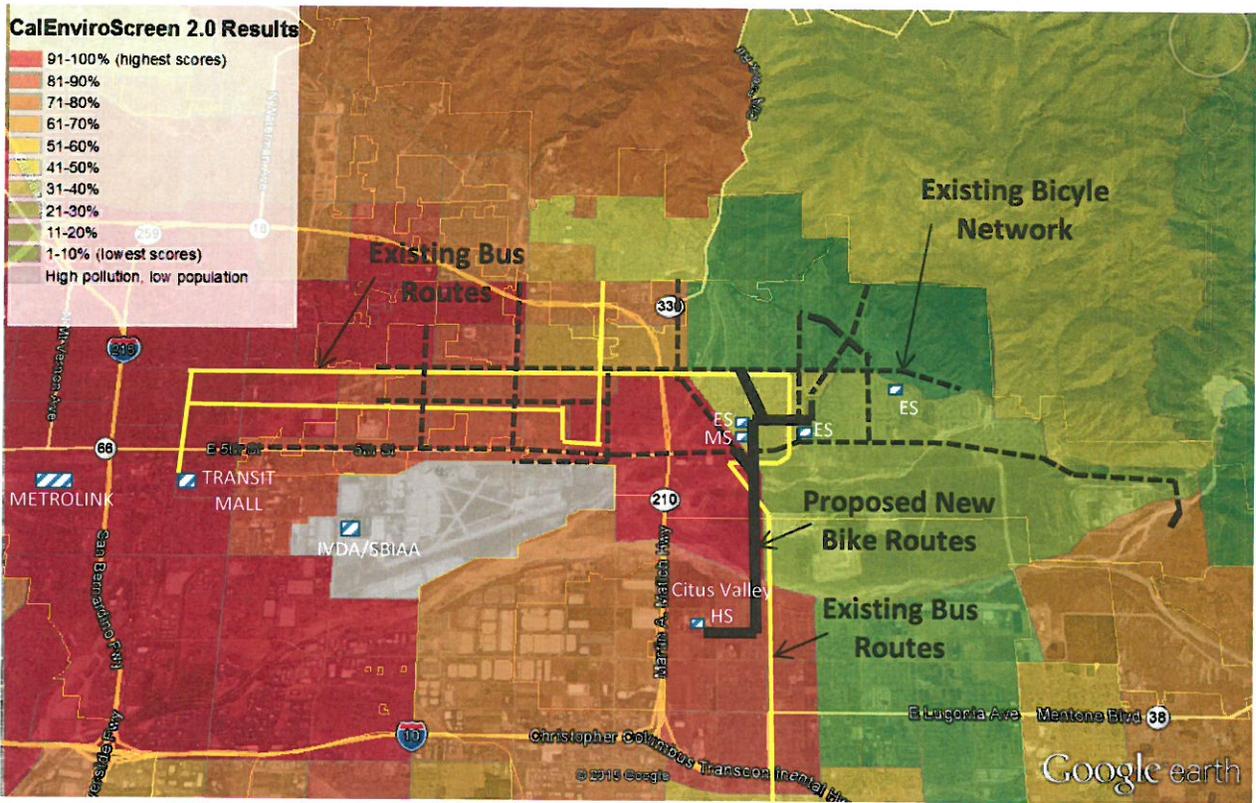
**Option 4:** Alternative criteria for identifying disadvantaged communities:

- 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

**Alternative Criteria:**

2.5 miles of this 4.7 mile Project, or 53.2% of the Projects length is located within the Disadvantage Communities Boundary on Pioneer Avenue between Texas Street and Orange Street in the City of Redlands, and on Boulder Avenue/Orange Street between Pioneer Avenue and Greenspot Road in the Cities of Highland and Redlands, see Table 5.2.

The Project also connects the existing 33.3 mile long bikeway network extending service to the intersection of 5<sup>th</sup> Street/Waterman Avenue (census tract 6071005800) in the City of San Bernardino, where the CalEnviroScore is between 96% and 100%, and to the intersection of 9<sup>th</sup> Street/Del Rosa Drive (census tract 6071006402) in the City of San Bernardino, where the CalEnviroScore is between 81% and 85%, and to the intersection of Base Line/Del Rosa Drive (census tract 6071006302) in the City of San Bernardino, where the CalEnviroScore is between 91% and 95%, and to the intersection of Sterling Avenue/Pacific Street (census tract 6071006302) in the City of San Bernardino, where the CalEnviroScore is between 91% and 95%, and to the intersection of Victoria Avenue/Highland Avenue (census tract 6071007407) in the City of San Bernardino, where the CalEnviroScore is between 91% and 95%. The connections to the City of San Bernardino are shown on the following map.



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

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

61.0% of the funds requested will be expended in disadvantaged communities.

**Explain how this percent was calculated.**

**Based on Cost of the Project:**

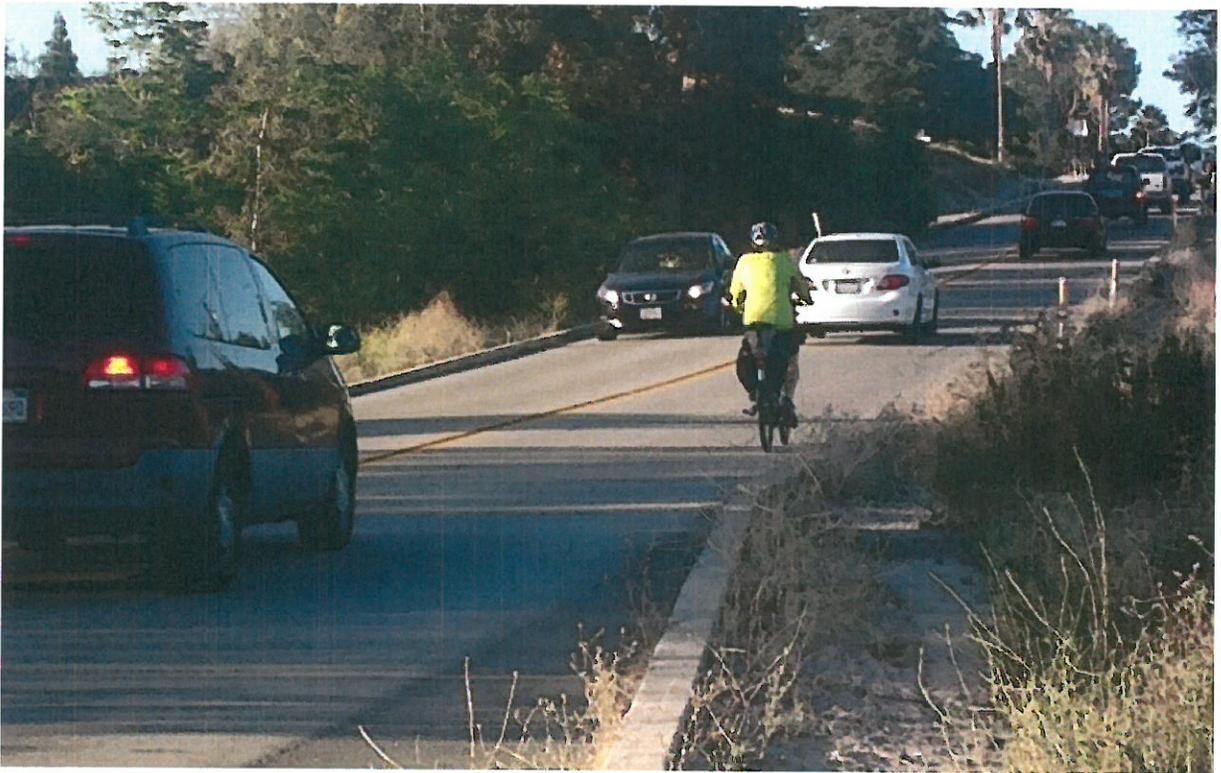
\$2,685,148 of the Project cost is for the improvements on Pioneer Avenue, Orange Street and Boulder Avenue, which are located within or along the boundaries of disadvantaged communities. The total Project cost is \$4,431,238. Therefore \$2,685,148 divided by \$4,431,238 equals 61.0%.

**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 Project construction will provide improved opportunities for physical exercise and safe travel for some of the lowest socio-economic areas in Highland, Redlands and San Bernardino. By eliminating the barrier of non-existing bicycle facilities for residents living in the severely disadvantaged areas located west of Boulder Avenue/Orange Street, this Project will improve quality of life, providing them convenient access to many conveniences and opportunities.





## Part B: Narrative Questions

### Detailed Instructions for: Question #6

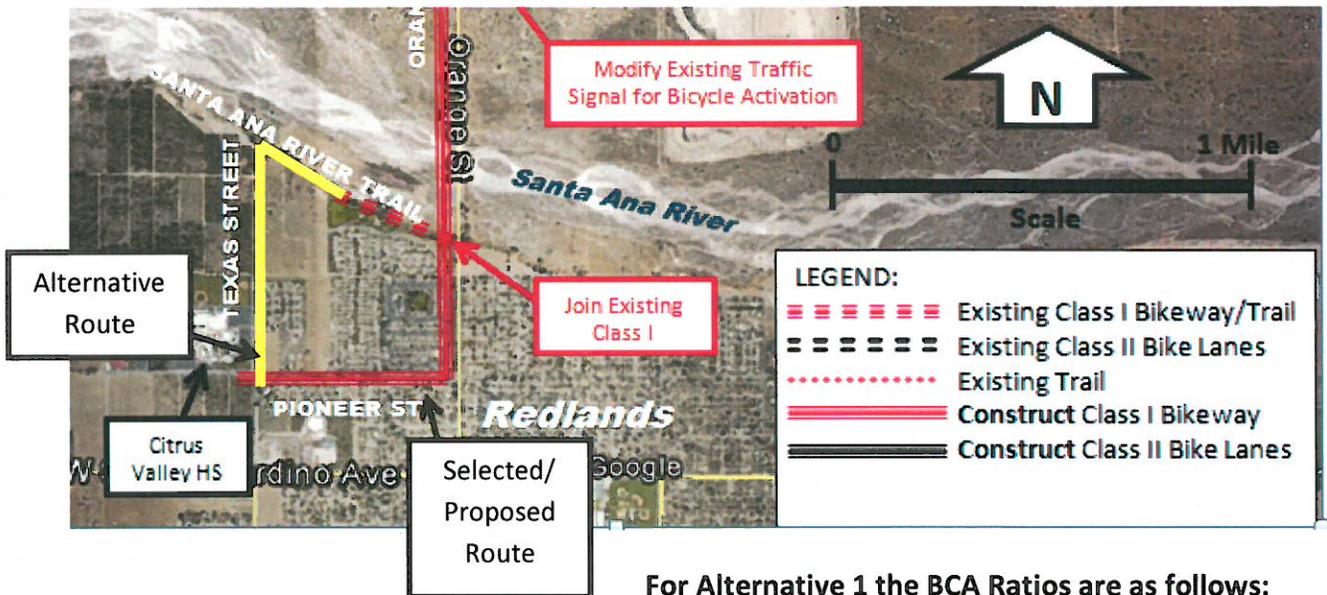
**QUESTION #6**

**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.)

**Alternative 1:**

Within the Redlands portion of the proposed project, an alternative was considered to construct a segment of the Santa Ana River Trail, and to construct a Class 1 bikeway along Texas Street from Santa Ana River to Citrus Valley High School. This alternative route would replace the Class 1 bikeway to be constructed on Pioneer Avenue from Orange Street to the High School. This alternative was not selected because this Santa Ana River/Texas Street route will not serve as many students as the preferred Pioneer Avenue route due to its geographical location relative to the High School's student attendance area boundaries. Additionally, students are already using the Pioneer Avenue route, and construction of a Class 1 bikeway on Pioneer Avenue will further encourage and sustain the healthy practice to walk and bike to school. The alternative route is shown below.



For Alternative 1 the BCA Ratios are as follows:

$$\left( \frac{28.45}{\text{Total Project Cost}} \text{ and } \frac{29.23}{\text{Funds Requested}} \right).$$



**Alternative 2:** Within the Highland portion of the proposed project, in order to protect cyclists and pedestrians from vehicular traffic, including heavy trucks from the nearby sand and gravel mining and processing operations, an alternative was considered to install concrete K-Rails along both sides of Boulder Avenue/Orange Street separating the travel lanes and the proposed bike lanes. This alternative would replace the proposed pavement widening along both sides of Boulder Avenue/Orange Street needed to create a 6'-wide striped buffer between the travel lanes and the proposed bike lanes. This K-Rail alternative was not selected due to its higher construction cost. The estimated construction cost for the K-Rail alternative is \$255,600, and for the striped buffer is \$ \$206,209. Additionally, the long 4,260 lineal feet of roadway with K-Rails along both sides could become a target for graffiti and negatively affect the aesthetics of Boulder Avenue/Orange Street, which is a gateway arterial to both Highland and Redlands.

- 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.)

$$\left( \frac{30.76}{\text{Total Project Cost}} \text{ and } \frac{31.66}{\text{Funds Requested}} \right).$$

BENEFIT/COST COMPARISON		
ATP vs. TIMS BCA Tool		
Benefit/Cost Tool Used	Based on Total Project Cost	Based on Funds Requested
ATP	30.76	31.66
TIMS	2.75	3.44

- ATP Benefit/Cost calculation results are included in Attachment K-6.B1
- TIMS Benefit/Cost calculation results are included in (Attachment K-6.B2 including estimate of cost by countermeasure)

Note: The new BCA Tool seems to work well except needs better print layout instruction.



## 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 project funding plan proposed is 80% ATP and 20% Local, detailed as follows.

	Funding Source				TOTAL
	City of Highland	City of Redlands	TDA Article 3	ATP	
Environmental	\$4,000	\$4,000	\$32,000	\$160,000	\$200,000
Design	\$8,185	\$5,205	\$53,561	\$267,806	\$334,757
Right-of-Way	\$4,400	\$0	\$17,600	\$88,000	\$110,000
Construction	\$94,129	\$59,859	\$615,954	\$3,079,769	\$3,849,711
Public Outreach	\$2,000	0	\$8,000	\$40,000	\$50,000
<b>TOTAL COST:</b>	<b>\$112,714</b>	<b>\$69,064</b>	<b>\$727,115</b>	<b>\$3,635,575</b>	<b>\$4,544,468</b>
<b>SHARE:</b>	<b>2.48%</b>	<b>1.52%</b>	<b>16%</b>	<b>80%</b>	<b>100%</b>

Of note:

- The San Bernardino Valley Water Conservation District will be making a major contribution in reducing the project cost by providing environmental coverage for the project via adoption of the Wash Plan Habitat Conservation Plan for Upper Santa Ana River (Wash Plan). As highlighted in the attached pages of the Wash Plan (see Attachment K-7.A1), activities covered by the Wash Plan include construction of street widening, bike lanes and trails along Orange Street/Boulder Avenue across the limits of Upper Santa Ana River Wash within the cities of Highland and Redlands.

Construction of the ATP project along Orange Street/Boulder Avenue will likely impact known habitats of several endangered plant and animal species such as Santa Ana Woolly-star, Slender-horned Spine flower, and San Bernardino Kangaroo Rat. Following the anticipated adoption of the Wash Plan in December 2015, the San Bernardino Valley Water



Conservation District will have set aside 2,253 acres of public land within the Wash Plan for conservation of these endangered species. Since the Cities of Highland and Redlands are participating agencies that financially contribute to the development and implementation of the Wash Plan, the ATP project proposed by the two Cities will receive environmental coverage under the Wash Plan. This has eliminated the need for the ATP project to purchase any off-site mitigation land, resulting in an estimated cost saving of \$2.9 million for approximately 9.4 acres of off-site habitat.

- Redlands Unified School District contributed Time and Materials using their limited funds in Pre-Project Planning at four schools, performing 4,576 Parent Surveys and Student Tallies in 93 Classrooms.
- Environmental Systems Research Institute (ESRI), at their own cost, presented the Project to the League of American Cyclists and at other events in May 2015. ESRI is collaborating with IEBA to provide rideshare program incentives to their employees and to encourage non-motorized travel to work. ESRI is developing new bikeway maps for the Cities of Highland, Redlands and San Bernardino, at no cost to the Cities.



## 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

**Submitted to Conservation Corps on**  
**4/28/15**

California Conservation Corps representative:

Name: Wei Hsieh  
Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)  
Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
Email: [inquiry@atpcommunitycorps.org](mailto: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)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
  - Installation of Bike Wayfinding Signs (See Attachment I-8.0)
- 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.

Since 1991, The City of Highland's current Public Works Director/City Engineer has successfully managed 61 capital projects utilizing over \$74 million of federal and state grant funded projects for the City.

<b>Highland's Grant Project Delivery History (Past 5 Years)</b>					
Federal ID	Project	Fund Source	In 1000's		Current Status
			Grant Amount	Local Match	
HSIPL-5449 (011)	Base Line Safety Project (SR210 to Boulder)	HSIP	\$683	\$293	Completed (See Note 1)
BRLO-5449 (014)	Boulder Avenue Bridge over City Creek	HBP	\$10,720	\$1,230	Completed (See Note 2)
		SEC 115	\$1,000	\$0	De-Funded (See Note 3)
		SLPP	\$975	\$975	
BRLO-5449 (015)	Greenspot Road Bridge over Santa Ana River	HBP/Toll	\$8,409	\$0	Completed
		TE/Toll	\$670	\$0	On-Schedule
		SLPP	\$1,000	\$1,000	Completed
SR2SL-5449 (021)	East Highland Bikeways (Church St/ Highland Ave/Weaver St/Base Line)	SR2S	\$248	\$31	Completed
HSIPRLE-5449 (022)	Base Line Safety Improvements (Cole Ave to SR 210)	HSIP	\$300	\$42	On-Schedule
		TEA	\$650	\$634	On-Schedule
HSIPL-5449 (025)	9th St Safety Improvements (Del Rosa Dr to Palm Ave)	HSIP	\$490	\$55	On-Schedule (See Note 4)
SRTS-5449 (026)	McKinley St Sidewalks and Public Outreach	SRTS	\$677	\$76	On-Schedule
SRTS-5449 (027)	9th Street Sidewalks and Public Outreach	SRTS	\$511	\$62	On-Schedule
SLPPCL13-5449 (028)	5th Street (Victoria Ave to Palm Ave)	SLPP	\$1,000	\$2,795	On-Schedule
SR2SL-5449 (029)	6th Street (Del Rosa Dr to Sterling Ave) and Elm Street (6th to 9th)	SR2S	\$450	\$50	On-Schedule
SR2SL-5449 (030)	10th/Drummond/Cole/14th St Sidewalks and Public Outreach	SR2S	\$449	\$50	On-Schedule



(Continued)

Highland's Grant Project Delivery History (Past 5 Years)					
Federal ID	Project	Fund Source	In 1000's		Current Status
			Grant Amount	Local Match	
SLPPCL13-5449 (031)	Base Line/Greenspot Road Traffic Safety and Bikeway Improvements	SLPP	\$393	\$581	On -Schedule
BRLSn -5449 (034)	Orange Street Bridge over Plunge Creek Overflow	HBP	\$469	\$60	On -Schedule
08-SBD-210-R30.23	Greenspot Rd (SR 210 to Boulder) Phase I	SLPP	\$1,000	\$1,000	On -Schedule
08-SBD-210-R30.23	Greenspot Rd (SR 210-Boulder) Phase II	SLPP	\$886	\$886	On -Schedule
BRNBIL-5449 (505)	Base Line Bridge over City Creek	HBP	\$1,827	\$237	On -Schedule
None	Greenspot Road Santa Paula to south city limits including kiosk, parking, signing	BTA	\$677	\$75	On -Schedule
ER-18D3 (024)	Base Line (Church St to Club View Dr)	ER	\$10	\$0	Completed
ER-18D3 (026)	5th Street /Greenspot Road (Church Ave to Club View Dr)	ER	\$32	\$0	Completed
ER-18D3 (028)	Highland Ave (Orchard Rd to 660' West)	ER	\$6	\$0	Completed
ER-18D3 (029)	Base Line (Browning Rd to Palomino St)	ER	\$15	\$0	Completed
ER-18D3 (030)	Streater Dr (Base Line to Sycamore Dr)	ER	\$27	\$0	Completed
ER-18D3 (031)	Water St (Church St to Cram Rd)	ER	\$7	\$0	Completed
ER-18D3 (032)	Webster St (Greenspot Rd to Eucalyptus Dr)	ER	\$6	\$0	Completed
ER-18D3 (033)	Church St (Greenspot Rd to Water St)	ER	\$5	\$0	Completed
ER-18D3 (035)	Alabama St (5th St to South City Limit)	ER	\$5	\$0	Completed
ER-18D3 (067)	Boulder Ave (Webster St to Greenspot Rd)	ER	\$6	\$0	Completed
None	SBIA Ground Access Improvements	TIGER	\$10,000	\$11,800	De-Funded (See Note 5)



## NOTES:

1. The Base Line Safety Improvement Project (HSIPL-5449011) is currently red-flagged in the Caltrans Safety Program Delivery Status Report dated 2/28/15 for not meeting the required construction delivery timeline (See Attachment K-9.A1). This project was delayed mainly due to the additional street right-of-way that Caltrans required the City to acquire from the adjoining ARCO Gas Station for conveyance to Caltrans. The City was not aware of this requirement until it was notified by Caltrans Encroachment Permit via a plan check comment during the encroachment permit application process towards the end of the project design phase. After much effort in negotiation with the non-cooperative property owner, the City eventually purchased the required right-of-way for Caltrans without having to go thru a costly condemnation process.

On 5/12/15, the City submitted to Caltrans District 8 a complete Construction RFA package requesting obligation of federal HSIP funds for the City to proceed to the project construction phase. Caltrans logged in its receipt of the City's RFA package on 5/13/15 (See Attachment K-9.A2). Therefore, as of 5/13/15, the City has fulfilled all Caltrans submittal requirements in requesting the obligation of federal HSIP funds, and it is anticipated that this project will not be red-flagged in the Safety Program Delivery Status Report next time it is updated.

2. Caltrans Inactive Project List dated 5/14/15 includes the Boulder Avenue Bridge Project (BRLO-5449-014) with a required action "Submit Invoice to District by 8/20/15". Construction of this project has been completed, and the City submitted the final invoice to Caltrans District 8 on 4/21/15. As shown on the Attachment K-9.A3, from the Caltrans Local Assistance website, Caltrans received the City's project closeout package and final invoice on 4/22/15. Therefore, as of 4/22/15, the City has complied with Caltrans project invoicing timeline, and this project is expected to be removed from the Inactive List when it is updated next time.



3. On 10/27/11, the City of Highland was awarded by CTC \$975,000 Cycle 2 SLPP funds for the construction of a new Boulder Avenue Bridge (BRLO-5449-014). By such date, the City had already advertised the project for construction bids, and the City Council awarded the construction bid on 12/13/11. The new bridge, which was also funded by HBP and PNRS funds, was to replace an old bridge that had been damaged by a major storm causing the complete closure of Boulder Avenue after the December 2010 storm. Due to the short time between the SLPP CTC award date and the City Council construction bid award date, and in the haste of getting the bridge project out to construction, City staff unknowingly omitted a step in the approval process, and failed to request CTC allocation of the awarded SLPP funds ahead of the City Council awarding the construction bid. This has resulted in the loss of the \$975,000 SLPP funds.

In light of this unfortunate loss of grant funding, the City of Highland has implemented a new management procedure, whereby, instead of the prior practice of relying on the project manager of an individual project, an experienced Engineering staff has been designated to provide internal tracking and reminder of the City's compliance of grant process and requirements for all grant-funded projects. This new procedure has resulted in consistent and thorough tracking and follow-up of grant-related matters. As a result, the three subsequent SLPP grants awarded to the City were fully utilized by the City without any procedural problem.

4. Caltrans Inactive Project List dated 5/14/15 includes the 9<sup>th</sup> Street Safety Improvement Project (HSIPL-5449-025) with a required action "Submit Invoice to District by 5/20/15." The City submitted Invoice No. 4 to Caltrans District 8 on 5/1/15. As shown on Attachment K-9.A4, printout from the Caltrans Local Assistance website, Caltrans received the City's Invoice No. 4 on 5/13/15. Therefore, as of 5/13/15, the City has complied with Caltrans project invoicing timeline, and this project is expected to be removed from the Inactive List when it is updated next time.



5. On 10/19/10, the City of Highland received approval of a \$10 million TIGER II grant to construct street widening and improvements on 2.75 miles of 5<sup>th</sup> Street and Del Rosa Drive within the city limits of Highland and San Bernardino along the north side of the San Bernardino International Airport. This is a joint-funding project with City of San Bernardino and Inland Valley Development Agency (IVDA), and the City of Highland acted as lead agency. However, due to concerns over FBI's investigations into one of the project financing partners, on 12/8/11, FHWA revoked its decision to provide TIGER II funding for this project. Details of the FHWA's decision were reported in the attached news article from San Bernardino Sun (See Attachment K-9.A5).

The City of Highland began to work diligently on the project as soon as the TIGER grant was awarded. By late 2011, using local funds, the City had already completed NEPA clearance and most of the project design. Even though TIGER funds was subsequently lost for this project at no fault of the City of Highland, the progress made by the City on this project, within a short one-year period between the dates the TIGER grant was awarded and then revoked, actually demonstrated that the City had managed this \$21.8 million regional project properly and efficiently.

**B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



## 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

<b>Application Signature Page</b>	<b>Attachment A</b>
Required for all applications	
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b>	<b>Attachment B</b>
Required for all applications	
<b>Engineer’s Checklist</b>	<b>Attachment C</b>
Required for Infrastructure Projects	
<b>Project Location Map</b>	<b>Attachment D</b>
Required for all applications	
<b>Project Map/Plans showing existing and proposed conditions</b>	<b>Attachment E</b>
Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)	
<b>Photos of Existing Conditions</b>	<b>Attachment F</b>
Required for all applications	
<b>Project Estimate</b>	<b>Attachment G</b>
Required for Infrastructure Projects	
<b>Non-Infrastructure Work Plan (Form 22-R)</b>	<b>Attachment H</b>
Required for all Projects with Non-Infrastructure Elements	
<b>Narrative Questions backup information</b>	<b>Attachment I</b>
Required for all applications Label attachments separately with “H-#” based on the # of the Narrative Question	
<b>Letters of Support</b>	<b>Attachment J</b>
Required or Recommended for all Projects (as designated in the instructions)	
<b>Additional Attachments</b>	<b>Attachment K</b>
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	



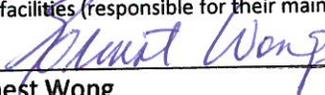


## Part C: Attachments Attachment A: Signature Page

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

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

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

Signature:  Date: 5-29-15  
Name: Ernest Wong Phone: 909-864-8732, ext. 212  
Title: Public Works Director/City Engineer e-mail: ewong@cityofhighland.org

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**

*(For use only when appropriate)*

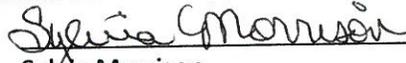
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. 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:  Date: 5/29/15  
Name: Chris Diggs Phone: 909-798-7658  
Title: Interim MUED Director e-mail: cdiggs@cityofredlands.org

**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:  Date: 05/20/15  
Name: Sylvia Morrison Phone: 909-307-5300  
Title: Risk Management Supervisor e-mail: Sylvia\_morrison@redlands.k12.ca.us  
Redlands Unified School District

**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: \_\_\_\_\_ 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>



**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/14/2015

Project Information:					
<b>Project Title:</b> Highland/Redlands Regional Connector					
District	County	Route	EA	Project ID	PPNO
08	SBD	VAR			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				200,000				200,000	
PS&E					334,757			334,757	
R/W					110,000			110,000	
CON						3,899,711		3,899,711	
<b>TOTAL</b>				200,000	444,757	3,899,711		4,544,468	

ATP Funds	Infrastructure Cycle 2 (including NI Element)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				160,000				160,000	ATP
PS&E					267,806			267,806	
R/W					88,000			88,000	
CON						3,119,769		3,119,769	
<b>TOTAL</b>				160,000	355,806	3,119,769		3,635,575	
									Notes: NI Element included in CON

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	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									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	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									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	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									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	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									Notes:

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/14/2015

Project Information:					
Project Title: Highland/Redlands Regional Connector					
District	County	Route	EA	Project ID	PPNO
08	SBD	VAR			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

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

Fund No. 3:	Local Fund								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				4,000				4,000	City of Highland
PS&E					8,185			8,185	
R/W					4,400			4,400	NI Element included in CON
CON						96,129		96,129	
TOTAL				4,000	12,585	96,129		112,714	

Fund No. 4:	Local Fund								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				4,000				4,000	City of Redlands
PS&E					5,205			5,205	
R/W									Redlands Portion does not include an NI Element
CON						59,859		59,859	
TOTAL				4,000	5,205	59,859		69,064	

Fund No. 5:	Local Fund								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				32,000				32,000	SANBAG
PS&E					53,561			53,561	
R/W					17,600			17,600	NI Element included in CON
CON						623,954		623,954	
TOTAL				32,000	71,161	623,954		727,115	

Fund No. 6:	Local Fund								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 7:	Local Fund								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									



## 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: EW
  - 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: EW
  - 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: EW  
*(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: EW
  - 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: EW

- 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: EW

- 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: \_\_\_\_\_



- 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: EW

- 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): WONG, ERNEST

Title: Public Works Director/City Engineer

Engineer License Number 37413

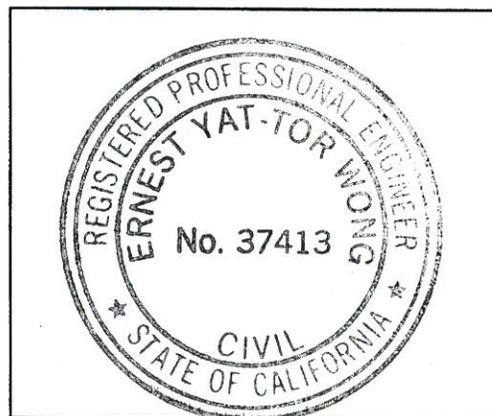
Signature: *Ernest Wong*

Date: 5-29-15

Email: ewong@cityofhighland.org

Phone: 909-864-8732, x212

Engineer's Stamp:









**PROJECT LOCATION MAP**

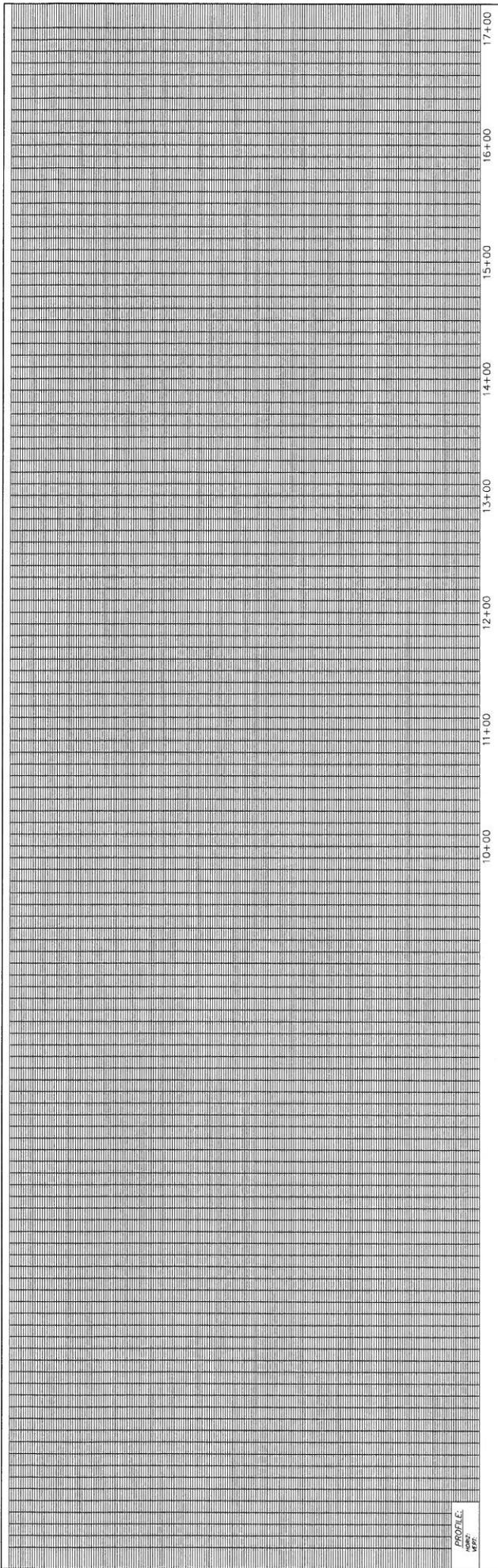




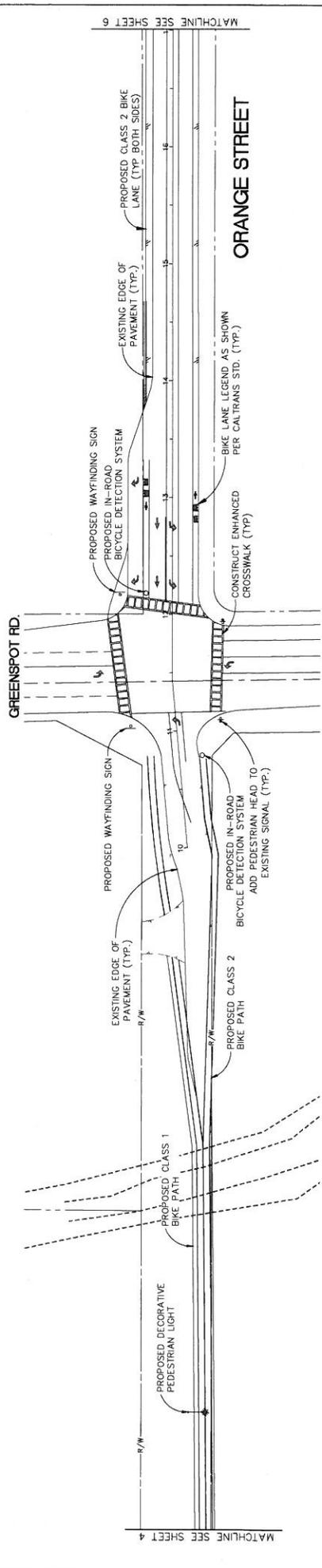








PROFILE  
VERTICAL SCALE  
1" = 1'



**LEGEND**  
 - - - - - PROPOSED EDGE OF PAVEMENT  
 - - - - - EXISTING EDGE OF PAVEMENT  
 - - - - - EXISTING RIGHT-OF-WAY

**DIG ALERT**  
 CALL BEFORE YOU DIG  
**811**



PLANS PREPARED UNDER THE SUPERVISION OF:  
 DATE: \_\_\_\_\_

PLANS PREPARED BY:  
**TKE ENGINEERING**  
 TERRY M. RENNER, R.C.E. No. 59984  
 LICENSED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING

REVISIONS

NO.	DATE	DESCRIPTION	BY

RECOMMENDED BY:  
 APPROVED BY:

CITY OF HIGHLAND

BIKE NETWORK IMPROVEMENTS

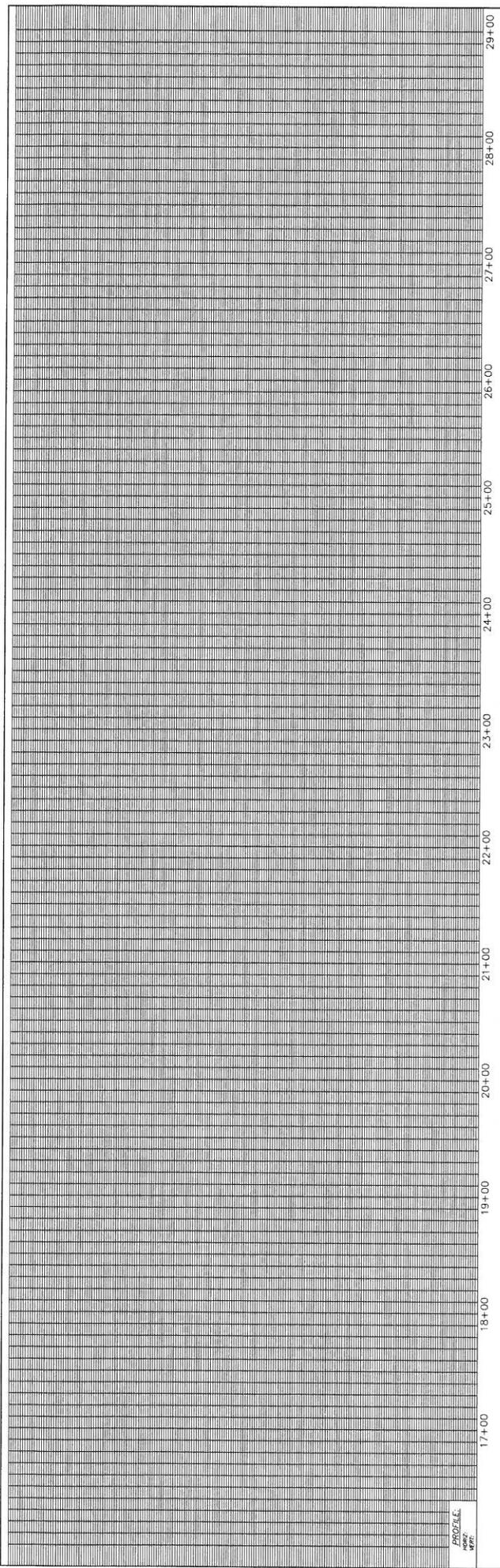
PROPOSED BICYCLE NETWORK IMPROVEMENTS

OWNER NO.  
 SHEET 5 OF 12



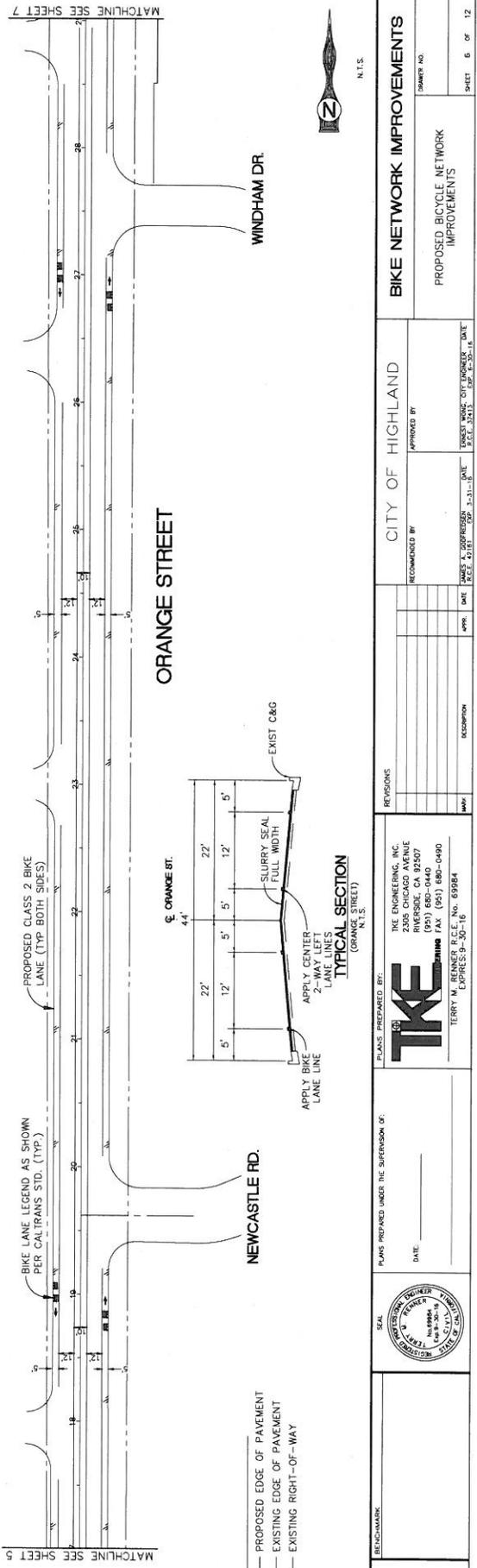
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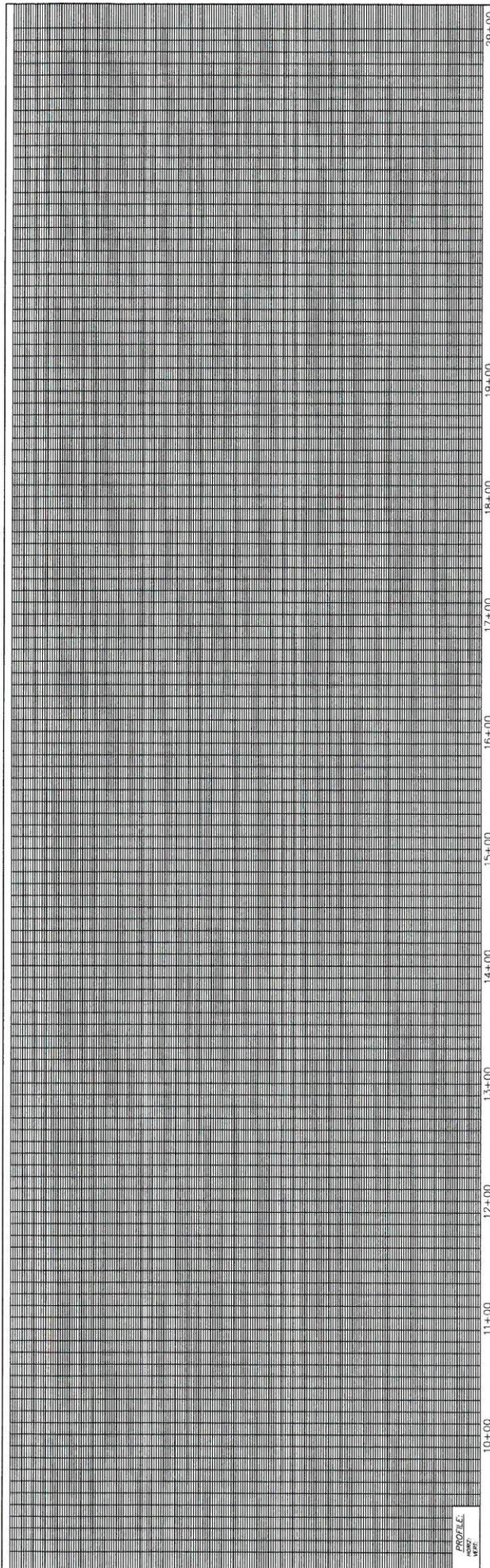
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### HIGHLAND GROVE PARK, HIGHLAND GROVE ES, AND BEATTIE MS

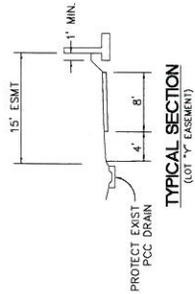


- LEGEND**
- PROPOSED EDGE OF PAVEMENT
  - - - EXISTING EDGE OF PAVEMENT
  - R/W — EXISTING RIGHT-OF-WAY

<b>DIG ALERT</b> CALL BEFORE YOU DIG <b>811</b>	SEAL  TERRY M. ROBERTS, C.E., P.E. LICENSE NO. 51218	PLANS PREPARED UNDER THE SUPERVISION OF: DATE: _____	REVISIONS <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION							RECOMMENDED BY: JAMES A. ZORRERSSER, P.E. P.E. # 4181 EXP. 3-31-18	APPROVED BY: CITY OF HIGHLAND JAMES A. ZORRERSSER, P.E. P.E. # 4181 EXP. 3-31-18	BIKE NETWORK IMPROVEMENTS PROPOSED BICYCLE NETWORK IMPROVEMENTS SHEET NO. 6 OF 12
		NO.	DATE	DESCRIPTION											
PLANS PREPARED BY: <b>TKE</b> THE ENGINEERING INC. 2305 CHICAGO AVENUE RIVERSIDE, CA 92507 (951) 680-0440 TERRY M. ROBERTS, C.E., P.E. LICENSE NO. 51218	N.T.S.														

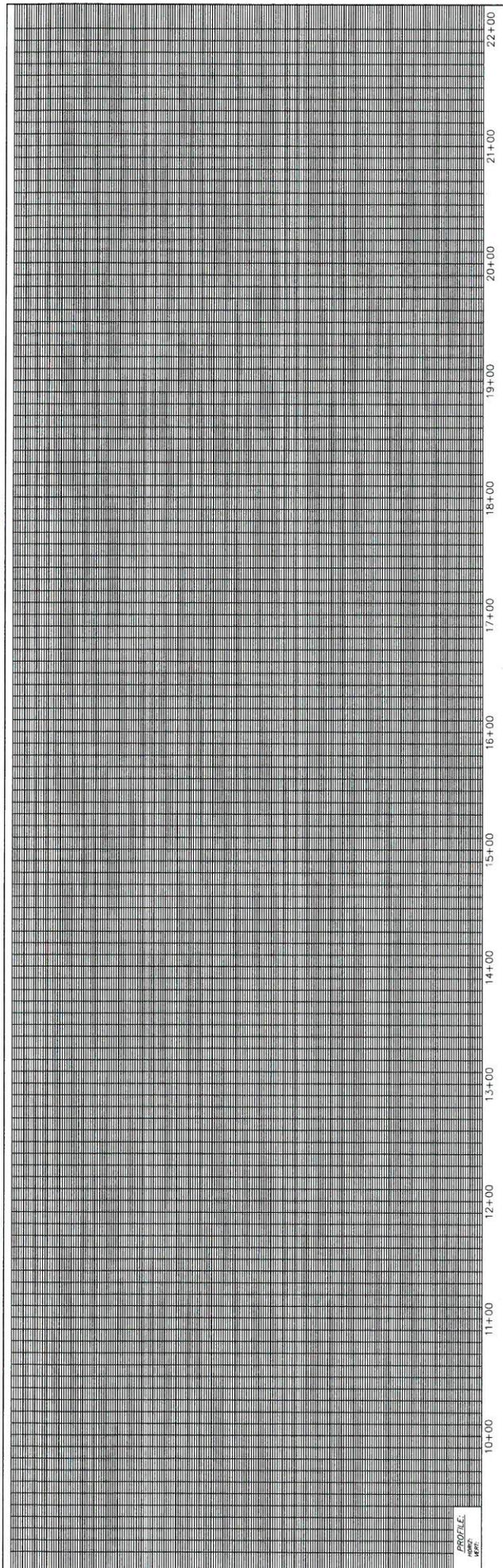


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 11/21

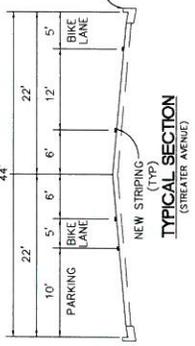
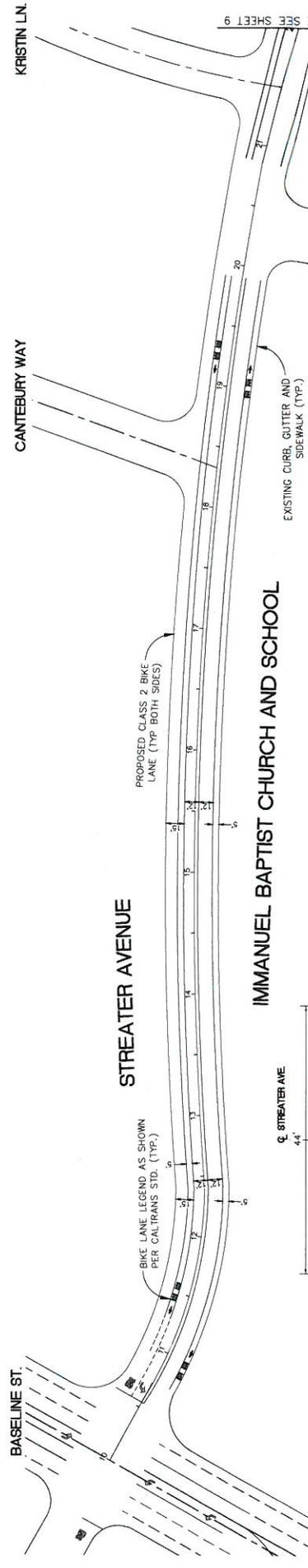


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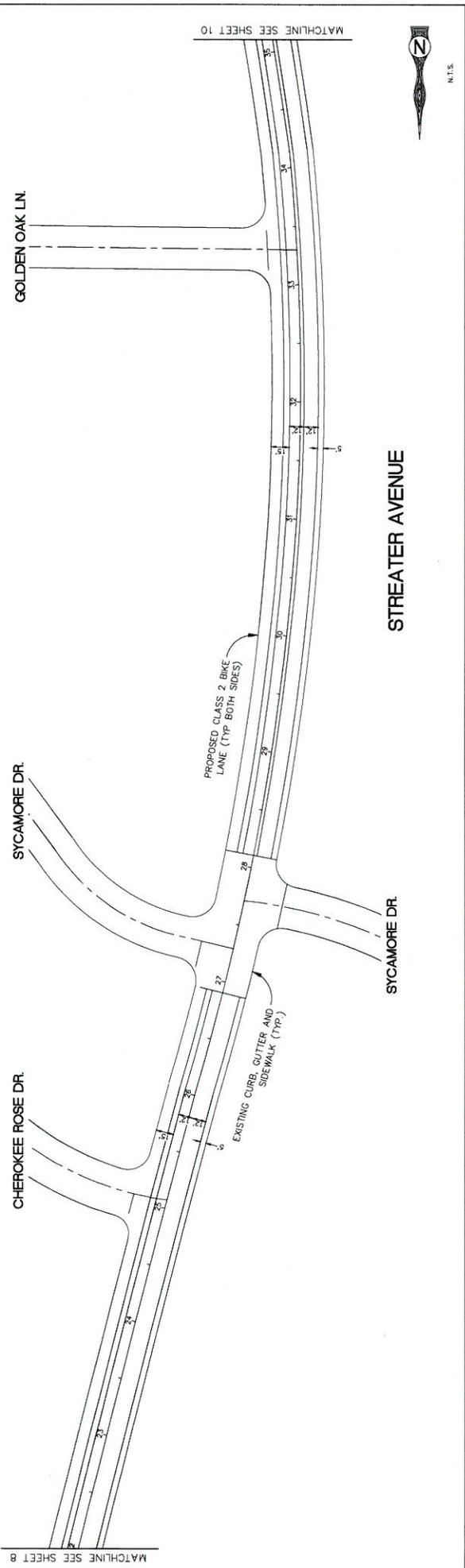
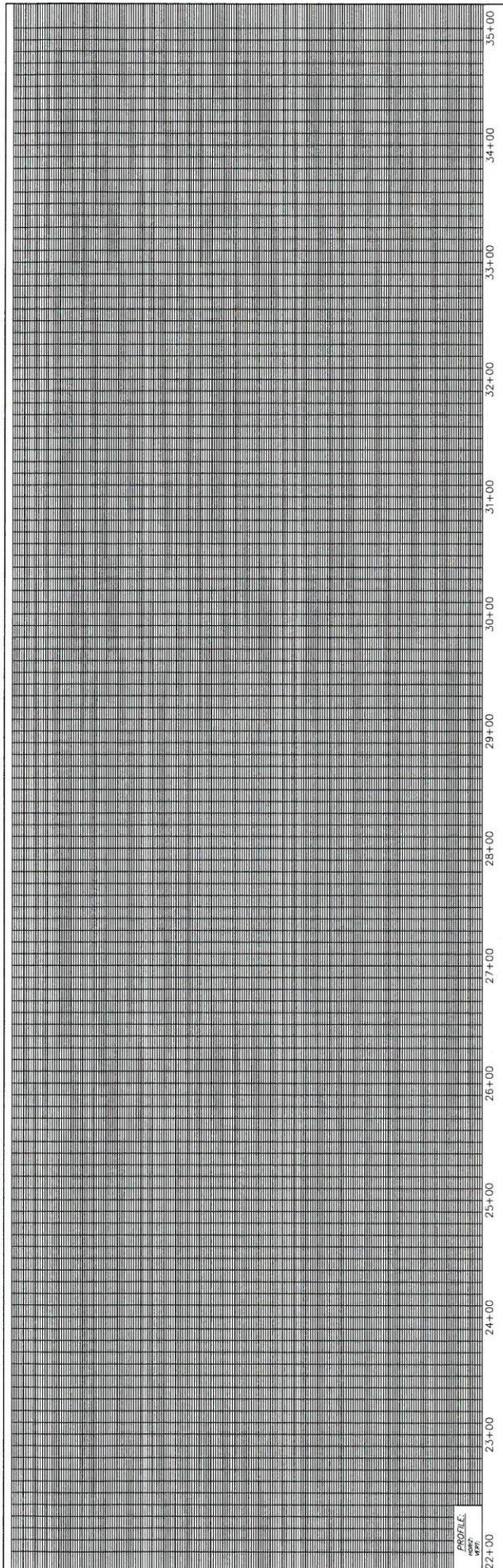
<b>DIG ALERT</b> CALL BEFORE YOU DIG <b>811</b>		PLANS PREPARED UNDER THE SUPERVISION OF: DATE: _____	PLANS PREPARED BY: <b>TKE ENGINEERING, INC.</b> 2305 CHICAGO AVENUE RIVERSIDE, CA 92507 (951) 580-2440 (951) 506-0990 TERRY M. BESSETTE, P.E., REG. NO. 69984 EXPIRES 9-30-18	CITY OF HIGHLAND RECOMMENDED BY: APPROVED BY:	<b>BIKE NETWORK IMPROVEMENTS</b> PROPOSED BICYCLE NETWORK IMPROVEMENTS										
		REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION										RECOMMENDED BY: JAMES V. DORFMEISTER, REG. NO. 33111-18 DATE: 05/11/18
NO.	DATE	DESCRIPTION													



PROPOSED  
DATE: 08/18/18  
BY: [Signature]



<b>DIG ALERT</b> CALL BEFORE YOU DIG <b>811</b>	SEAL PROFESSIONAL ENGINEER TERRY M. KERR LICENSE NO. 1100 EXPIRES 12/31/18	PLANS PREPARED BY: <b>TKE</b> THE ENGINEERING INC. 2305 CHICAGO AVENUE RIVERSIDE, CA 92507 (951) 686-0440 TERRY M. KERR, P.E. LICENSE # 1100, REG. 6/9884	REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>APP'D.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	APP'D.																	CITY OF HIGHLAND APPROVED BY: _____ RECOMMENDED BY: _____ DATE: 08/18/18 DATE: 08/18/18	<b>BIKE NETWORK IMPROVEMENTS</b> DRAWING NO. _____ PROPOSED BICYCLE NETWORK IMPROVEMENTS SHEET 8 OF 12
		NO.	DATE	DESCRIPTION	APP'D.																				
PLANS PREPARED UNDER THE SUPERVISION OF: _____ DATE: _____		RECOMMENDED BY: _____ DATE: 08/18/18 DATE: 08/18/18																							



**PROFILE**  
DATE: 08/11/11  
BY: [Signature]

**PLAN VIEW**  
DATE: 08/11/11  
BY: [Signature]

**PLANS PREPARED UNDER THE SUPERVISION OF:**  
DATE: \_\_\_\_\_

**SEAL**  
TERRY M. BEANES, S.E.C.  
No. 10000  
EXPIRES 8-30-16  
CITY OF CHICAGO

**PLANS PREPARED BY:**  
**TKE**  
TERRY M. BEANES, S.E.C. No. 69984  
EXPIRES 8-30-16

**REVISIONS**

NO.	DATE	DESCRIPTION	APP.	CHK.

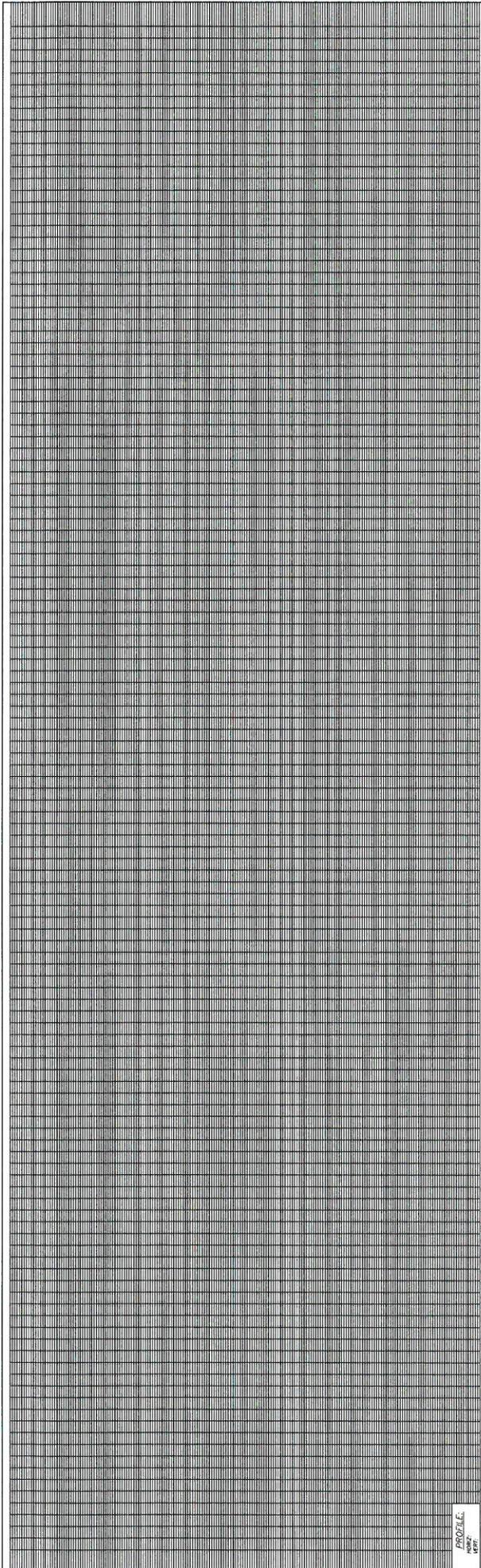
**RECOMMENDED BY:** JAMES M. DEFRONZO, DATE: 08/11/11, EXP. 03-31-16  
**APPROVED BY:** ERNEST WILKE, CIVIL ENGINEER, DATE: 08/11/11, EXP. 03-31-16

**CITY OF HIGHLAND**

**BIKE NETWORK IMPROVEMENTS**  
PROPOSED BICYCLE NETWORK IMPROVEMENTS

OWNER NO. \_\_\_\_\_  
PAGE 9 OF 12

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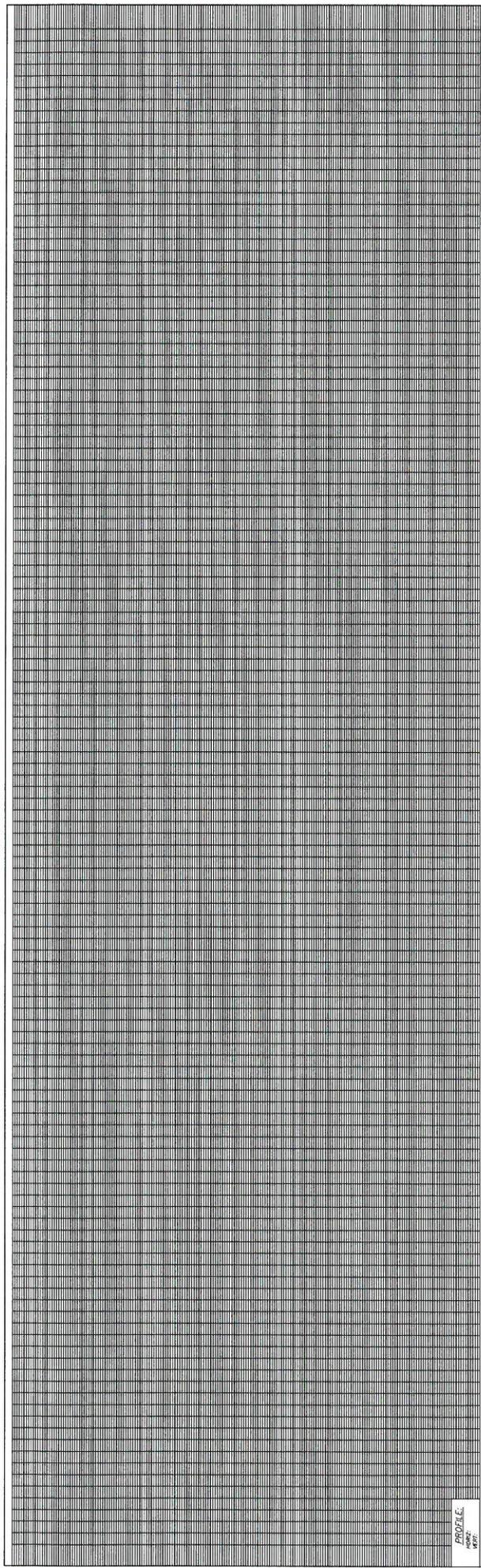


PROZEL  
CALL BEFORE YOU DIG



N.T.S.

<b>DIG ALERT</b> CALL BEFORE YOU DIG <b>811</b>	BENCHMARK:	SEAL 	PLANS PREPARED UNDER THE SUPERVISION OF: DATE:	PLANS PREPARED BY:  TERRY M. REYNOLDS, P.E., S.C.E. EXPIRES 12/31/18	REVISIONS:	RECOMMENDED BY:	CITY OF HIGHLAND	<b>BIKE NETWORK IMPROVEMENTS</b>
						APPROVED BY:	APPROVED BY:	PROJECT NO.: PROPOSED BICYCLE NETWORK IMPROVEMENTS



MATCHLINE SEE SHEET 10

MATCHLINE SEE SHEET 12

REVISIONS

NO.	DATE	DESCRIPTION

PLANS PREPARED BY: **TKE** ENGINEERING, INC.  
 2205 CHICAGO AVENUE  
 RIVERSIDE, CA 92507  
 (951) 680-0440  
 TERRY M. KENNEDY, P.E., No. 69984  
 LICENSED PROFESSIONAL ENGINEER

PLANS PREPARED UNDER THE SUPERVISION OF: \_\_\_\_\_  
 DATE: \_\_\_\_\_

RECOMMENDED BY: \_\_\_\_\_  
 APPROVED BY: \_\_\_\_\_

CITY OF HIGHLAND

ENGINEER: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_ DATE: \_\_\_\_\_

BIKE NETWORK IMPROVEMENTS

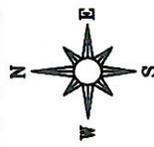
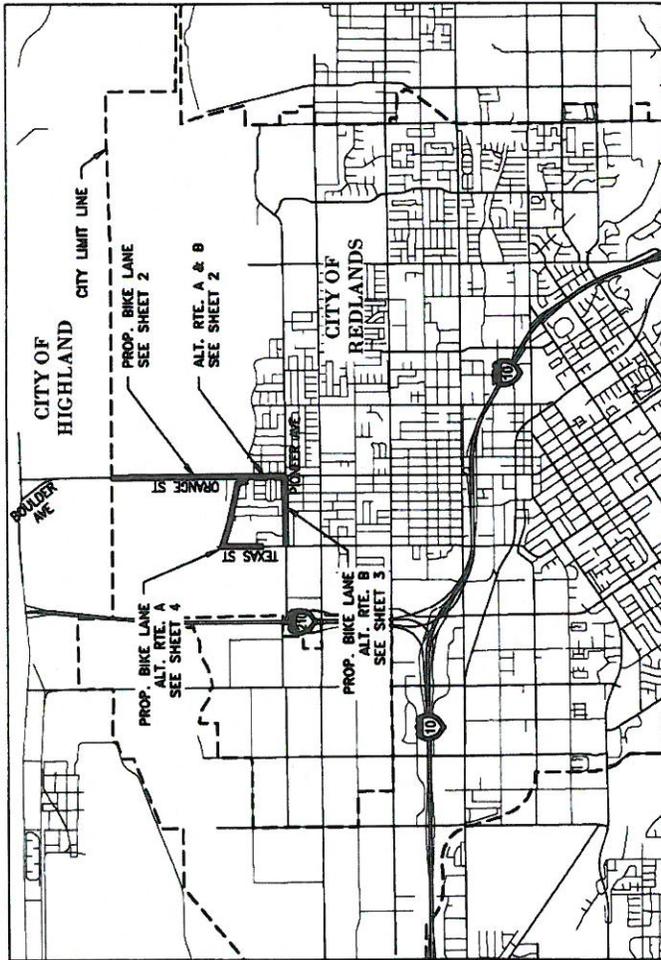
PROPOSED BIKE CYCLE NETWORK IMPROVEMENTS

DRAWER NO. \_\_\_\_\_  
 SHEET 11 OF 12

DIG ALERT  
 CALL BEFORE YOU DIG  
 811



**PRELIMINARY PLANS FOR  
CITY OF REDLANDS  
ORANGE STREET  
CLASS I BIKE LANE  
MAY 2014**



VICINITY MAP  
N.T.S.

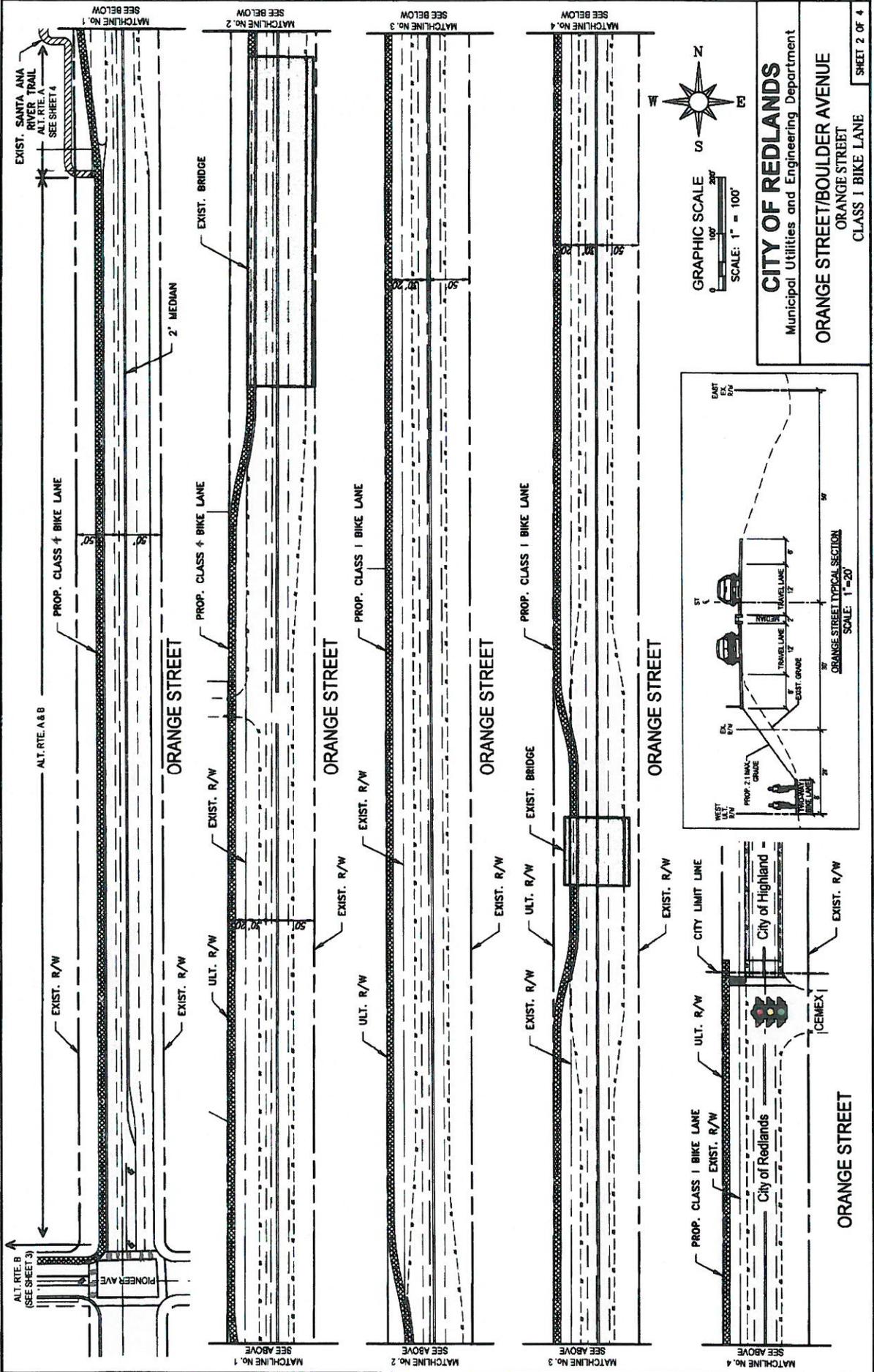
**SHEET INDEX:**

**SHEET NO. DESCRIPTION**

- 1 TITLE SHEET & VICINITY MAP
- 2 ORANGE STREET/BOULDER AVENUE
- 3 PIONEER AVENUE
- 4 SANTA ANA RIVER/TEXAS STREET

**CITY OF REDLANDS**  
Municipal Utilities and Engineering Department

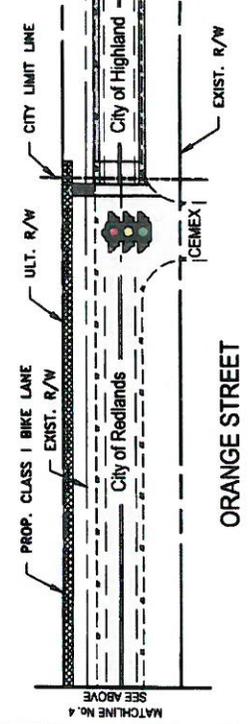
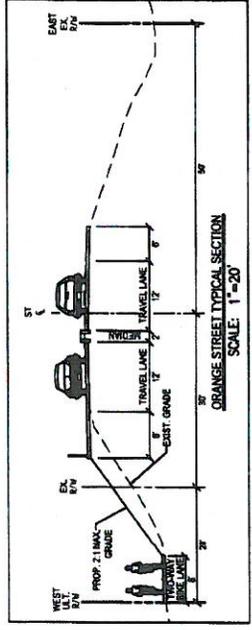
**TITLE SHEET**  
ORANGE STREET  
CLASS I BIKE LANE

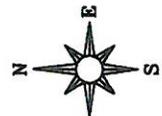
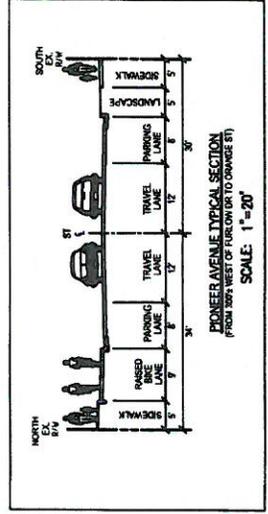
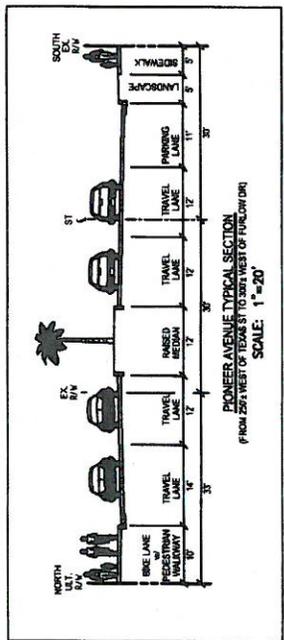
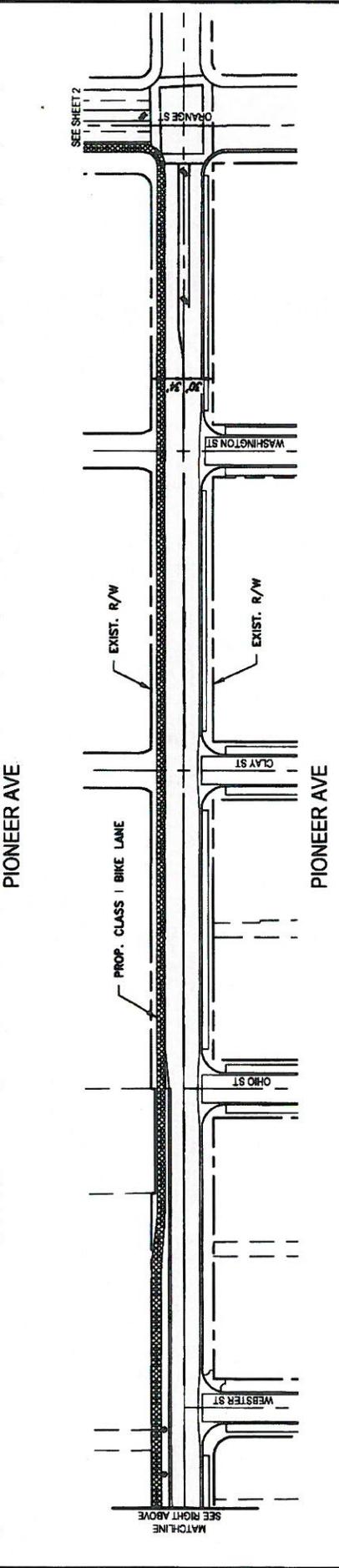
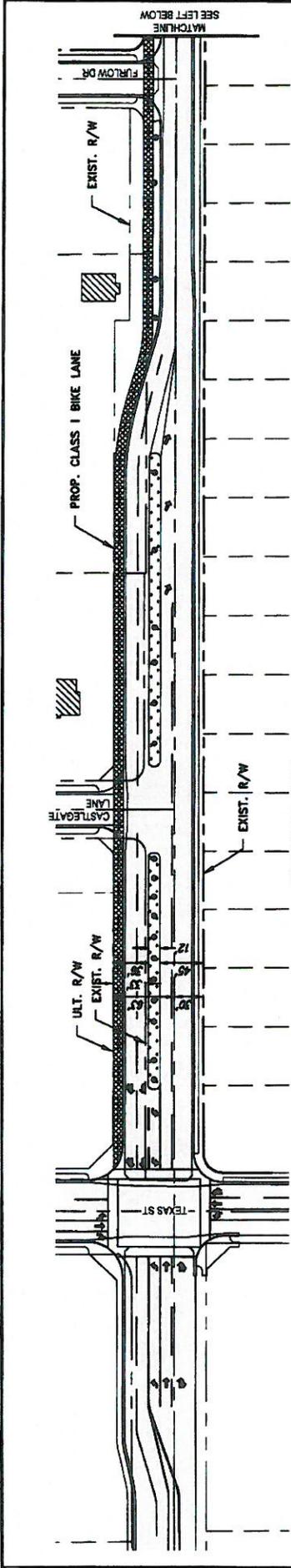


**CITY OF REDLANDS**  
Municipal Utilities and Engineering Department

**ORANGE STREET/BOULDER AVENUE**  
ORANGE STREET  
CLASS I BIKE LANE

SHEET 2 OF 4

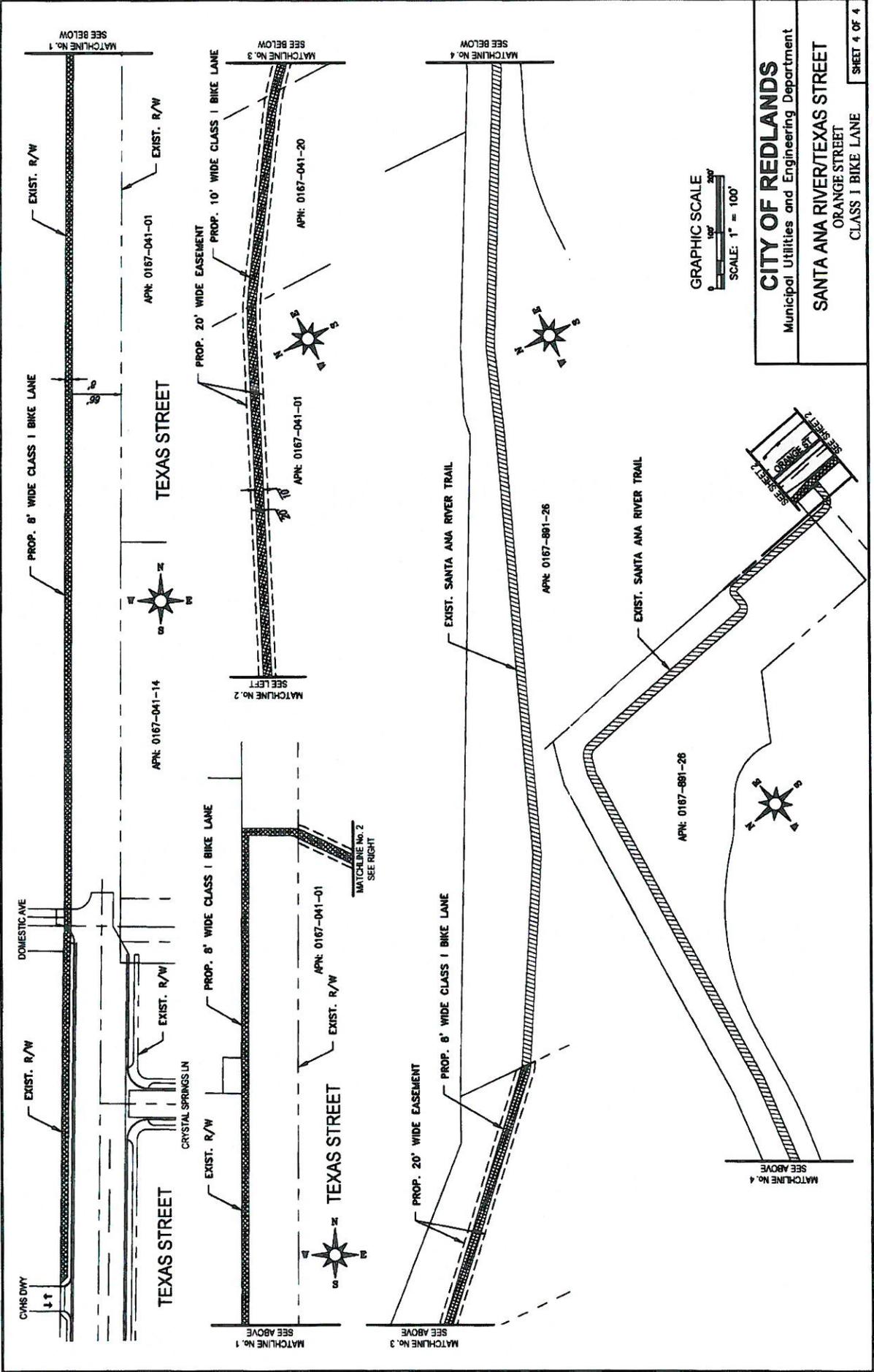




GRAPHIC SCALE  
1" = 100'  
100' 200'

**CITY OF REDLANDS**  
Municipal Utilities and Engineering Department

**PIONEER AVENUE**  
ORANGE STREET  
CLASS I BIKE LANE



**CITY OF REDLANDS**  
 Municipal Utilities and Engineering Department

**SANTA ANA RIVER/TEXAS STREET**  
 ORANGE STREET  
 CLASS 1 BIKE LANE



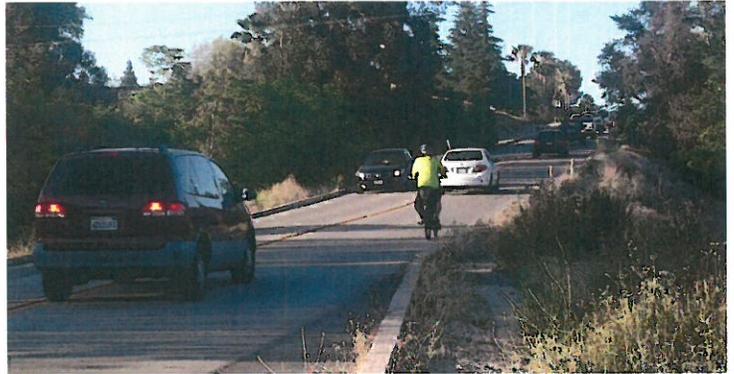
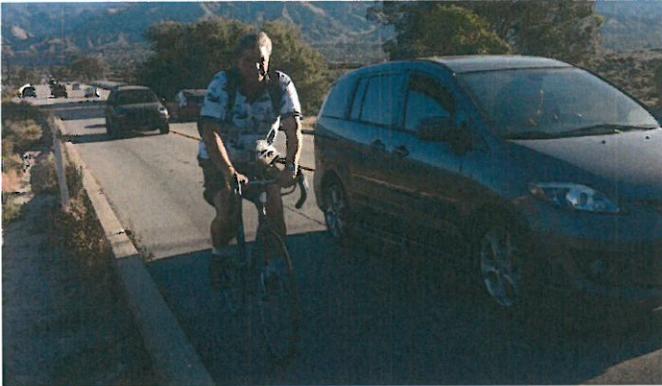
## PIONEER AVENUE

Looking east, the following photograph depicts the existing conditions on Pioneer Avenue between Texas Street and Orange Street. Currently there aren't any bicycle facilities along this route. The Project will construct 0.5 miles of Class I Bikeway along Pioneer Avenue in the City of Redlands from Texas Street to Orange Street (Citrus Valley High School is located at the west end of this path).



**ORANGE STREET PHOTOS (South of Greenspot Road)**

The following photographs depict the existing conditions on Orange Street within the project limits. Orange Street is a 50 mph highway between the cities of Highland and Redlands. The improvements proposed herein for Cycle 2 ATP funding are very much needed to improve safety and convenience for cyclists and pedestrians. The Project will construct 1.75 miles of Class I and Class IV Bike/Pedestrian Paths on Orange Street from Pioneer Street in the City of Redlands to join with the existing Pole Line Trail in the City of Highland (this path will provide a direct connection to the Regional Santa Ana River Trail and is also a transit route)



## ORANGE STREET PHOTOS (North of Greenspot Road)

The following photograph depicts Orange Street between Greenspot Road and Eucalyptus Drive. The Project will construct 0.50 miles of Class II Bike Lanes on Orange Street in the City of Highland from the existing Pole Line Trail to Eucalyptus Drive (Beattie Middle School and Highland Grove Elementary School are both located on this path)



## LOT "Y" EASEMENT

This is a photo of Lot "Y", a private common area easement along the north boundary line of Village Lakes Condominium Complex. The easement is an unpaved ground with steep cross fall, not convenient for pedestrian or cyclist use. It will be leveled and paved. The Project will construct 0.20 miles of Class I Bike/Pedestrian path through the easement with improved access at each end of the easement.



## STREATER DRIVE

This photo depicts the existing conditions on Streater Drive between Base Line and Glenheather Drive. The project will construct 0.60 miles of Class II Bike Lanes on Streater Drive in the City of Highland from Base Line to Glenheather Drive (Immanuel Baptist Church and School are located on this path, and this path joins existing Class II Bike Lanes on Base Line and the Class I Bike/Pedestrian Path at Lot Y)



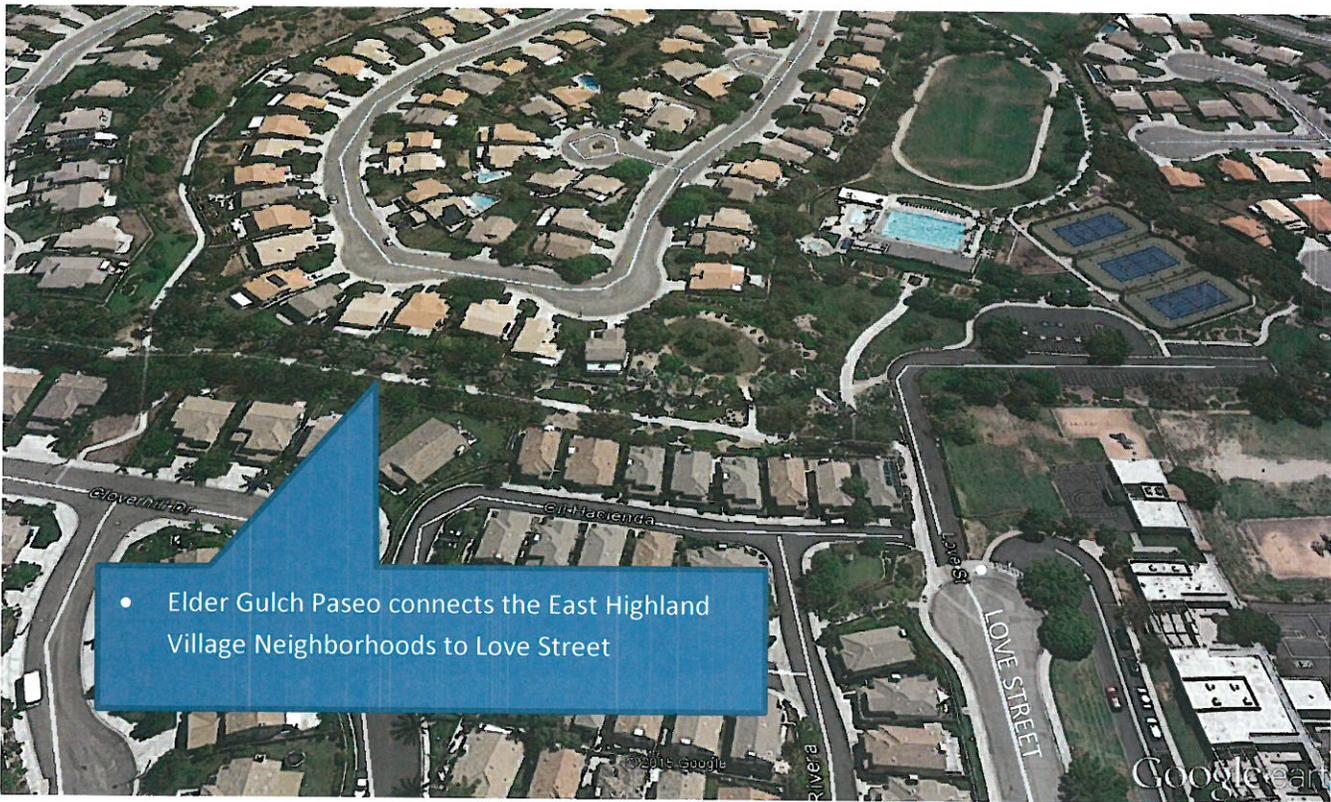
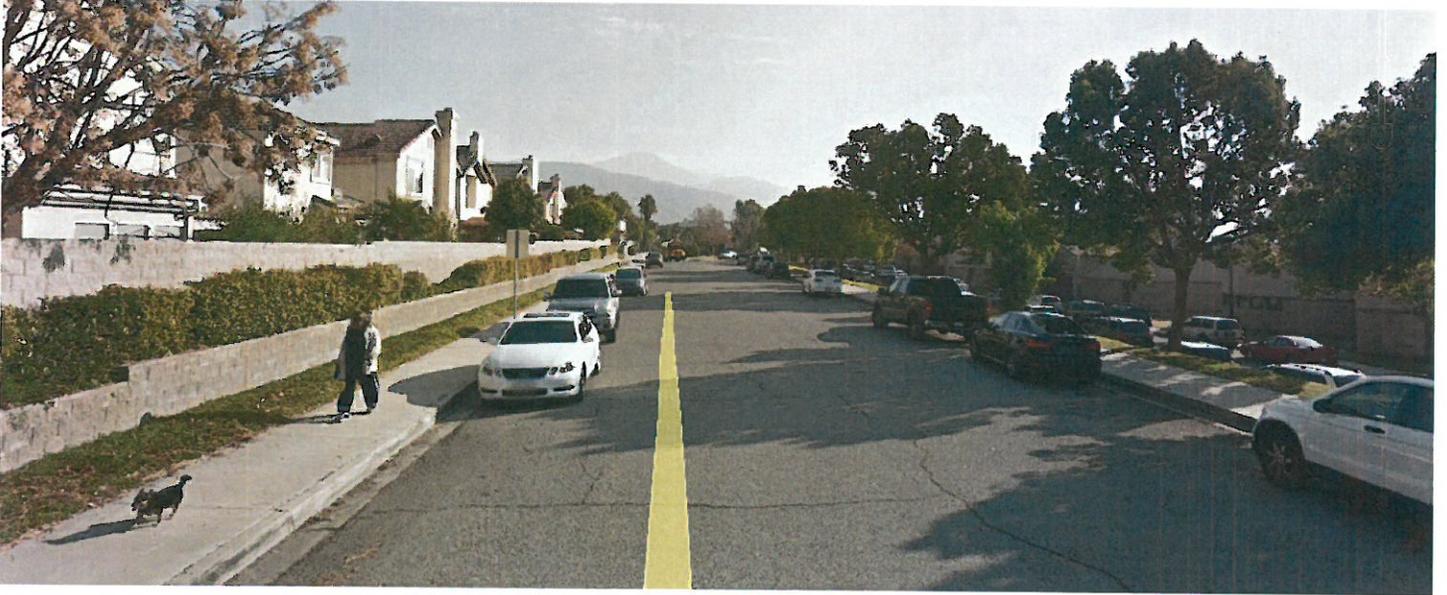
## GLENHEATHER DRIVE

The following photos depict the existing conditions along Glenheather Drive between Streater Drive and Church Street. The project will construct 0.30 miles of Class II Bike Lanes on Glenheather Drive in the City of Highland from Streater Drive to Church Street/Love Street (Arroyo Verde Elementary School is located on this path).



## LOVE STREET

The following photos depict the existing conditions along Love Street between Church Street and Elder Gulch Paseo. The Project will construct 0.10 miles of Class II Bike Lanes on Love Street in the City of Highland from Church Street to Elder Gulch Paseo. (EHV Community Swimming Pool is located on this path).



- Elder Gulch Paseo connects the East Highland Village Neighborhoods to Love Street

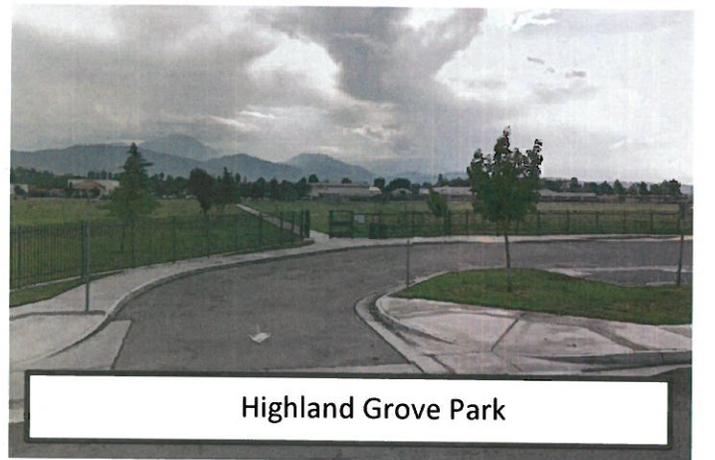
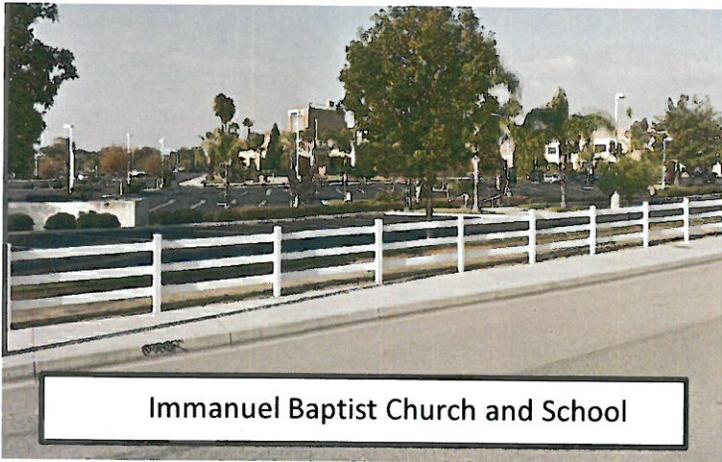
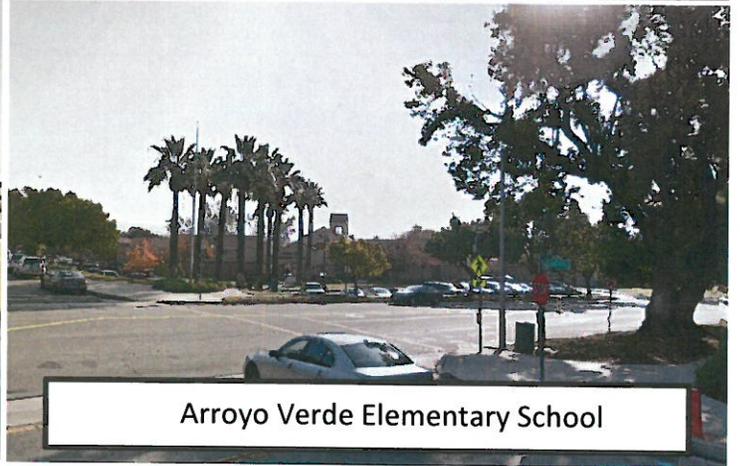
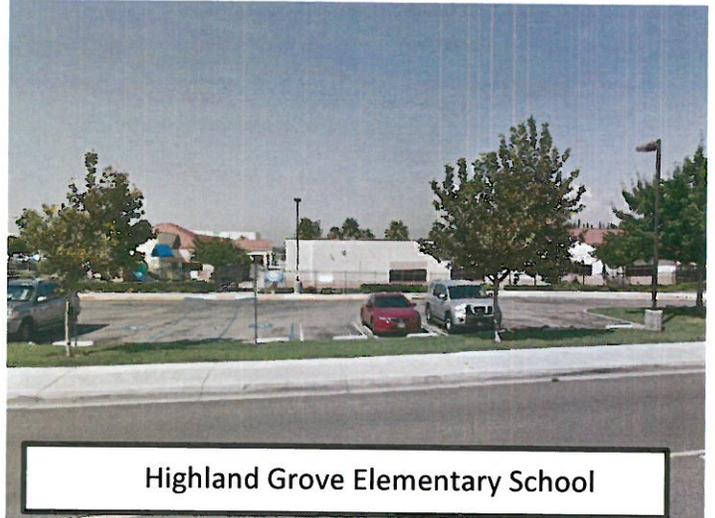
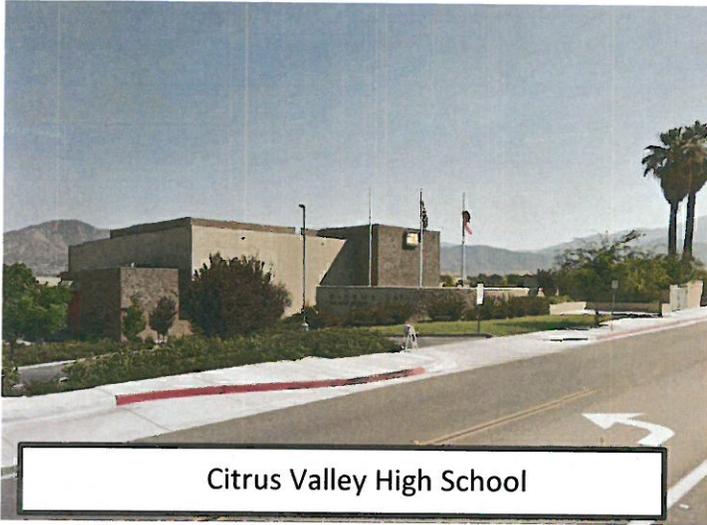
## BOULDER AVENUE

The following photos depict the existing conditions along Boulder Avenue between Greenspot Road and Orange Street. The Project will construct 0.75 miles of Class II Bike Lanes on Boulder Avenue in the City of Highland from Greenspot Road to Orange Street (this path closes a gap for commuters between Highland and Redlands and provides connection to 33.3 miles of existing non-motorized transportation network).



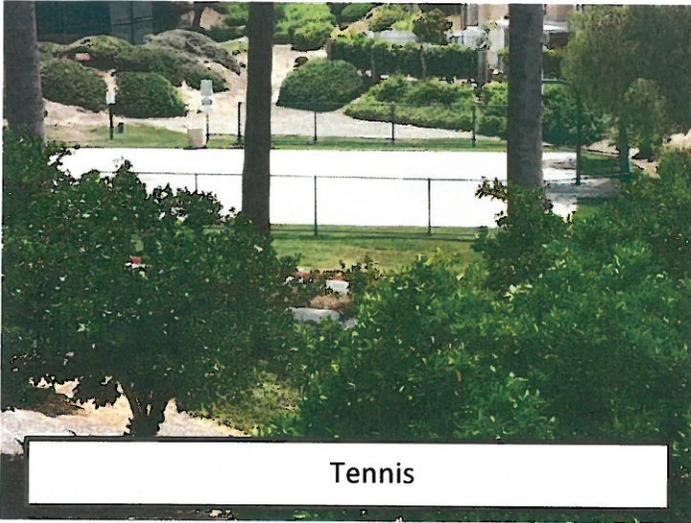
## DESTINATIONS

The following are just a few of the destinations connected to the Project.

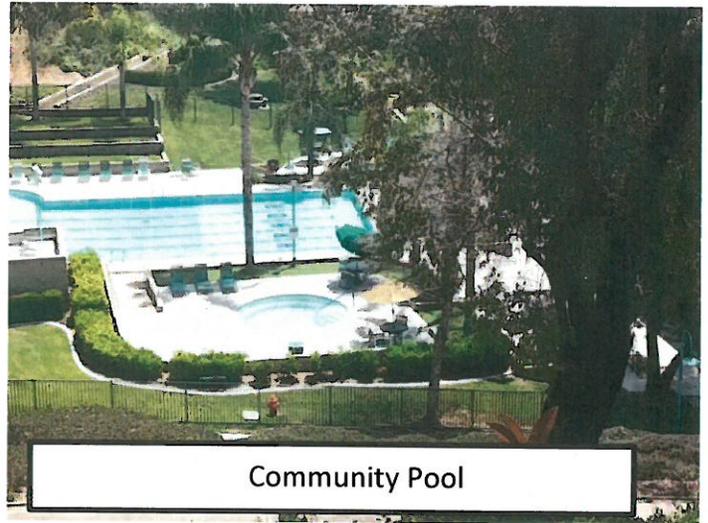


## DESTINATIONS

The following are just a few of the destinations connected to the Project.



Tennis



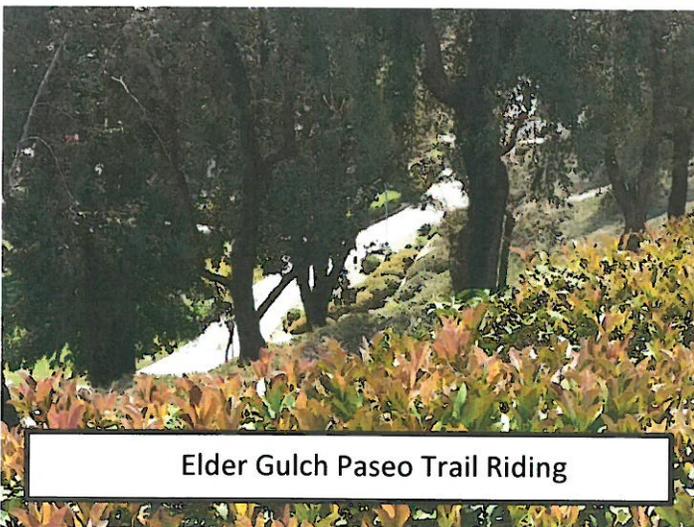
Community Pool



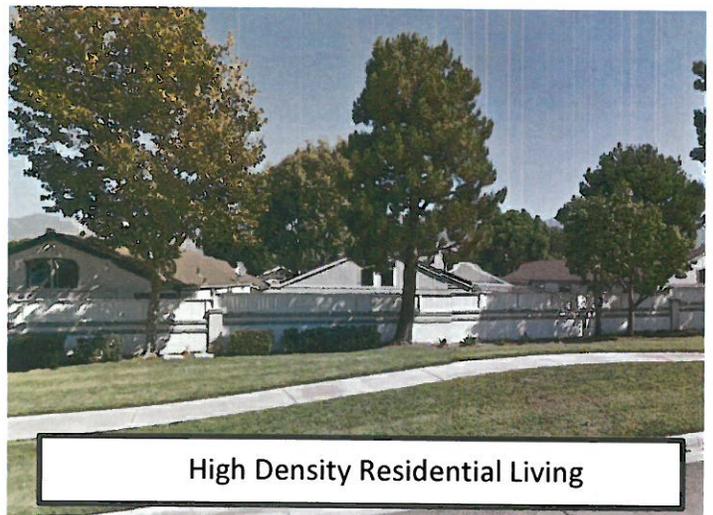
United States Post Office



Shopping Plazas



Elder Gulch Paseo Trail Riding



High Density Residential Living



## 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:	Highland		
Application ID:	08-Highland-1	Prepared by:	David Kinzle
Project Description:	Highland/Redlands Regional Connector Project		
Project Location:	Various Locations in Highland and Redlands		

### 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%.							
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
1	Sawcut pavement	12620	LF	\$2.20	\$27,764	100%	\$27,764						
2	Remove existing AC pavement	8120	SF	\$0.66	\$5,359	100%	\$5,359						
3	Roadway Excavation (18" depth)	32282	CY	\$5.50	\$177,551	100%	\$177,551						
4	Shoulder Grading (5'Wide)	40600	SF	\$0.17	\$6,902	100%	\$6,902						
5	Safety Beacon	2	EA	\$11,000.00	\$22,000	100%	\$22,000						
6	050' thick Aggregate Base	3538	CY	\$66.00	\$233,508	100%	\$233,508						
7	0.42' thick AC pavement	4778	T	\$110.00	\$525,580	100%	\$525,580						
8	Slurry Seal	453728	SF	\$0.33	\$149,730	100%	\$149,730						
9	4' wide centerline buffer with diagonal striping and reflectors	3960	LF	\$2.75	\$10,890	100%	\$10,890						
10	6' wide edge line buffer with diagonal striping	7920	LF	\$2.75	\$21,780	100%	\$21,780						
11	Bike lane line	69843	LF	\$2.20	\$153,655	100%	\$153,655						
12	Bike lane legend	66	EA	\$275.00	\$18,150	100%	\$18,150						
13	Bike lane sign	64	EA	\$220.00	\$14,080	100%	\$14,080						
14	Bike wayfinding sign	17	EA	\$550.00	\$9,350	100%	\$9,350						
15	Speed feedback sign	2	EA	\$33,000.00	\$66,000	100%	\$66,000						
16	In-surface bicycle detection	10	EA	\$1,650.00	\$16,500	100%	\$16,500						
17	Decorative LED pedestrian light	67	EA	\$5,500.00	\$368,500	100%	\$368,500						
18	Lighting conduit	3960	LF	\$24.20	\$95,832	100%	\$95,832						
19	0.33' th. AC Class I bike/ped path	5343	T	\$110.00	\$587,730	100%	\$587,730						
20	Security Bollards	16	EA	\$550.00	\$8,800	100%	\$8,800						
21	Bicycle traffic signal head	4	EA	\$5,500.00	\$22,000	100%	\$22,000						
22	Bike/Ped bridge	1	LS	\$230,000.00	\$230,000	100%	\$230,000						
23	Curb and gutter	2340	LF	\$27.50	\$64,350	100%	\$64,350						
24	Raised median curb	1170	LF	\$27.50	\$32,175	100%	\$32,175						
25	Cross gutter and spandrel	2000	SF	\$13.20	\$26,400	100%	\$26,400						
26	Remove curb and gutter	2905	LF	\$8.80	\$25,564	100%	\$25,564						
27	Concrete sidewalk	4500	SF	\$5.50	\$24,750	100%	\$24,750						
28	Pedestrian Ramp	8	EA	\$2,750.00	\$22,000	100%	\$22,000						
29	Remove tree	3	EA	\$550.00	\$1,650	100%	\$1,650						
30	Bike Rack Station	4	EA	\$15,750.00	\$63,000	100%	\$63,000						
31	Enhanced Crosswalk	7	EA	\$1,100.00	\$7,700	100%	\$7,700						
32	Pedestrian Countdown Heads	4	EA	\$1,000.00	\$4,000	100%	\$4,000						
<b>Subtotal of Construction Items:</b>					<b>\$3,043,250</b>		<b>\$3,043,250</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>10.00%</b>	<b>\$304,325</b>								
				<b>Enter in the cell to the right</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$3,347,575</b>								

Engineer's Estimate (for Construction Items Only)						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	%	\$	%	\$	%	\$	%	\$
<b>Project Cost Estimate:</b>													
<b>Type of Project Delivery Cost</b>					<b>Cost \$</b>								
<b>Preliminary Engineering (PE)</b>													
Environmental Studies and Permits(PA&ED):					\$	200,000							
Plans, Specifications and Estimates (PS&E):					\$	334,758							
<b>Total PE:</b>					<b>\$</b>	<b>534,758</b>	<b>16%</b>	25% Max					
<b>Right of Way (RW)</b>													
Right of Way Engineering:					\$	10,000							
Acquisitions and Utilities:					\$	100,000							
<b>Total RW:</b>					<b>\$</b>	<b>110,000</b>							
<b>Construction (CON)</b>													
Construction Engineering (CE):					\$	502,136	<b>13%</b>	15% Max					
Total Construction Items & Contingencies:					\$	3,347,575							
<b>Total CON:</b>					<b>\$</b>	<b>3,849,711</b>							
<b>Total Project Cost Estimate:</b>					<b>\$</b>	<b>4,494,469</b>							



**TASK "A" DETAIL**

<b>Task Name (5a):</b>	<b>Safety Education</b>		
<b>Task Summary (5b):</b>			
<b>Task Schedule (5c):</b>	<b>Start Date :</b> Oct-2018	<b>End Date:</b>	Sep-2021

<b>Activities (6a):</b>		<b>Deliverables (6b):</b>
1.	Conduct bicycle safety training (3 school/4 events each)	Photos/Attendance Rosters/Classroom Agenda/Summary of Training Events
2.	Conduct Public Safety and Health Awareness Education	Press Release/Classroom Handouts/Chamber of Commerce Welcome to the Neighborhood Handouts/Summary of Outreach
3.	Organize, Promote and Conduct Bicycle Rodeos (3 schools/3 each)	Flyers/Posters/Press Releases/Partnership Rosters/Supporter Certificates/Newspaper Articles covering events
4.	Organize/Promote, and Encourage year-round ATP competitions	Participant Rosers/Prize Giveaway Notices/Supporter Certificates
5.	Traffic Enforcement	Memorandum of Activities
6.	Education and Events Participation	Memorandum of Activities
7.	Project Student Tallies and Parent Surveys (3 schools)	Student Talliy and Parent Survey Sheets
8.		
9.		
10.		

**Staff Costs:**

<b>Staff Title (7a):</b>		<b>Staff Hours (7b)</b>	<b>Rate Per Hour (7c)</b>	<b>Total \$</b>
Party 1 -	SRTS Program Coordinator	1,100	\$29.22	\$ 32,142.00
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 32,142.00
Indirect Costs (6e):				
<b>Total Staff Costs (6f):</b>				<b>\$ 32,142.00</b>

**Task Notes (8):**

--

**Other Costs:**

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:  <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>Itemized "Other Costs" Section</b> </div>	Travel (9a):	\$	-
	Equipment (9b):	\$	8,150.00
	Supplies/Materials (9c):	\$	1,500.00
	Incentives (9d):	\$	1,620.00
	Other Direct Costs (9e):	\$	6,000.00
	" " (9f):	\$	-
	<b>Total Other Costs (9g):</b>		<b>\$</b>
<b>TASK GRAND TOTAL (10g):</b>			<b>\$ 49,412.00</b>

**Task "A" Other Costs:**

Itemized Travel Cost (9a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Type of Travel	Expense/Quantity	Total \$	
1.		\$ -	-
2.		\$ -	-
3.		\$ -	-
4.		\$ -	-
5.		\$ -	-
6.		\$ -	-
7.		\$ -	-
8.		\$ -	-
9.		\$ -	-
10.		\$ -	-
11.		\$ -	-
12.		\$ -	-
13.		\$ -	-
14.		\$ -	-
15.		\$ -	-
16.		\$ -	-
17.		\$ -	-
18.		\$ -	-
19.		\$ -	-
20.		\$ -	-
<b>Total</b>	0	\$ -	-
<b>Total Travel Cost:</b>		<b>\$</b>	<b>\$</b>

Itemized Equipment Cost (9b)					
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task					
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$	
1. Active 4 Me Scan Program (3 Schools)	2	EA	\$1,500	\$ 3,000.00	
2. Bar Code Reader (3 Schools)	2	EA	\$400	\$ 800.00	
3. Bicycle Training Course Equipment(3 Schools)	3	EA	\$1,200	\$ 3,600.00	
4. School Rodeo Educational Assembly Equipment (3 Schools)	3	EA	\$250	\$ 750.00	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
<b>Total:</b>	10		\$3,350	\$ 8,150.00	
<b>Total Equipment Cost:</b>			<b>\$</b>	<b>\$ 8,150.00</b>	

Itemized Supplies/Materials Cost (9c)					
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task					
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$	
1. General Supplies	1	LS	\$1,500	\$ 1,500.00	
2.				\$ -	
3.				\$ -	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
<b>Total:</b>	1		\$1,500	\$ 1,500.00	
<b>Total Supplies/Materials Cost:</b>			<b>\$</b>	<b>\$ 1,500.00</b>	

Itemized Incentives Cost (9d)					
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task					
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$	
1. Incentive Bicycles ( 3 Schools)	6	EA	\$100	\$ 600.00	
2. Incentive Helmets (3 Schools)	15	EA	\$50	\$ 750.00	
3. Incentive Air Pumps	6	EA	\$45	\$ 270.00	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
<b>Total:</b>	27		\$195	\$ 1,620.00	
<b>Total Incentives Cost:</b>			<b>\$</b>	<b>\$ 1,620.00</b>	

**Task "A" Other Costs:**

**Itemized Other Direct Costs (9e)**

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)					
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$	
1. Bicycle Rodeo Event (3 Schools)	3	EA	\$2,000	\$ 6,000.00	
2.				\$ -	
3.				\$ -	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
<b>Total:</b>	<b>3</b>		<b>\$2,000</b>	<b>\$ 6,000.00</b>	
<b>Total Other Direct Cost:</b>				<b>\$ 6,000.00</b>	

**Itemized Other Direct Costs (9f)**

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

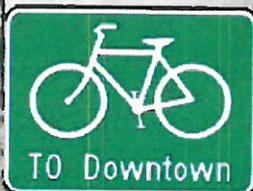
Other Direct Costs (9f)					
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$	
1.				\$ -	
2.				\$ -	
3.				\$ -	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
<b>Total:</b>	<b>0</b>		<b>\$0</b>	<b>\$ -</b>	
<b>Total Other Direct Cost:</b>				<b>\$ -</b>	



# San Bernardino County Non-Motorized Transportation Plan

## March 2011

Revised May 6, 2015



Governments  
**SANBAG**  
Working Together

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

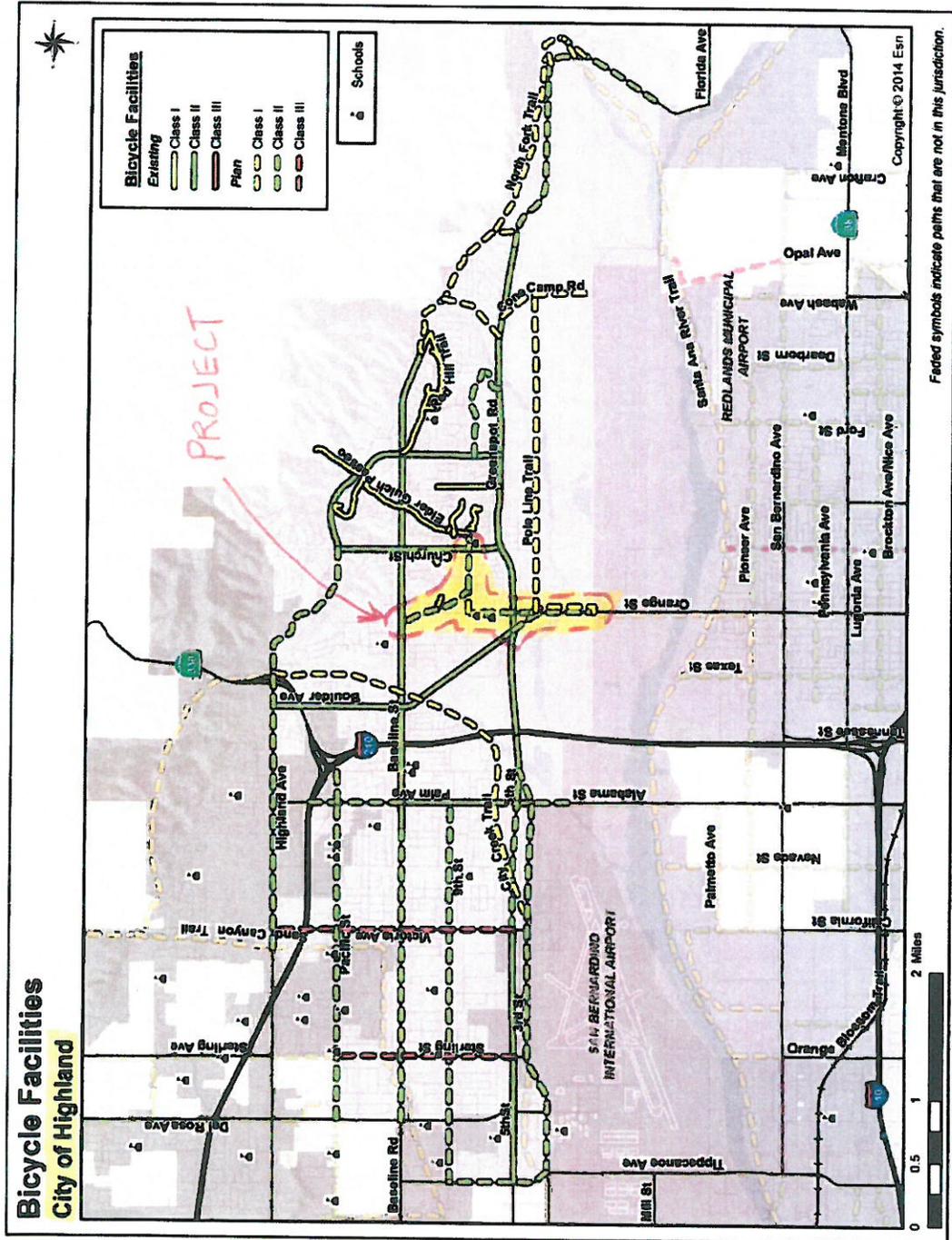


Figure 5.24

Table 5.49:

Highland Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
3rd St.	Tippecanoe Ave.	5th St.	II	3.22	\$161,000
5th St.	Victoria Ave.	Palm Ave.	II	0.50	\$25,000
9th St.	Tippecanoe Ave.	Palm Ave.	II	2.99	\$150,000
Alta Vista Dr.	Santa Ana Canyon Rd.	Greenspot Rd.	II	0.13	\$6,500
Baseline St.	Alta Vista Dr.	Greenspot Rd.	I	1.33	\$66,500
Baseline St.	Del Rosa Dr.	Cole Ave.	II	2.29	\$114,500
Boulder Ave./Orange St.	Greenspot Rd.	S City Limit	II	0.68	\$33,500
City Creek Trail	3rd St.	Highland Ave.	I	3.30	\$165,000
Greenspot Rd.	Santa Paula St.	S City Limit	II	2.51	\$120,000
Greenspot Rd. (Old)	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.44	\$22,000
Highland Ave.	Rockford Ave.	Church St.	II	3.33	\$166,500
Pacific St.	Del Rosa Dr.	Palm Ave.	II	2.49	\$125,000
Palm Ave.	3rd St.	S City Limit	II	0.23	\$11,500
Palm Ave.	Atlantic Ave.	Baseline St.	II	0.75	\$37,500
Santa Ana Canyon Rd.	Weaver St.	Alta Vista Dr.	II	0.67	\$33,500
Santa Ana River	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.12	\$6,000
Sterling St.	Pacific St.	5th St.	III	1.39	\$21,000
Tippecanoe Ave.	9th St.	3rd St.	II	0.38	\$19,000
Victoria Ave.	Highland Ave.	5th St.	III	1.00	\$28,350
			<b>Total</b>	<b>27.75</b>	<b>\$1,312,350</b>

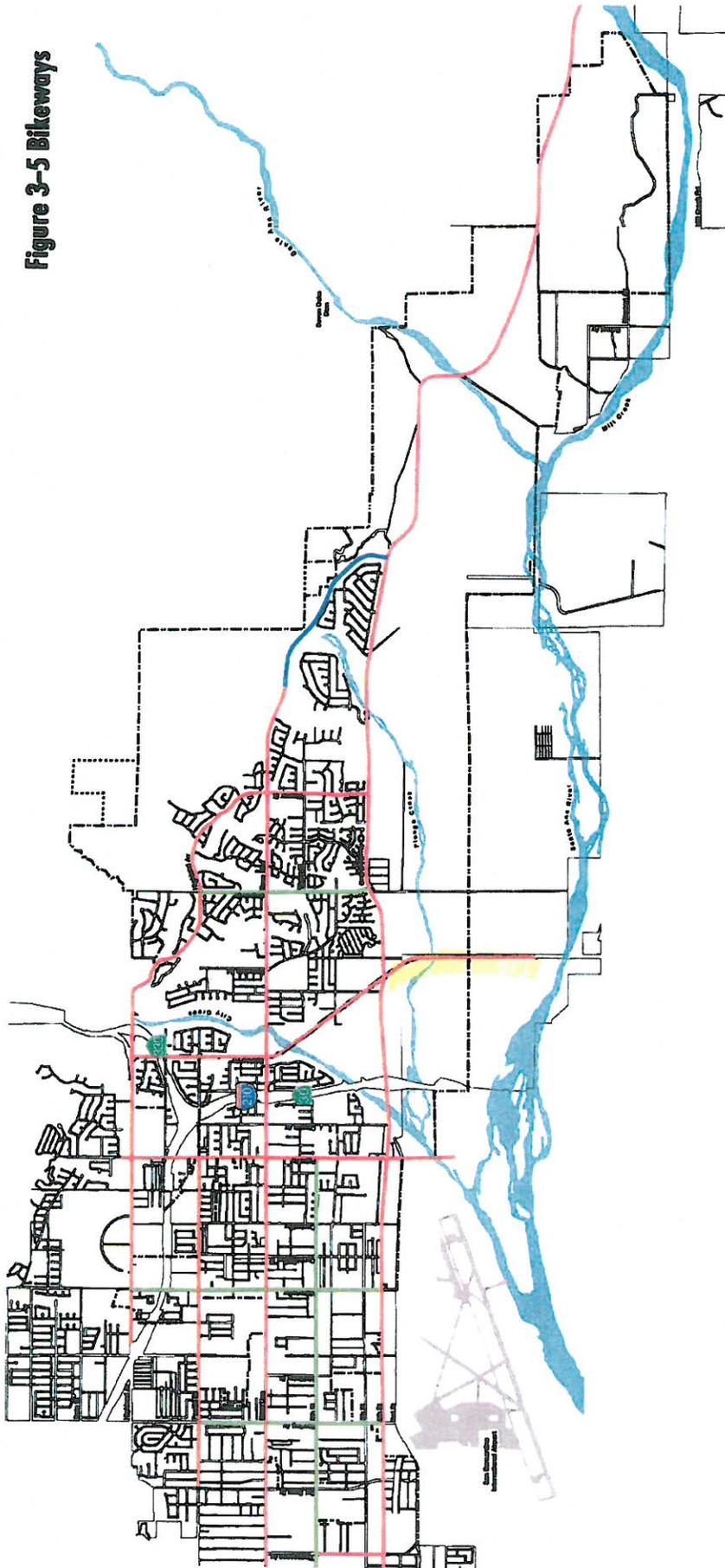
Table 5.50:

Priority Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
3rd St.	Tippecanoe Ave.	5th St.	II	3.22	\$161,000
5th St.	Victoria Ave.	Palm Ave.	II	0.50	\$25,000
9th St.	Tippecanoe Ave.	Palm Ave.	II	3.00	\$150,000
Baseline St.	Del Rosa Dr.	Cole Ave.	II	2.29	\$114,500
Boulder/Orange St.	Greenspot Rd	S City Limit	II	0.67	\$33,500
Greenspot Rd.	Santa Paula St.	S City Limit	II	2.40	\$120,000
Greenspot Rd. (Old)	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.44	\$22,000
Highland Ave.	Rockford Ave.	Church St.	II	3.33	\$166,500
Palm Ave.	3rd St.	S City Limit	II	0.23	\$11,500
Palm Ave.	Atlantic Ave.	Baseline St.	II	0.75	\$37,500
Santa Ana Canyon Rd.	Weaver St.	Alta Vista Dr.	II	0.67	\$33,500
Santa Ana River	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.12	\$6,000
			<b>Total</b>	<b>17.62</b>	<b>\$881,000</b>



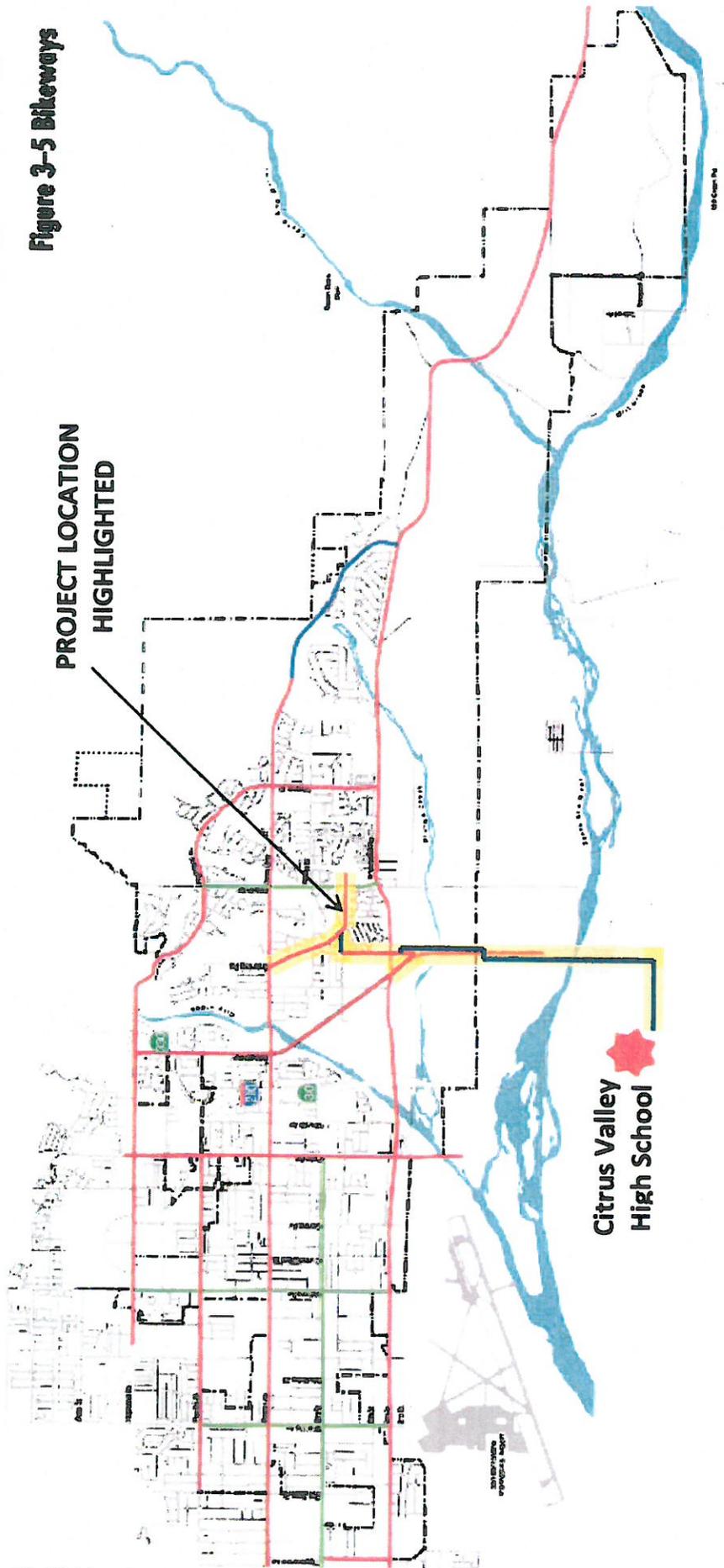
Figure 3-5 Bikeways



- Class I Bike Path
- Class II Bike Lane (On Street)
- Class III Bike Route (Signage)
- City Boundary
- Sphere of Influence



Figure 3-5 Bikeways



08-Highland-1

Highland General Plan

- Class I Bike Path
  - Class II Bike Lane (On Street)
  - Class III Bike Route (Signage)
  - City Boundary
  - Sphere of Influence
- City of Highland General Plan

Attachment I-0.2

Page 2 of 2



City of Highland Bikeways Circulation Element (modified for ATP Application)

### 5.50 Bikeways

The relatively flat valley portion of Redlands, with about two-thirds of the Planning Area's potential residents and almost all of its jobs, is attractive for both bicycle commuters and recreational riders. The bicycle routes are adopted by resolution and consolidate previous City staff recommendations and designations of the *East Valley Corridor Specific Plan*.

"Bikeway" means all facilities that primarily provide for bicycle travel. Three categories of bikeways are defined:

**Class I Bikeway (Bike Path or Bike Trail)** Provides a completely separated right of way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.

**Class II Bikeway (Bike Lane)** Provides a restrictive right of way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

**Class III Bikeways (Bike Route)** Provides right of way designated by signs or permanent markings and shared with pedestrians and motorists.

#### Guiding Policies: Bikeways

- 5.50a Establish a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commute and recreational trips.
- 5.50b Seek assistance from major employers in providing support facilities to encourage use of bikes for commuter purposes.
- 5.50c Develop bike routes that provide access to schools and parks.

#### Implementing Policies: Bikeways

- 5.50e Designate a Class I route (bike path) along San Timoteo Canyon Road and/or along San Timoteo Canyon Creek.
- 5.50f Designate the Zanja corridor from downtown west as a Class I route (bike path).  
*This route could be used for access to jobs in the East Valley Corridor as well as a recreational route to the Santa Ana Wash.*
- 5.50g Designate a Class I route adjacent to but outside the Santa Fe railroad right-of-way from New York Street in downtown Redlands to east of Wabash Avenue.  
*In conjunction with a north-south bike route on Opal Avenue, this bike route would provide convenient bicycle access to downtown as well as to the Santa Ana Wash.*
- 5.50h Designate a Class I Route (bike path) along portions of California Street and Palmetto Avenue within the East Valley Corridor.  
*This route would serve major commute destinations within the East Valley Corridor.*
- 5.50i Designate a Class I Route (bike path) along the Santa Ana River and extend the length of the City of Redlands.

- 5.50j Designate Class II routes (bike lanes) along portions of Cypress Avenue, Fern Avenue, Terracina Drive, Barton Road/Brookside Avenue, California Street, State Street, San Bernardino Avenue and Dearborn Street.

*These routes, in combination with the Class I routes above, will provide good bike access between residential areas of Redlands and the East Valley Corridor.*

- 5.50k Establish Class III routes (shared route) along collectors (Highland Avenue, Sunset Drive, Alessandro Road, Alta Vista Drive, Opal Street) and along minor arterials (San Mateo Street, 5th Avenue, Sand Canyon Road, Texas Street, Church Street and Orange Street).

- 5.50l Incorporate bike storage and other support facilities into TDM plans at employment sites and public facilities, when feasible based upon distance from bikeways.

*Studies have indicated the importance of providing well-located, secure bike storage facilities at employment sites, shopping and recreational areas and schools in order to facilitate bike use. Employers often provide shower and changing facilities where sizable numbers of employees use bikes.*

- 5.50m Prepare a bikeways implementation program that includes priorities and a schedule.

- 5.50n Publish and distribute a map showing existing and proposed bikeways in the Redlands Planning Area.

- 5.50o Plan and design bikeways with special consideration given to the safety of bicyclists and pedestrians

## 5.60 Pedestrianways

Walking is discouraged by many city development practices intended to save money, facilitate traffic flow, or enhance security. Sidewalks often adjoin fast traffic lanes, parking lots lack pedestrian paths, and residential street systems make pedestrians walk much further than necessary. Finally, walking along arterial streets that do not provide access to adjoining properties is boring. The General Plan seeks to increase walking to school, to shop or work, and for pleasure.

### Guiding Policies: Pedestrianways

- 5.60a Treat pedestrians as if they are more important than cars.

*Except on freeways and a few hillside residential streets, pedestrians should have direct, safe routes to the same destinations.*

- 5.60b Make walking interesting.

*Avoiding long, uniform frontages and creating pedestrian paths that do not follow streets give people a reason to want to walk.*

- 5.60c Provide direct pedestrian routes.

*Owners' desires to live on cul-de-sacs, builders' desires to build less streets, and the City's desire to minimize intersections combine to make pedestrian access circuitous in many neighborhoods. Direct paths to arterial street bus stops can increase transit patronage.*

**2015 Federal Transportation Improvement Program**

San Bernardino County  
Local Highway  
Including Amendments 1 - 5  
(In \$000 s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201191	San Bernardino	SCAB		40M0701	CAX62				L	NON-EXEMPT	0	
Description:												
BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	43	47	493	583		90					493	583
201191 Total	43	47	493	583		90					493	583

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20130401	San Bernardino	SCAB		20130401	CAX60				L	NON-EXEMPT	2	
Description:												
BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. Replace existing two lane bridge with four lane bridge.												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	469	1,006	2,624	4,099		469			1,006	2,624		4,099
SBD CO MEASURE J	61	130	340	531		61			130	340		531
20130401 Total	530	1,136	2,964	4,630		530			1,136	2,964		4,630

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20131501	San Bernardino	SCAB		200018	NCN46				L	EXEMPT - 93.126	1	
Description:												
IN HIGHLAND: ON BOULDER AVE FROM SAN MANUEL VILLAGE ENTRANCE TO GREENSPOT ROAD; STREET AND LANDSCAPING IMPROVEMENTS (non-capacity enhancements)												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	164		1,836	2,000		164	1,836					2,000
CITY FUNDS	41	459	459	500		41	459					500
20131501 Total	205	2,295	2,295	2,500		205	2,295					2,500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20131502	San Bernardino	SCAB		4A01387	NCR22				L	EXEMPT - 93.126	4	
Description:												
IN HIGHLAND: ALONG 5TH STREET FROM VICTORIA AVE TO PALM AVE; SHOULDER IMPROVEMENTS (no additional lanes)												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			4,000	4,000		4,000						4,000
20131502 Total			4,000	4,000		4,000						4,000

**2015 Federal Transportation Improvement Program**

San Bernardino County  
Local Highway  
Including Amendments 1 - 5  
(In \$000 s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20131503	San Bernardino	SCAB	0A6410		NCR22				L	EXEMPT - 93.126	4	
Description:												
IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS; PALM AVE (BASE LINE TO HIGHLAND AVE) & PACIFIC ST (CHURCH AVE TO 350FT WEST OF PAM) SHOULDER IMPROVEMENTS (curb, gutter and sidewalk improvements), NEW ROUNDABOUT AT PALM/PACIFIC INT., BIKE LANES (PA&ED ONLY)(Intersection improvements - no new lanes)												
		ENG	R/W	CON	Prior		2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
		79				PTC	79					
		CITY FUNDS					Total					Total
		20131503 Total					79	79				79

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20150306	San Bernardino	SCAB	4TR0101		NCR22				L	EXEMPT - 93.126	4	
Description:												
ON PACIFIC ST FROM PALM AVE TO CHURCH AVE: SHOULDER IMPROVEMENTS (curb, gutter & sidewalk improvements) (non-capacity enhancing)												
		ENG	R/W	CON	Prior		2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
		100				PTC	100					
		CITY FUNDS					Total					Total
		20150306 Total					1,100	1,100				1,100

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20150401	San Bernardino	SCAB	4A01368		NCR22				L	EXEMPT - 93.126	4	
Description:												
HIGHLAND: DEL ROSA DR SHOULDER IMPROVEMENTS; FROM 3RD ST TO 5TH ST (curb, gutter & sidewalk improvements) (non-capacity)												
		ENG	R/W	CON	Prior		2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
		680				PTC	680					
		CITY FUNDS					Total					Total
		20150401 Total					680	680				680

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD55031	San Bernardino	SCAB	SBD55031		CAX63				L	NON-EXEMPT	0	
Description:												
ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 S/B LANES (0.25 MILES)												
		ENG	R/W	CON	Prior		2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
		68	40	970		PTC	108			970		
		CITY FUNDS					Total					Total
		SBD55031 Total					1,078	1,078		970		1,078

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD55033	San Bernardino	SCAB	SBD55033		CAX63				L	NON-EXEMPT	0	
Description:												
BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2.4 LANES (0.70 MILES)												
		ENG	R/W	CON	Prior		2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
		235				PTC	235			2,115		
		CITY FUNDS					Total					Total
		SBD55033 Total					2,350	2,350		2,115		2,350

2015 Federal Transportation Improvement Program

San Bernardino County  
Local Highway  
Including Amendments 1 - 5  
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200419	San Bernardino	SCAB		200419	CAX63				L	NON-EXEMPT	0

Description:

ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	700	500	6,000	7,200	1,200	6,000						7,200
200419 Total	700	500	6,000	7,200	1,200	6,000						7,200

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200420	San Bernardino	SCAB		200420	CAX63				L	NON-EXEMPT	0

Description:

ORANGE STREET WIDENING - FROM NORTH CITY LIMITS TO RIVERVIEW DRIVE - WIDEN STREET FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	60		87	147	60	87						147
SBD CO MEASURE I			393	393	60	393						393
200420 Total	60		480	540	60	480						540

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20081704	San Bernardino	SCAB		4GL04	NCRH4				L	EXEMPT - 93.127	0

Description:

I-10/ALABAMA AND REDLANDS BLVD AND ALABAMA COLTON INTERSECTION IMPROVEMENTS - WIDEN INTERSECTION APPROACHES ON ALL FOUR LEGS OF REDLANDS/ALABAMA BLVD ST. INTERSECTION ADD DUAL LEFT TURN LANES, REALIGN ALABAMA ST ON NORTH SIDE OF INTERSECTION TO ELIMINATE THE 23in HORIZONTAL OFFSET AT INTERSECTION

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES			500	500						500		500
SBD CO MEASURE I	79	338	12,400	12,817	79	79			338	12,400		12,817
20081704 Total	79	338	12,900	13,317	79	79			338	12,900		13,317

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201113	San Bernardino	SCAB		4GL04	NCR81				L	EXEMPT - 93.126	0

Description:

ORANGE STREET FROM LUJONIA TO SAN BERNARDINO AVE. -WIDEN THE EAST SIDE OF THE STREET TO REMOVE A RESTRICTION IN THE ROADWAY TRAVEL AREA. PROJECT INCLUDES ROAD PAVING, CURB AND GUTTER, SIDEWALK, STREET LIGHTING, STRIPING AND MARKING, AND LANDSCAPE IMPROVEMENTS. THE PROJECT WILL IMPROVE PEDESTRIAN AND VEHICULAR SAFE TRAVEL AND CIRCULATION.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	60		87	147	60	87						147
SBD CO MEASURE I			393	393	60	393						393
201113 Total	60		480	540	60	480						540

City of Redlands

48 Hour Vehicle, Ped, Bike Counts

5/8/2014

Location:

Pioneer Street - between Orange Street and Texas Street

5/8/2014	EB		
	Vehicles	Bicycles	Peds
0:00	3	0	0
0:15	4	0	0
0:30	4	0	0
0:45	4	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	2	0	0
2:00	2	0	0
2:15	1	0	0
2:30	2	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	0
5:45	7	0	0
6:00	4	0	1
6:15	6	0	0
6:30	16	0	0
6:45	17	0	1
7:00	92	3	15
7:15	107	0	7
7:30	80	0	1
7:45	14	0	4
8:00	19	0	0
8:15	15	1	0
8:30	14	0	0
8:45	14	0	0
9:00	15	0	0
9:15	16	0	1
9:30	26	0	0
9:45	39	0	0
10:00	34	1	1
10:15	32	1	0
10:30	33	0	0
10:45	30	0	0
11:00	40	0	0
11:15	50	0	0
11:30	79	0	1
11:45	79	0	1

WB		
Vehicles	Bicycles	Peds
5	0	0
5	0	0
1	0	0
1	0	0
0	0	0
1	0	0
1	0	0
1	0	0
1	0	0
2	0	0
0	0	0
1	0	0
0	0	0
0	0	0
0	0	0
3	0	0
0	0	0
0	0	0
2	0	0
3	0	0
2	0	0
5	0	0
5	0	0
12	0	0
6	0	1
24	0	0
48	1	2
82	0	3
135	0	0
82	0	0
44	0	0
26	0	0
32	0	1
28	0	0
23	0	0
17	0	0
15	0	0
23	0	0
31	0	0
22	0	1
17	0	1
18	0	0
14	0	1
26	0	0
20	2	0
22	1	0
31	0	0
28	0	0

City of Redlands

48 Hour Vehicle, Ped, Bike Counts

5/8/2014

Location:

Pioneer Street - between Orange Street and Texas Street

5/8/2014	EB		
	Vehicles	Bicycles	Peds
12:00	68	0	1
12:15	51	1	1
12:30	27	0	0
12:45	18	0	0
13:00	21	1	0
13:15	35	0	0
13:30	33	0	1
13:45	27	0	0
14:00	61	0	1
14:15	47	0	0
14:30	122	0	22
14:45	89	1	24
15:00	67	0	12
15:15	54	0	0
15:30	81	0	0
15:45	62	0	0
16:00	56	2	0
16:15	59	1	0
16:30	82	0	0
16:45	64	0	3
17:00	93	0	0
17:15	86	3	0
17:30	81	2	0
17:45	58	0	1
18:00	49	1	1
18:15	70	0	0
18:30	38	0	0
18:45	38	2	0
19:00	21	1	0
19:15	15	0	0
19:30	25	0	0
19:45	25	0	0
20:00	21	0	0
20:15	29	0	2
20:30	24	0	0
20:45	23	0	0
21:00	14	0	1
21:15	14	0	0
21:30	4	0	0
21:45	6	0	0
22:00	6	0	0
22:15	12	0	0
22:30	5	0	0
22:45	5	0	0
23:00	5	0	0
23:15	0	0	0
23:30	5	0	0
23:45	2	0	0
<b>DAY 1 TOTAL</b>	<b>2801</b>	<b>21</b>	<b>103</b>

WB		
Vehicles	Bicycles	Peds
26	0	0
25	0	0
20	0	0
24	2	0
16	0	0
22	0	0
18	0	0
37	0	0
81	0	0
92	0	0
89	0	0
68	0	0
40	1	0
41	1	0
65	1	1
38	1	1
32	0	1
36	0	0
40	0	0
53	0	0
39	0	0
54	0	0
33	1	0
30	0	0
34	0	1
35	0	0
22	2	0
10	5	0
31	0	0
18	0	0
12	0	0
14	0	0
20	0	0
25	0	0
17	0	0
15	0	0
8	0	0
16	0	0
11	0	0
6	0	0
6	0	0
6	0	0
5	0	0
1	0	0
0	0	0
2	0	0
4	0	0
1	0	0
<b>2203</b>	<b>18</b>	<b>14</b>

City of Redlands  
 48 Hour Vehicle, Ped, Bike Counts  
 5/9/2014

Location:  
 Pioneer Street - between Orange Street and Texas Street

5/9/2014	EB		
	Vehicles	Bicycles	Peds
0:00	1	0	0
0:15	3	0	0
0:30	0	0	0
0:45	2	0	0
1:00	3	0	0
1:15	0	0	0
1:30	1	0	0
1:45	1	0	0
2:00	0	0	0
2:15	1	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	2	0	0
3:45	1	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	0
4:45	3	0	0
5:00	2	0	0
5:15	1	0	0
5:30	0	0	0
5:45	3	0	0
6:00	4	0	0
6:15	8	0	1
6:30	13	1	1
6:45	60	0	0
7:00	106	0	0
7:15	116	0	1
7:30	46	0	0
7:45	14	0	0
8:00	12	1	0
8:15	18	0	0
8:30	17	0	0
8:45	18	0	0
9:00	13	0	1
9:15	23	2	0
9:30	17	0	1
9:45	13	0	2
10:00	18	0	0
10:15	13	2	0
10:30	23	0	2
10:45	13	0	0
11:00	27	0	0
11:15	17	0	0
11:30	19	1	0
11:45	31	0	0

WB		
Vehicles	Bicycles	Peds
0	0	0
1	0	0
2	0	0
1	0	0
0	0	0
0	0	0
1	0	0
0	0	0
0	0	0
0	0	0
0	0	0
1	0	0
2	0	0
0	0	0
1	0	0
1	0	0
3	0	0
3	0	0
1	0	0
2	0	0
3	0	0
3	0	0
11	0	0
2	0	0
6	0	0
11	0	0
26	0	0
49	1	3
162	2	6
147	0	15
52	4	7
40	0	0
32	0	0
46	0	0
42	1	1
36	0	0
26	1	0
21	0	1
23	0	0
21	1	0
35	0	1
21	1	0
22	1	0
23	0	6
26	0	0
15	0	0
29	0	0
32	0	0
32	0	1

City of Redlands

48 Hour Vehicle, Ped, Bike Counts

5/9/2014

Location:

Pioneer Street - between Orange Street and Texas Street

5/9/2014	EB		
	Vehicles	Bicycles	Peds
12:00	33	1	3
12:15	26	0	0
12:30	29	0	0
12:45	21	0	0
13:00	23	0	1
13:15	20	1	1
13:30	73	0	2
13:45	41	0	0
14:00	34	0	0
14:15	37	0	1
14:30	116	0	17
14:45	80	2	36
15:00	94	1	5
15:15	83	0	2
15:30	58	1	1
15:45	71	0	0
16:00	64	0	2
16:15	47	1	1
16:30	83	0	0
16:45	73	0	0
17:00	57	0	0
17:15	71	0	1
17:30	60	0	1
17:45	60	0	0
18:00	55	1	1
18:15	33	1	0
18:30	25	0	0
18:45	50	0	2
19:00	29	1	0
19:15	26	1	0
19:30	27	0	0
19:45	29	0	0
20:00	15	0	0
20:15	12	0	0
20:30	25	0	0
20:45	24	0	0
21:00	15	0	0
21:15	10	0	0
21:30	8	0	0
21:45	14	0	0
22:00	7	0	0
22:15	8	0	0
22:30	13	0	0
22:45	6	0	0
23:00	6	0	0
23:15	2	0	0
23:30	4	0	0
23:45	3	0	0
<b>DAY 2 TOTAL</b>	<b>2484</b>	<b>18</b>	<b>86</b>

WB		
Vehicles	Bicycles	Peds
32	0	0
28	0	1
16	0	0
26	0	1
26	0	0
24	0	0
28	0	1
41	0	0
77	0	0
98	0	0
83	0	0
46	0	0
63	0	0
38	0	0
46	2	4
33	0	0
35	0	0
28	1	1
43	0	0
40	1	1
43	0	0
43	0	0
37	0	4
48	2	0
39	0	0
31	0	0
35	2	0
39	0	0
26	0	0
22	1	0
25	1	1
17	0	0
16	0	0
10	0	0
9	0	0
13	0	0
14	0	0
14	0	0
10	0	0
11	0	0
9	0	0
7	0	1
3	0	0
3	0	0
2	0	0
4	0	0
8	0	0
4	0	0
<b>2406</b>	<b>22</b>	<b>56</b>

City of Highland  
 48 Hour Vehicle, Ped, Bike Counts  
 5/8/2014  
 Location:  
 Orange Street - South of Greenspot Road

5/8/2014	NB		
	Vehicles	Bicycles	Peds
0:00	4	0	0
0:15	6	0	0
0:30	5	0	0
0:45	8	0	0
1:00	8	0	0
1:15	3	0	0
1:30	5	0	0
1:45	3	0	0
2:00	4	0	0
2:15	3	0	0
2:30	3	0	0
2:45	3	0	0
3:00	1	0	0
3:15	2	0	0
3:30	3	0	0
3:45	3	0	0
4:00	0	0	0
4:15	1	0	0
4:30	2	0	0
4:45	6	0	0
5:00	14	0	0
5:15	18	0	0
5:30	7	0	0
5:45	6	0	0
6:00	16	0	0
6:15	15	0	0
6:30	22	0	0
6:45	57	0	0
7:00	84	1	0
7:15	146	0	0
7:30	130	0	0
7:45	97	0	0
8:00	74	0	0
8:15	87	0	0
8:30	78	0	0
8:45	62	0	0
9:00	51	0	0
9:15	37	0	0
9:30	79	0	0
9:45	141	0	0
10:00	105	0	0
10:15	142	0	0
10:30	100	0	0
10:45	121	0	1
11:00	134	0	0
11:15	163	0	0
11:30	167	0	0
11:45	142	0	0

SB		
Vehicles	Bicycles	Peds
6	0	0
7	0	0
9	0	0
3	0	0
3	0	0
3	0	0
4	0	0
3	0	0
6	0	0
0	0	0
1	0	0
0	0	0
3	0	0
3	0	0
2	0	0
1	0	0
2	0	0
5	0	0
5	0	0
5	0	0
7	0	0
14	0	0
19	0	0
17	0	0
29	0	0
36	0	0
60	0	0
189	0	0
204	2	0
137	0	0
137	0	0
120	1	0
106	2	0
73	0	0
95	0	0
69	0	0
51	0	0
56	1	0
44	0	0
58	0	0
45	0	0
39	0	0
61	0	0
56	0	0
54	0	0
39	1	0
63	0	0
63	0	0

City of Highland  
 48 Hour Vehicle, Ped, Bike Counts  
 5/8/2014

Location:  
 Orange Street - South of Greenspot Road

5/8/2014	NB		
	Vehicles	Bicycles	Peds
12:00	192	0	0
12:15	177	0	0
12:30	76	0	0
12:45	61	0	0
13:00	72	0	0
13:15	59	1	0
13:30	72	0	0
13:45	71	1	0
14:00	109	0	0
14:15	126	0	0
14:30	174	0	0
14:45	206	0	0
15:00	166	0	0
15:15	149	0	0
15:30	147	0	0
15:45	140	0	0
16:00	141	0	0
16:15	154	2	0
16:30	129	1	0
16:45	193	0	0
17:00	199	0	0
17:15	209	0	0
17:30	201	2	0
17:45	162	0	0
18:00	146	0	1
18:15	122	0	0
18:30	152	0	0
18:45	133	0	0
19:00	100	0	0
19:15	85	0	0
19:30	85	0	0
19:45	87	0	0
20:00	60	0	0
20:15	92	0	0
20:30	85	0	0
20:45	69	0	0
21:00	44	0	0
21:15	58	0	0
21:30	46	0	0
21:45	32	0	0
22:00	30	0	0
22:15	30	0	0
22:30	20	0	0
22:45	17	0	0
23:00	15	0	0
23:15	10	0	0
23:30	6	0	0
23:45	9	0	0
<b>DAY 1 TOTAL</b>	<b>7286</b>	<b>8</b>	<b>2</b>

SB		
Vehicles	Bicycles	Peds
81	0	0
67	1	0
57	0	1
47	0	0
57	0	0
44	0	0
62	0	0
60	0	0
114	0	0
117	0	0
119	0	0
118	0	0
103	0	0
107	0	0
107	0	0
107	0	0
119	0	0
105	0	0
116	0	0
182	1	0
179	1	0
182	1	0
132	0	1
131	0	0
135	0	0
91	0	0
82	0	0
99	1	0
82	0	0
57	0	0
48	0	0
42	0	0
67	0	0
28	0	0
54	0	0
42	0	0
29	0	0
34	0	0
39	0	0
35	0	0
22	0	0
22	0	0
18	0	0
14	0	0
14	0	0
11	0	0
7	0	0
5	0	0
<b>5602</b>	<b>12</b>	<b>2</b>

City of Highland

48 Hour Vehicle, Ped, Bike Counts

5/9/2014

Location:

Orange Street - South of Greenspot Road

5/9/2014	NB		
	Vehicles	Bicycles	Peds
0:00	24	0	0
0:15	19	0	0
0:30	17	0	0
0:45	13	0	0
1:00	11	0	0
1:15	7	0	0
1:30	11	0	0
1:45	6	0	0
2:00	8	0	0
2:15	7	0	0
2:30	4	0	0
2:45	5	0	0
3:00	3	0	0
3:15	6	0	0
3:30	1	0	0
3:45	2	0	0
4:00	1	0	0
4:15	5	0	0
4:30	6	0	0
4:45	10	0	0
5:00	11	0	0
5:15	6	0	0
5:30	12	0	0
5:45	13	0	0
6:00	12	0	0
6:15	26	0	0
6:30	29	0	0
6:45	50	0	0
7:00	104	0	0
7:15	179	0	0
7:30	141	0	0
7:45	97	1	0
8:00	61	1	0
8:15	84	0	0
8:30	60	0	0
8:45	63	1	1
9:00	38	0	0
9:15	54	0	0
9:30	45	1	0
9:45	65	0	0
10:00	61	1	0
10:15	64	0	0
10:30	50	0	2
10:45	70	0	0
11:00	56	0	0
11:15	68	0	0
11:30	82	0	0
11:45	73	0	0

SB		
Vehicles	Bicycles	Peds
19	0	0
13	0	0
13	0	0
9	0	0
13	0	0
9	0	0
7	0	0
3	0	0
6	0	0
10	0	0
4	0	0
4	0	0
1	0	0
3	0	0
4	0	0
4	0	0
4	0	0
6	0	0
5	0	0
6	0	0
8	0	0
12	0	0
11	0	0
18	0	0
13	0	0
37	0	0
70	0	0
182	0	0
253	1	0
145	2	0
127	0	0
110	0	0
109	0	0
108	2	0
105	0	0
83	0	0
70	0	0
64	0	0
65	1	0
59	0	0
65	0	0
59	1	0
59	0	0
65	0	0
77	0	0
67	1	0
82	1	0
75	0	0

City of Highland  
 48 Hour Vehicle, Ped, Bike Counts  
 5/9/2014

Location:  
 Orange Street - South of Greenspot Road

5/9/2014	NB		
	Vehicles	Bicycles	Peds
12:00	87	0	0
12:15	68	0	0
12:30	78	0	0
12:45	72	0	0
13:00	84	0	0
13:15	84	0	0
13:30	127	0	0
13:45	101	0	0
14:00	87	0	0
14:15	110	0	0
14:30	201	0	0
14:45	231	0	0
15:00	285	0	0
15:15	284	1	0
15:30	193	0	0
15:45	209	0	0
16:00	214	0	0
16:15	196	0	0
16:30	210	1	0
16:45	219	0	0
17:00	191	0	0
17:15	208	0	0
17:30	185	0	0
17:45	164	0	0
18:00	137	0	0
18:15	126	2	0
18:30	128	0	0
18:45	108	2	0
19:00	94	1	0
19:15	94	1	0
19:30	77	0	0
19:45	82	0	0
20:00	64	0	0
20:15	70	0	0
20:30	76	0	0
20:45	62	0	0
21:00	40	0	0
21:15	74	0	0
21:30	59	0	0
21:45	38	0	0
22:00	47	0	0
22:15	46	0	0
22:30	39	0	0
22:45	31	0	0
23:00	38	0	0
23:15	28	0	0
23:30	14	0	0
23:45	21	0	0
<b>DAY 2 TOTAL</b>	<b>7321</b>	<b>13</b>	<b>3</b>

SB		
Vehicles	Bicycles	Peds
78	0	0
66	0	0
74	2	0
75	0	0
67	0	0
83	0	0
74	1	0
105	0	0
141	0	0
183	0	0
133	0	0
141	0	0
149	0	0
150	0	0
185	0	0
149	0	0
173	0	0
150	0	0
156	0	0
153	1	0
181	0	1
165	1	0
160	0	0
174	0	0
167	0	0
128	1	0
134	0	0
97	0	0
84	0	0
82	0	0
50	0	0
41	0	0
53	0	0
56	0	0
63	0	0
46	0	0
39	0	0
36	0	0
43	0	0
42	0	0
38	0	0
36	0	0
28	0	0
20	0	0
26	0	0
18	0	0
9	0	0
13	0	0
<b>6855</b>	<b>15</b>	<b>1</b>

# PETITION FOR: Highland/Redlands Regional Connector Project

As a user/potential user/parent of potential user of the proposed bikeway improvements located in the Cities of Highland and Redlands as shown on the Highland/Redlands Regional Connector Project Map, I hereby express support for the Cities' application for Federal Alternative Transportation Program funding to construct the proposed bikeway improvements.

No.	Date	Printed Name	Signature	User	Potential User	Parent of Potential User	Phone
1	4/18/15	Brent Merideth	<i>Brent Merideth</i>	✓			909-125-4884
2	4/18/15	Martin Keane	<i>Martin Keane</i>	✓			951-533-2483
3	4-18-15	Keely Keane	<i>Keely Keane</i>	✓			951-533-2405
4	4-18-16	Bryan Keane	<i>Bryan Keane</i>	✓			951-747-8166
5	4-18-15	Justin Smith	<i>Justin Smith</i>	✓			909-647-7266
6	4/18/15	Cole Gentry	<i>Cole Gentry</i>	✓			909-557-8865
7	04/18/15	Michael Hayes	<i>Michael Hayes</i>	✓			909-957-0571
8	4-19-15	Deb Duncan	<i>Deb Duncan</i>	✓			909-238-1889
9	4/18/15	Leslie Soltz	<i>Leslie Soltz</i>		✓		909-864-2655
10	4/18/15	David Gula	<i>David Gula</i>	✓			909-248-3330
11	4/18/15	Amy Underwood	<i>Amy Underwood</i>		✓		909-553-0909
12	4/18/15	Mike Bentley	<i>Mike Bentley</i>	✓			909-423-1817
13	4/18/15	Conilee BAMA	<i>Conilee BAMA</i>	✓			(909) 538-4140
14	4/18/15	Laura Bahri	<i>Laura Bahri</i>		✓		(909) 989-1453
15	4/18/15	Sharon Swan	<i>Sharon Swan</i>		✓		909 794 0607
16	4/18/15	David Bratt	<i>David Bratt</i>	✓			909 794 0607
17	4/18/15	Teresa Frutke	<i>Teresa Frutke</i>	✓			909 556 1372
18	4/18/15	ELENE ANNAMET	<i>Elene Annamet</i>		✓		909 864 4189
19	4/18/15	Araceli Merrill	<i>Araceli Merrill</i>		✓		909-262-8144
20	4/18/15	Kenneth Kiecolt	<i>Kenneth Kiecolt</i>		✓		909 425 5720
21	4/18/15	April Mante	<i>April Mante</i>		✓		909-792-1329
22	4-18-15	Michael Sulis	<i>Michael Sulis</i>	✓			909-303-5487
23	4/18/15	Lawrence Mader	<i>Lawrence Mader</i>	✓		✓	909-791-5658
24	4/18/15	Joe Kuzzi	<i>Joe Kuzzi</i>	✓			951 285 8297
25	4-18-15	Joe Kuzzi	<i>Joe Kuzzi</i>				951 317 9768

# PETITION FOR: Highland/Redlands Regional Connector Project

As a user/potential user/parent of potential user of the proposed bikeway improvements located in the Cities of Highland and Redlands as shown on the Highland/Redlands Regional Connector Project Map, I hereby express support for the Cities' application for Federal Alternative Transportation Program funding to construct the proposed bikeway improvements.

No.	Date	Printed Name	Signature	User	Potential User	Parent of Potential User	Phone
1	4/18/15	Elliott Motta		✓			(909) 562-0255
2	4-18-15	MARAL MANDIZ			✓		909 792 1325
3	4/18/15	Angela Merideth		✓			(909) 425-2153
4	4/18/15	Isa. Merideth	Isa Merideth		✓		"
5	4/18/15	Darrah	Magnith		✓		"
6	04 18 15	Brandy Linton		✓			767 659 6651
7	04-18-15	Amber Willick	Amber Drake		✓		909-355-3124
8	4-18-15	Bob Hittelman	Bob Hittelman		✓		962-6205
9	4-18-15	JENN Hittelman			✓		962 6203
10	4/18/15	KENNETH NELSON			✓		
11	4/18/15	Diana Nilson			✓		
12	4/18/15	JOE ELLIS			✓		
13	4-18-15	Geri Conroy	Geri Conroy	✓			(909) 862-1125
14	4-18-15	Marc Conroy		✓		Geri	5432102004.10
15	4-18-15	Reck Conroy		✓			
16	4-18-15	Sandy Ellis	Sandra Ellis		✓		909-855-3161/2
17	4-18-15	Terri Hall	Terri Hall		✓		951 242 7074
18	4-18-15	John Longville	John Longville	✓			909 725-7777
19							
20							
21							
22							
23							
24							
25							

# PETITION FOR: Highland/Redlands Regional Connector Project

As a user/potential user/parent of potential user of the proposed bikeway improvements located in the Cities of Highland and Redlands as shown on the Highland/Redlands Regional Connector Project Map, I hereby express support for the Cities' application for Federal Alternative Transportation Program funding to construct the proposed bikeway improvements.

No.	Date	Printed Name	Signature	User	Potential User	Parent of Potential User	Phone
1	4/18/15	L. KAENA TAIRUM	<i>L. Kaena Tairum</i>		✓		(909) 910-9036
2	4/18/15	KRIS SOVERS	<i>Kris Sovers</i>		✓		(909) 362-2320
3	4-18-15	John Muratet	<i>John Muratet</i>		✓		909 425 0934
4	4/18/15	Jill Muratet	<i>Jill Muratet</i>		✓		" " "
5	4/18/15	Rebecca Sovers	<i>Rebecca Sovers</i>		✓		(909) 522-4584
6	4/18/15	Robert LeChausse	<i>Robert LeChausse</i>		✓		909 537-7229
7	4-18-15	Avilla Austin	<i>Avilla Austin</i>				909 405 010
8	4/18/15	Tiffany Austin	<i>Tiffany Austin</i>				" " "
9	4-18-15	Dennis T	<i>Dennis T</i>				909-815-3086
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							

Report run on: 3/23/2015 # 150279 (2) 2006 - 2013 COLLISIONS ON ORANGE ST BETWEEN GREENSPOT RD & EUCALIPTUS DR, IN THE CITIES OF HIGHLAND & REDLAND, SB COUNTY. Case Listin Page

Primary Rd ORANGE ST Direction Secondary Rd GREENSPOT RD NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1020 Beat 003 Type CalTrans Dist Badge H2998 Collision Date 20090401 Time 0120 Day WE  
Primary Collision Factor DRVR ALCIDRG Violation 23152A Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 2009121  
Weather1 CLEAR Motor Veh Involved With NON-CLSN Lighting DARK - ST LTS Ped Action Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
1F DRVR 37 M W HBD-UI OPPOS LN S D 2200 FORD 2001 - 3 A 22107 - M B DRVR COMP PN 37 M 1 M B 3  
Primary Rd EUCALIPTUS AV Distance (ft) I Direction Secondary Rd ORANGE ST NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1019 Beat 001 Type CalTrans Dist Badge A1712 Collision Date 20090430 Time 1524 Day THI  
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 2009122  
Weather1 CLEAR Motor Veh Involved With BICYCLE V Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
2F DRVR 66 F W HNBDRGT TURN E A 0000 CHRYSL 2001 - 3 A 21200 K - G - BICY COMP PN 14 M 9 W - 3  
Primary Rd GREENSPOT RD Distance (ft) I Direction Secondary Rd ORANGE ST NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1019 Beat H13 Type CalTrans Dist Badge G2609 Collision Date 20090724 Time 1943 Day FRI  
Primary Collision Factor STOP SGNISG Violation 21453A Collision Type HEAD-ON Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 2010033  
Weather1 CLEAR Motor Veh Involved With OTHER MV Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
1F DRVR 17 M W HNBDRGT TURN W C 0200 YAMAHA 1984 - 3 A 12500B - N A DRVR COMP PN 17 M 1 - 3  
2 DRVR 24 M H HNBDRGT TURN N L 0000 HONDA 2000 - 3 A - L G -  
Primary Rd ORANGE ST Distance (ft) I Direction Secondary Rd NEWCASTLE RD NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1021 Beat 003 Type CalTrans Dist Badge 53069 Collision Date 20091120 Time 0750 Day FRI  
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type SIDESWIPE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 2010081  
Weather1 CLEAR Motor Veh Involved With OTHER MV Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
1F DRVR 21 M W HNBDRGT TURN S - -00 TOYOT 2007 - - A 22350 N G - G -  
2 DRVR 32 F H HNBDRGT TURN S - -00 BMW 2009 - - N - G -  
Primary Rd ORANGE ST Distance (ft) 150 Direction S Secondary Rd WINDHAM DR NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1021 Beat 003 Type CalTrans Dist Badge A7246 Collision Date 20100211 Time 1520 Day THI  
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 2011021  
Weather1 CLEAR Motor Veh Involved With OTHER MV Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
1F DRVR 38 F W HNBDRGT TURN S D 2200 CHEVR 2006 - 3 G - M G -  
2 DRVR 49 F W HNBDRGT TURN S A 0100 FORD 2007 - 3 G - M G -  
Primary Rd GREENSPOT RD Distance (ft) I Direction Secondary Rd ORANGE ST NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1110 Beat 003 Type CalTrans Dist Badge A7246 Collision Date 20100317 Time 1440 Day WEI  
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 2011021  
Weather1 CLEAR Motor Veh Involved With OTHER MV Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejecte  
1F DRVR 26 F W HNBDRGT TURN W A 0100 HONDA 2009 - - F - M G - PASS  
2 DRVR 39 M W HNBDRGT TURN W D 2200 FORD 2003 - - N - M G -  
Primary Rd GREENSPOT RD Distance (ft) I Direction Secondary Rd ORANGE ST NCIC 3600 State Hwy? N Route Postmile Prefix Postmile Side of Hwy  
City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H1110 Beat 003 Type CalTrans Dist Badge A7246 Collision Date 20100317 Time 1440 Day WEI  
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 2011021  
Weather1 CLEAR Motor Veh Involved With OTHER MV Rwy Cond2 NO UNSL CND Rwy Cond2 Rwy Cond2 Spec Cond 0  
Hit and Run Motor Veh Involved With OTHER MV



#150279 (3) 2006 - 2013 COLLISIONS ON PIONEER ST BET ORANGE ST & TEXAS ST IN THE CITIES OF HIGHLAND & REDLAND, SB COUNTY.

Report run on: 3/23/2015 Total Count: 65

Primary Rpt	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
Primary Rpt	DRVR	24	M	W	HNB	0	A	0100	PIONEER AV	BEAT	2001	3	N	G								
City	REDLANDS	Distance (ft)	528	Direction	N	Secondary Rd	PIONEER	Beat														
County	SAN BERNARDINI	Population	5	Rpt Dist																		
Primary Collision Factor	NOT STATED	Weather1	CLEAR	Motor Veh Involved With	PKD MV	Lighting	DAYLIGHT	Severity	NO UNUSL CND	Rdwy Cond1												
Weather1	CLEAR	Weather2		Motor Veh Involved With																		
Hit and Run																						
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	24	M	W	HNB	0	A	0100	PIONEER AV	BEAT	2001	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N	G								
2	PRKD	998																				
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected	Side of Hwy
1F	DRVR	46	M	H	HNB	0	A	0100	PIONEER AV	BEAT	2008	3	N									





Report run on: 3/23/2015  
Total Count: 33

# 150279 (2) 2006 - 2013 COLLISIONS ON ORANGE ST BETWEEN GREENSPOT RD & EUCALIPTUS DR, IN THE CITIES OF HIGHLAND & REDLAND, SB COUNTY.

Case Listing Page 6

Primary Rd GREENSPOT RD Distance (ft) 1584 Direction E Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H026 Beat H13  
 Primary Collision Factor DRVR ALC/DRG Violation 23152B Collision Type HIT OBJECT  
 Weather1 CLEAR Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action  
 Hit and Run MSDMNR Motor Veh Involved With

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 34 M B HNB D 2300 FORD 2000 - - - - M B  
 VICTIM INFO  
 Primary Rd GREENSPOT RD Distance (ft) 1 Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 003  
 Primary Collision Factor NOT STATED Violation AUTOIPEP  
 Weather1 CLEAR Motor Veh Involved With PEDY Lighting DUSK/DAWN Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1 PED 18 F W HBD-JJ N N 6000 - - - - F - - - M G  
 2 DRVR 75 M B HNB D 0100 NISSA 2004 - 3 N - - - M G  
 VICTIM INFO  
 Primary Rd ORANGE ST Distance (ft) 255 Direction S Secondary Rd WINDHAM DR  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 003  
 Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE  
 Weather1 CLEAR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 19 F H HNB D - - - - - - F - - - M G  
 2 DRVR 62 M B HNB D - - - - - - - - - - M G  
 VICTIM INFO  
 Primary Rd GREENSPOT Distance (ft) 1056 Direction E Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat H13  
 Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HEAD-ON  
 Weather1 CLOUDY Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 42 F W HNB D - - - - - - - - - - L G  
 Primary Rd ORANGE ST Distance (ft) 1 Direction E Secondary Rd NEWCASTLE RD  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 003  
 Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type BROADSIDE  
 Weather1 CLEAR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 20 F H HNB D - - - - - - - - - - M G  
 2 DRVR 53 F W HNB D - - - - - - - - - - M G  
 VICTIM INFO  
 Primary Rd GREENSPOT RD Distance (ft) 2 Direction E Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 901  
 Primary Collision Factor IMPROP TURN Violation 22407 Collision Type SIDESWIPE  
 Weather1 CLEAR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 27 M B HNB D 1300 BLUEB 2008 - 3 N - - - M G  
 2 DRVR 54 M W HNB D 2200 FORD 2013 - 3 N - - - M G  
 VICTIM INFO  
 Primary Rd GREENSPOT RD Distance (ft) 1 Direction E Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 003  
 Primary Collision Factor IMPROP TURN Violation 22407 Collision Type SIDESWIPE  
 Weather1 CLEAR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action  
 Hit and Run

Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected  
 1F DRVR 27 M B HNB D 1300 BLUEB 2008 - 3 N - - - M G  
 2 DRVR 54 M W HNB D 2200 FORD 2013 - 3 N - - - M G  
 VICTIM INFO  
 Primary Rd GREENSPOT RD Distance (ft) 1 Direction E Secondary Rd ORANGE ST  
 City HIGHLAND County SAN BERNARDINI Population 4 Rpt Dist H021 Beat 003  
 Primary Collision Factor IMPROP TURN Violation 22407 Collision Type SIDESWIPE  
 Weather1 CLEAR Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action  
 Hit and Run

#150279 (3) 2006 - 2013 COLLISIONS ON PIONEER ST BET ORANGE ST & TEXAS ST IN THE CITIES OF HIGHLAND & REDLAND, SB COUNTY.

Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	34	F	W	HMBD	STOPPED	E	-	-	HONDA	2012	-	-	M	G								
2	PED	46	M	B	HMBD	OTHER	S	N	6000														
1F	DRVR	19	M	H	HMBD	PROG ST	S	-	-	NISSA	2000	-	A	23152B									
2	DRVR	20	M	B	HMBD	STOPPED	S	-	-	LEXUS	2006	-	3	N	M	G							
1F	DRVR	18	F	W	HMBD	PROG ST	N	A	0100	HONDA	1998	-	3	A	21703								
2	DRVR	19	F	H	HMBD	STOPPED	N	A	0100	NISSA	2011	-	3	N	M	G							
1F	DRVR	53	M	H	HMBD	PROG ST	N	A	0100	TOYOT	2007	-	3	N	M	G							
2	BICY	28	M	H	HMBD	PROG ST	N	L	0400														
1F	DRVR	58	M	H	HMBD	PROG ST	N	A	0100	TOYOT	2007	-	3	N	M	G							
2	DRVR	54	F	W	HMBD	PROG ST	N	A	0100	HONDA	2002	-	3	N	M	G							
1F	DRVR	16	F	W	HMBD	PROG ST	N	A	0700	CHEVR	2002	-	3	N	M	G							
2	DRVR	60	M	H	HMBD	PROG ST	N	A	0100	SATUR	2007	-	3	N	M	G							
1F	DRVR	22	M	W	HMBD	PROG ST	N	-	-	TOYOT	2012	-	3	F	M	G							
2	DRVR	33	M	H	HMBD	STOPPED	N	-	-	TOYOT	2010	-	3	N	M	G							

Report run on: 3/23/2015

# 150279(4) 2006 - 2013 COLLISIONS ON PIONEER ST BET ORANGE ST & SANTA ANA RIVER, IN THE CITY OF REDLAND, SAN BERNARDINO COUNTY.

Total Count: 12

Primary Rd	Distance (ft)	Direction	E	Secondary Rd	TEXAS ST	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected							
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	STRTNG/BACKING	Violation 22106	W	BROADSIDE	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other MV	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	19	F	H	HNBD	BACKING	N	A	0100	HONDA	2003	2006	3	N	M	G									
2	DRVR	36	F	O	HNBD	PROC ST	W	D	2200	TOYOT	2005	2006	3	N	M	G									
Primary Rd	TEXAS ST	Distance (ft)	1	Direction	Secondary Rd	PIONEER AV	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected						
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	STRTNG/BACKING	Violation 22106	W	REAR END	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other MV	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	42	M	W	HNBD	BACKING	N	-	33	-	-	2006	-	-	-	-	-	-	-						
2	DRVR	26	F	H	HNBD	PROC ST	N	-	-33	-	-	2006	-	-	-	-	-	-	-						
Primary Rd	PIONEER AV	Distance (ft)	2112	Direction	Secondary Rd	TEXAS ST	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected						
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	IMPROP TURN	Violation 22107	W	HIT OBJECT	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other OBJ	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	22	M	W	HNBD	BACKING	N	-	33	-	-	2006	-	-	-	-	-	-	-						
2	DRVR	26	F	H	HNBD	PROC ST	N	-	-33	-	-	2006	-	-	-	-	-	-	-						
Primary Rd	PIONEER AV	Distance (ft)	153	Direction	Secondary Rd	TEXAS ST	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected						
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	UNSAFE SPEED	Violation 22350	W	REAR END	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other MV	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	16	M	H	HNBD	PROC ST	W	A	0100	CHEVR	2012	2012	3	N	M	G									
2	DRVR	36	F	W	HNBD	PROC ST	W	A	0100	HONDA	1998	1998	3	N	M	G									
Primary Rd	PIONEER AV	Distance (ft)	528	Direction	Secondary Rd	TEXAS ST	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected						
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	IMPROP TURN	Violation 22107	W	BROADSIDE	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other MV	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	38	F	W	HNBD	ENT TRAF	W	A	0100	CHEVR	2011	2011	3	A	M	G									
2	DRVR	47	M	H	HNBD	PROC ST	W	A	0100	TOYOT	2007	2007	3	N	M	G									
3	DRVR	52	M	W	HNBD	STOPPED	W	A	0100	DODGE	2007	2007	3	N	M	G									
Primary Rd	PIONEER AV	Distance (ft)	20	Direction	Secondary Rd	TEXAS ST	Beat	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected						
City REDLANDS	300	Population 5	W	San Bernardino	0100	HONDA 2003	2006	3	N	M	G														
Primary Collision Factor	UNSAFE SPEED	Violation 22350	W	SIDESWIPE	0100	TOYOT 2005	2006	3	N	M	G														
Weather1	CLEAR	Weather2	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
Hit and Run	Motor Veh Involved With	Other MV	W	DRY	0100	TOYOT 2005	2006	3	N	M	G														
PARTY INFO																									
Party Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat	Pos	Safety Equip	Ejected	
1F	DRVR	34	F	W	HNBD	STOPPED	E	-	-00	-	-	2012	-	-	-	-	-	-	-						
2	PED	46	M	B	HNBD	OTHER	S	N	8000	-	-	2012	-	-	-	-	-	-	-						

Case Listing Page 2

# 150279 (5) 2006-2013 COLLISIONS ON STREATER DR, GLENHEATHER DR & LOVE ST BETWEEN  
BASE LN & CHURCH, IN THE CITY OF HIGHLAND, SAN BERNARDINO COUNTY

Primary Rd	Age	Sex	Race	Sobriety1	Sobriety2	Move	Pre Coll	Dir	SW	Veh	CHP	Veh	Make	Year	Sp	Info	OAF1	Viol	OAF2	Safety	Equip	Role	Ext	of	Inj	Age	Sex	Seat	Pos	Safety	Equip	Ejected
City HIGHLAND	29	M	B	HNBD	0	LFT	TURN	N	A	0100	HONDA	1991	-	3	N	-	-	-	-	M	G	-	-	-	-	-	-	-	-	-	-	-
Primary Collision Factor	R-O-W AUTO																															
Weather1	CLEAR																															
Hit and Run	Motor Veh Involved With MV ON OTHER RD																															
Distance (ft)	1																															
Direction	I																															
Secondary Rd	GLENHEATHER DR																															
Rpt Dist	H1014																															
Beat	H13																															
Collision Type	HEAD-ON																															
Severity	INJURY																															
Rdwy Cond1	NO UNUSL CND																															
Rdwy Cond2	DAYLIGHT																															
Lighting	DAYLIGHT																															
Postmile Prefix	C8661																															
Collision Date	20111114																															
Tow Away?	Y																															
Process Date	20130507																															
Spec Cond	0																															
Loc Type	Ramp/Int																															
Party Type	PARTY INFO																															
Age	29																															
Sex	M																															
Race	B																															
Sobriety1	HNBD																															
Sobriety2	0																															
Move	LFT																															
Pre Coll	TURN																															
Dir	N																															
SW	A																															
Veh	0100																															
CHP	HONDA																															
Veh	1991																															
Make	-																															
Year	3																															
Sp	N																															
Info	-																															
OAF1	-																															
Viol	-																															
OAF2	-																															
Safety	-																															
Equip	-																															
Role	-																															
Ext	-																															
of	-																															
Inj	-																															
Age	-																															
Sex	-																															
Seat	-																															
Pos	-																															
Safety	-																															
Equip	-																															
Ejected	-																															
City HIGHLAND	21	F	W	HNBD	0	PROC	ST	S	A	0100	KIA	2009	-	3	N	-	-	-	-	M	G	-	-	-	-	-	-	-	-	-	-	-
Primary Collision Factor	UNSAFE SPEED																															
Weather1	CLEAR																															
Hit and Run	Motor Veh Involved With OTHER MV																															
Distance (ft)	0																															
Direction	E																															
Secondary Rd	STREATER AV																															
Rpt Dist	H1022																															
Beat	22350																															
Collision Type	PDO																															
Severity	NO UNUSL CND																															
Rdwy Cond1	DAYLIGHT																															
Rdwy Cond2	DAYLIGHT																															
Lighting	DAYLIGHT																															
Postmile Prefix	C9257																															
Collision Date	20120919																															
Tow Away?	N																															
Process Date	20140313																															
Spec Cond	0																															
Loc Type	Ramp/Int																															
Party Type	PARTY INFO																															
Age	21																															
Sex	F																															
Race	W																															
Sobriety1	HNBD																															
Sobriety2	0																															
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SW	A																															
Veh	0100																															
CHP	KIA																															
Veh	2009																															
Make	-																															
Year	3																															
Sp	N																															
Info	-																															
OAF1	-																															
Viol	-																															
OAF2	-																															
Safety	-																															
Equip	-																															
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Ext	-																															
of	-																															
Inj	-																															
Age	-																															
Sex	-																															
Seat	-																															
Pos	-																															
Safety	-																															
Equip	-																															
Ejected	-																															
City HIGHLAND	70	F	H	HNBD	0	PROC	ST	E	-	-00	FORD	2010	-	3	N	-	-	-	-	M	G	-	-	-	-	-	-	-	-	-	-	-
Primary Collision Factor	WRONG SIDE																															
Weather1	CLEAR																															
Hit and Run	Motor Veh Involved With BICYCLE																															
Distance (ft)	1																															
Direction	I																															
Secondary Rd	CHURCH ST																															
Rpt Dist	H121																															
Beat	003																															
Collision Type	SIDESWIPE																															
Severity	INJURY																															
Rdwy Cond1	NO UNUSL CND																															
Rdwy Cond2	DAYLIGHT																															
Lighting	DAYLIGHT																															
Postmile Prefix	A7276																															
Collision Date	20130525																															
Tow Away?	N																															
Process Date	20140619																															
Spec Cond	0																															
Loc Type	Ramp/Int																															
Party Type	PARTY INFO																															
Age	70																															
Sex	F																															
Race	H																															
Sobriety1	HNBD																															
Sobriety2	0																															
Move	PROC																															
Pre Coll	ST																															
Dir	E																															
SW	-																															
Veh	-																															
CHP	-																															
Veh	-																															
Make	-																															
Year	-																															
Sp	-																															
Info	-																															
OAF1	-																															
Viol	-																															
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Safety	-																															
Equip	-																															
Role	-																															
Ext	-																															
of	-																															
Inj	-																															
Age	-																															
Sex	-																															
Seat	-																															
Pos	-																															
Safety	-																															
Equip	-																															
Ejected	-																															
City HIGHLAND	48	M	W	HNBD	0	PROC	ST	W	F	8600	TOYOT	2010	-	3	N	-	-	-	-	M	C	-	-	-	-	-	-	-	-	-	-	-
Primary Collision Factor	UNKNOW																															
Weather1	CLEAR																															
Hit and Run	Motor Veh Involved With OTHER MV																															
Distance (ft)	90																															
Direction	S																															
Secondary Rd	BASELINE ST																															
Rpt Dist	H1022																															
Beat	003																															
Collision Type	SIDESWIPE																															
Severity	PDO																															
Rdwy Cond1	NO UNUSL CND																															
Rdwy Cond2	DAYLIGHT																															
Lighting	DAYLIGHT																															
Postmile Prefix	C2706																															
Collision Date	20130827																															
Tow Away?	Y																															
Process Date	20141017																															
Spec Cond	0																															
Loc Type	Ramp/Int																															
Party Type	PARTY INFO																															
Age	48																															
Sex	M																															
Race	W																															
Sobriety1	HNBD																															
Sobriety2	0																															
Move	PROC																															
Pre Coll	ST																															
Dir	W																															
SW	F																															
Veh	8600																															
CHP	TOYOT																															
Veh	2010																															
Make	-																															
Year	3																															
Sp	N																															
Info	-																															
OAF1	-																															
Viol	-																															
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Safety	-																															
Equip	-																															
Ejected	-																															
City HIGHLAND	29	M	B	HNBD	0	PROC	ST	N	A	0800	TOYOT	2006	-	3	N	-	-	-	-	M	-	-	-	-	-	-	-	-	-	-	-	-
Primary Collision Factor	IMP UNK																															
Weather1	CLEAR																															
Hit and Run	Motor Veh Involved With OTHER MV																															
Distance (ft)	1																															
Direction	I																															
Secondary Rd	STREATER DR																															
Rpt Dist	H1014																															
Beat	H13																															
Collision Type	HEAD-ON																															
Severity	INJURY																															
Rdwy Cond1	NO UNUSL CND																															
Rdwy Cond2	DAYLIGHT																															
Lighting	DAYLIGHT																															
Postmile Prefix	C8661																															
Collision Date	20111114																															
Tow Away?	Y																															
Process Date	20130507																															
Spec Cond	0																															
Loc Type	Ramp/Int																															
Party Type	PARTY INFO																															
Age	29																															
Sex	M																															
Race	B																															
Sobriety1	HNBD																															
Sobriety2	0																															
Move	PROC																															
Pre Coll	ST																															
Dir	N																															
SW	A																															
Veh	0800																															
CHP	TOYOT																															
Veh	2006																															
Make	-																															
Year	3																															
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Info	-																															
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City of Redlands  
 Active Transportation Program - Cycle 2  
 Public Outreach Meeting  
 Wednesday, April 22, 2015 at 5:30 PM  
 Sign In Sheet

City of Redlands:

Mike Pool \_\_\_\_\_ ✓  
 Ross Witman \_\_\_\_\_ ✓  
 Olivia Crowley \_\_\_\_\_ ✓  
 Celina Suarez \_\_\_\_\_ *Quartz*  
 City of Highland:  
 Ernie Wong \_\_\_\_\_

David Kinzie \_\_\_\_\_

Guests: (Name and organization, if applicable)

~~Ernie Wong~~ *ecarter@yahoo.com*  
 Email Address / Phone Number

David Bates *cyclotourist@gmail.com*

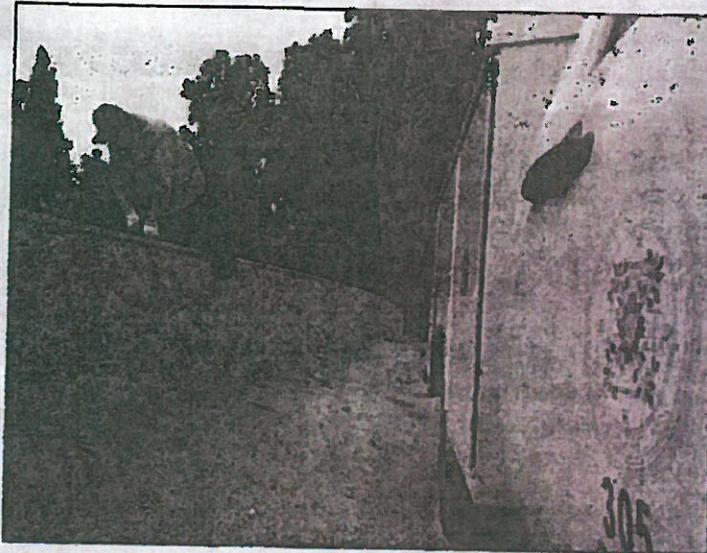
- |   |                               |   |
|---|-------------------------------|---|
| ① | <i>Elizabeth &amp; Camer</i>  |   |
| ② | <i>Gray Peterson</i>          |   |
| ③ | <i>Tom Aceves</i>             | <i>acevestwo@gmail.com</i>                    |
| ④ | <i>Martina &amp; Mike Lee</i> | <i>MICHAELLEEDW@aol.com</i>                   |
| ⑤ | <i>Roger Baty</i>             | <i>rogerbaty@earthlink.net</i>                |
| ⑥ | <i>Juliet Roth</i>            | <i>rdllswalker@yahoo.com</i>                  |
| ⑦ | <i>John E James</i>           | <i>jexjames@earthlink.net</i>                 |
| ⑧ | <i>Kristina Humandez</i>      | <i>Kristina.humandez@longview.la</i>          |
| ⑨ | <i>David Finzle</i>           | <i>dfinzle@cityofhighland.org</i>             |
| ⑩ | <i>MARK FRANKS</i>            | <i>MARKFRANKS@GMAIL.COM</i>                   |
| ⑪ | <i>Michael Rosta</i>          | <i>mroth44@hotmail.com</i>                    |
| ⑫ | <i>Dr. Denise Whistler</i>    | <i>drwhistler@att.net / 909-882-3655</i>      |
| ⑬ | <i>Chuck Dyke</i>             | <i>chuckdyke@earthlink.net / 909-201-1365</i> |
| ⑭ | <i>Brent Merideth</i>         | <i>meridethbl@gmail.com 909-725-4881</i>      |
| ⑮ | <i>DEWES BELL</i>             | <i>DEWESBELL@YAHOO.COM</i>                    |
| ⑯ | <i>Jon Nikeman</i>            | <i>Jonnikeman@gmail.com 909-792-2444</i>      |
| ⑰ | <i>Gianni Kohlasz</i>         | <i>gkohlasz@sanbag.ca.gov</i>                 |
| ⑱ | <i>Brian King</i>             | <i>brianridesbikes@yahoo.com</i>              |
| ⑲ | <i>Gioutam Dobay</i>          | <i>gdobay@cityofredlands.org</i>              |
| ⑳ | <i>Marianne Baldwin</i>       | <i>mbaldwin@epiclp.com</i>                    |
| ㉑ | <i>MATT BUYAK</i>             | <i>INLANDE2000@YAHOO.COM</i>                  |
| ㉒ | <i>JONATHAN BATY</i>          | <i>founder@bikecomputer.com</i>               |
| ㉓ | <i>Marven Norman</i>          | <i>jehanorman@gmail.com</i>                   |
| ㉔ | <i>Shele Baty</i>             | <i>rogerbaty@earthlink.net</i>                |
| ㉕ | <i>monica gonzalez</i>        | <i>mmorales@sanbag.ca.gov</i>                 |

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ds Mall or  
hose trees  
ve rewrite  
S » PAGE 6



PHOTOS BY KRISTINA HERNANDEZ

Top: Trees line Cajon Street under storm clouds Thursday in Redlands  
Above: A city employee prepares to cut down a fence near Prospect Park Thursday for a development project. The city's Street Tree Committee met Thursday to discuss updates on tree trimming in town.

ICES ON THE NEW FACILITY WERE ISSUED. They include a banquet facility, a 300-seat theater and space for an art gallery. Space outside the facility will be dedicated to outdoor festivals. "we like to host," Hoyt said.

Yucaipa has also seen a growth  
YUCAIPA » PAGE 6

TRANSPORTATION

# Bike lane plan met with positive response

By Kristina Hernandez  
kristina.hernandez@longnews.com  
@TheFactsKris on Twitter

REDLANDS » A plan to improve bike trails here and in Highland was met with a mostly positive response Wednesday evening.

The proposal is part of a joint effort between the two cities that would allow residents to travel daily to and from each with safety measures in place for bicyclists, including students.

"We learned through a survey there's a large portion of people who attend Citrus Valley High School who would use the route as it is proposed now who live in Highland," said Celina Suarez, a senior administrative analyst for Redlands and project manager.

Wednesday's meeting was planned to formally introduce the project to the community and to collect public input to include in the city's final application to the Active Transportation Program to help fund it.

Representatives from both cit-  
YUCAIPA » PAGE 6

## o in Redlands this weekend?

are \$20. Wine and hors  
uvres will be served. For in-  
tation call 909-335-5540.  
a In the Park: Classes will  
ought by The Yoga Room  
ctors and all levels of  
ents are welcome. Vendors  
include Lululemon, Kamala  
Blue Lotus Clothing Co.,  
Meow, DoTerra Essential  
This event is free and will  
n at 7:30 a.m. Saturday  
rospect Park. Schedule:  
to 8:30 a.m. good morn-

ing stretches, Carriage House  
with Cindy Grayson, all levels;  
8:15 to 9 a.m. meditative walk,  
trails with Daniel Head, all  
levels; 9 to 10 a.m. heart open-  
ing flow, lower level park with  
Lauren Znachko, all levels; 9  
to 9:30 a.m. basic sun salutes,  
Outlook Point No. 2 with Janna  
Troy, all levels, 9 to 9:45 a.m.  
airy inversions, the stage with  
Cass Bartlett, Levels 2 and 3;  
9:15 to 9:30 a.m. meditation,



THINKSTOCKPHOTOS.COM

Interested in trying Yoga? It's  
available at 7:30 a.m. Saturday at  
Prospect Park in Redlands.

FIVE THINGS » PAGE 6



MILITARY FLASHBACK

### Chief Machinist's Mate Theodore A. Olcovich ...

... son of Alden Olcovich, 310 E.  
Citrus Ave., served in the Navy  
aboard a repair ship with the  
Atlantic Fleet April 27, 1951.

MISSED DELIVERY?

### Do not call the newsroom

Call customer service at 909-  
353-1641 before 10 a.m. for a  
same-day replacement paper.

NOSTALGIA

### You know you're from Redlands if ...

... you loved the Christmas Eve  
midnight candlelight service  
at the First Congregational  
Church.



# Bikes

FROM PAGE 1

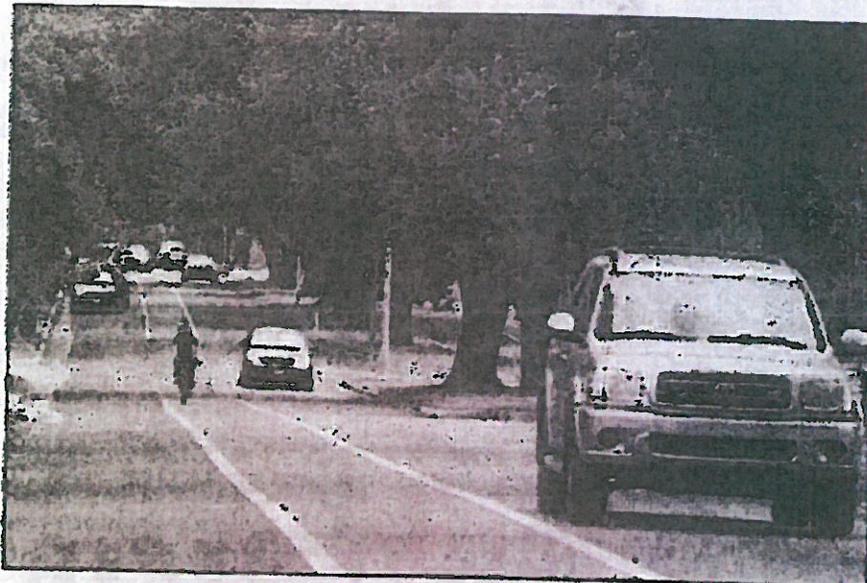
ies were at the meeting in the Redlands Council Chambers to answer questions. About 30 people attended.

The project would connect Redlands and Highland via Orange Street and Boulder Avenue. Improvements would be made to several areas leading into and out of both cities, including the construction of several classified bike lanes and pedestrian infrastructure.

Four classes of lanes are proposed. Class One would feature lanes separated from the road with their own identity with the sole purpose of serving cyclists and walkers. Class 2 would be striped lanes for cycling.

Class 3 would be stenciled to indicate motorists have to share roads with bikers. Class 4 is similar to Class One but features a barrier between the route and the roadway.

The joining of the trails will provide riders dozens of extra lane miles to ride on and will serve students in the East Highland area in need of access to local schools, including Citrus Valley High.



SARAH ALVARADO — STAFF PHOTOGRAPHER

A cyclist rides in the bike lane down Brookside Avenue in Redlands on Wednesday. Redlands and Highland officials are working on a plan to improve bicycle safety between, and in, both cities.

To be considered part of the transportation program, both cities must complete the application process by June 1 and must also meet certain criteria, including the concept of improving public health, increase the proportion of trips accomplished by biking and walking, and ensure that disadvantaged communities fully share in the benefits of the program, according to the city.

"We want to make this

project so strong that it (eventually) gets state funding," Mike Frits, executive director of the Inland Empire Bike Alliance, said during public comment. "We want to bring money into the city through this project."

The Active Transportation Program was implemented in the fall of 2013 under the state Department of Transportation. The organization's goal is to help California become a national leader in active transportation.

tional leader in active transportation.

The proposed project would cost more than \$4.3 million. Funds provided by the program and additional grants will help cover costs, officials said.

"We know that already it has received support because we have the grants for the matching funds," said Suarez.

The project is expected to be completed in the next three years.

# Trees

FROM PAGE 1

the ordinance," said committee member Don Buchanan.

Modifications to the ordinance would model ones already in place in Pasadena. Improperly trimming trees in Redlands and topping them are a major concern for the committee. Members hope the community and the City Council will agree with the idea, which includes a \$100 citation for residents caught in the act of over-trimming or topping.

"This is affecting the

quality of life in town," said committee member Linda Richards. "Over-trimming weakens trees and they could die."

The ordinance would allow time for residents to become acclimated to the new rules and their reasonings.

The idea, if approved by the committee, will then move on to the council for further discussion and possible approval.

Richards and another committee member, Janet Ward, plan to meet to go over a proposal to be presented at the group's next meeting on June 4.

"If a resident were to get fined, they would most likely

be more concerned with the tree trimming that is being done," Richard said.

Also discussed at Thursday's meeting was watering older trees during drought-like conditions. The committee cautioned that now is the time to ensure older trees are properly watered as temperatures continue to rise leading into the late spring and summer months. Fliers on how to do so were included in utility bills sent to residents with the intent of encouraging them to think of alternatives to watering while conserving water in other ways.

The committee also dis-

cussed the possibility of meeting once a month as opposed to every other month. Modifications to the meeting schedule have to be discussed and approved by the council.

Councilman Paul Barich, the council's liaison to the committee, said the idea was a good one and was not aware if the council had a discussion on the matter coming up. He did remark that if a group is willing to put in the extra work and hours, he did not see why it wouldn't be discussed.

"Great, we're ready to get to work," replied committee member Christine Sedmack.

8 a.m. to 1 p.m. The projects for all ages. Participation is not required. Participants may register.

## OUR REPRESENTATIVES

### REDLANDS CITY COUNCIL

Paul Foster, mayor  
pfoster@cityofredlands  
Jon Harrison, mayor pro tem  
jharrison@cityofredlands  
Pat Gilbreath, council member  
pgilbreath@cityofredlands  
Paul Barich, council member  
citycouncil@cityofredlands  
John James, council member  
citycouncil@cityofredlands  
Address: 35 Cajon St., #200, Redlands  
Mailing address: P.O. Box 1000, Redlands, CA 92373

# Yucaipa

FROM PAGE 1

on the business Casey added.

In addition to CITIES Sports Grill at the site, Gurtland is calling the home, a brewery and tasting facility is in works, as well as a grocery store.

The store will join to open 650 local across the state.

Plans to build the Quinta hotel off the Oak Glen is finally way, Casey said, as creation of CRAFTOR College Village will come a reality in the next months.

"One of the things we are really proud of is continuing to do is making our 'gem,'" Hoy adding this would be possible without county support.

The presentation focused on how the city has moved on to generate revenue following the economic collapse years prior. Current city has a balanced

Emmerson Bartlett Memorial Chapel

OBIT AND FUNERAL

**City of Redlands  
Active Transportation Program - Cycle 2  
Stakeholder Meeting  
Wednesday, April 29, 2015 at 9:00 AM  
Sign in Sheet**

**City of Redlands:**

Mike Pool \_\_\_\_\_  
 Ross Wittman \_\_\_\_\_  
 Olivia Crowley \_\_\_\_\_  
 Celina Suarez \_\_\_\_\_

**City of Highland:**

Ernest Wong \_\_\_\_\_  
 David Kinzle \_\_\_\_\_

**Guests:** (Name and Organization, if applicable)

Patricia Brena / Developed Services  
 David Kinzle, City of Highland  
 Ernie Wong, City of Highland  
 MARK FRIS, IRBA

**Email Address / Phone Number:**

pbrena@cityofredlands.org  
 dkinzle@cityofhighland.org  
 ewong@cityofhighland.org  
 IRBAFRIS@GMAIL.COM



Event: Active Transportation Meeting

Location: City of Highland Council Chambers, 27215 Base Line, Highland, CA

Date: Wednesday, May 06, 2015 Time: 6:00 PM

Sign-in Sheet

No.	Name	Affiliation	Email	Phone
1	Celina Suarez	City of Redlands	CSUAREZ@cityofredlands.org	909 798-7527
2	Ross Wimmer	Redlands	Rwimmer@cityofredlands.org	909 798 7618
3	Tom Thornsbey	Moreno Valley	TThornsbey2009@MSN.COM	909 797 1357
4	ARON GERINA	HIGHLAND RESIDENT	GERINA@MSN.COM	951-315-5006
5	Mark Lyons	Trail's Comm. Htee	markhlyons711@gmail.com	951-500-8459
6	Tom Arceves	I.E.B.A.	acevestw@gmail.com	951-7-17-4661
7	LES WALTERS	I.E.B.A.	lester.walters@gmail.com	909-235-9665
8	Sylvia Morrison	Redlands USD		909-307-5300
9	PEV MENCHAM	Highland market / IEBA	jpmencham@verizon.net	909-374-1905
10	MARK FLYS	IEBA	IEBAFLYS@GMAIL.COM	907-800-1322
11	Bob Patterson	I.I.U.S.A.	BWPatterson84@gmail.com	909-224-4170
12	Jane Taylor	"		866-588-5888
13	Brent Meredith	Highland Resident member SIC Trails comm. Htee	meredithb@gmail.com	909 725 4584
14	Hugh Keegan	Redlands Resident / IEBA	hkeegan@icloud.com	909 792-0852
15	Anna Keegan	Redlands Water/Biotic Redlands Redlands Council x-hill Pis!	anna.keegan@aol.com	909 793 1852



Event: Active Transportation Meeting

Location: City of Highland Council Chambers, 27215 Base Line, Highland, CA

Date: Wednesday, May 06, 2015 Time: 6:00 PM

in Sheet

No.	Name	Affiliation	Phone	Email
16	Sam Brucker	Highland Resident	909-405-1967	sbrucker@gmail.com
17	Roger Howard	Redlands IEBA	909-307-1228	rbrudy@redlands.org
18	Teresa Fricke	UNIVERSITY OF REDLANDS HIGHLAND RESIDENT	909-556-1372	teresa.fricke@redlands.edu
19	Candice Tidwell	1409 Arcadia Dr Redlands, CA	909-240-4675	sweetme@yahoo.com
20	heer Alvarez	12940 Northway Luisiana, CA	909-274-8409	ETDIVER@comcast.net
21	Kenneth Alvarez	Local Cyclist, Yucata, CA	909-838-1428	Klace20.sbcglobal.net
22	Justin Havelka	Highland Resident IEBA member (cyclist)	909-953-1727	clhavelka@gmail.com
23	Kathy Beltrons	IEBA member cyclist	909-307-1225	kathybeltrons@icloud.com
24	Dale Brubaker	Local Cyclist Redlands	909-553-0857	dalebrubaker@gmail.com
25	Erminio Perez Jr.	Local Cyclist Calhousa	909-795-2657	erminio.perez@yahoo.com
26	Brandon Jubin	California Conservation Corps	909-708-8484	brandon.jubin@ccc.ca.gov
27	Andrew Leason	Local cyclist	909-965-3115	andrew-leason@icloud.com
28	Sonia Zurcher	Highland Resident	(909) 864-4379	sonia.zurcher@gmail.com
29	HeKay Zurcher	Highland Res./Student	(909) 936-9107	hkalze4307@gmail.com
30	Chris McLaughlin	IEBA	(909) 435-9337	geochrismc@gmail.com



Event: Active Transportation Meeting

Location: City of Highland Council Chambers, 27215 Base Line, Highland, CA

Date: Wednesday, May 06, 2015 Time: 6:00 PM

in Sheet

No.	Name	Affiliation	Phone	Email
31	Jerney Reinhart	Highland Resident	909-855-2696	morney-reinhardt@yahoo.com
32	Jeremy Reinhart	RPO Member, Highland	-	
33	Chad Roberts	H. school near	909-662-1771	Editor@highlandnews.net
34	A.J. O'Connell	Highland, CA	541-852-9110	aj8187@gmail.com
35	Geri Conway	Highland resident & Redlands water bottle	909-725-2191	Geri543210@aol.com
36	Marc Conway	Highland resident Redlands water bottle	909-725-2181	Geri543210@aol.com
37	Allen Wospe	Redlands resident RWBTC	909-335-6843	awospe@aol.com
38	WANE WILSON	RWTC	909-926-5410	wane@highland.org
39	Sarah Reilly	IEBA Highland resident	909-425-2630	Sarah.Reilly@highland.org
40	Colleen Fitts	Redlands resident and Redlands water bottle	919-871-4322	colleen.fitts@highland.org
41	Ernest Wong	Public Works Director	909-864-8732	ewong@cityofhighland.org
42	David Kinzle	Project Manager	909-864-8732 x242	dkinzle@cityofhighland.org
43	Melissa Morgan	Public Services Mgr	909-864-8732	mmorgan@cityofhighland.org
44				
45				

City of Highland  
Active Transportation  
Public Outreach Meeting

AGENDA

May 6, 2015 6:00 – 7:00 p.m.

Highland City Council Chamber  
27215 Base Line  
Highland, CA 92346

1. INTRODUCTIONS (Ernest Wong)
2. GENERAL OVERVIEW OF CITY OF HIGHLAND BIKEWAY NETWORK (Ernest Wong)
3. GENERAL OVERVIEW OF CITY OF HIGHLAND SAFE ROUTES TO SCHOOL PROGRAM (Melissa Morgan)
4. PROPOSED HIGHLAND/REDLANDS REGIONAL CONNECTOR PROJECT (HIGHLAND PORTION) (David Kinzle)
5. PROPOSED HIGHLAND/REDLANDS REGIONAL CONNECTOR PROJECT (REDLANDS PORTION) (Celina Suarez)
6. OPEN DISCUSSION ON HIGHLAND/REDLANDS REGIONAL CONNECTOR PROJECT (David Kinzle)
7. OPEN DISCUSSION AND IDEAS ON FUTURE BIKE/PEDESTRIAN PROJECTS IN HIGHLAND (Ernest Wong)
8. OPEN DISCUSSION AND IDEAS ON FUTURE SAFE ROUTES TO SCHOOL PROGRAM IN HIGHLAND (Melissa Morgan)
9. CONCLUSION (Ernest Wong)

**Discussion Summary:**

**Introductions included: 43 Attendees**

- 3 Staff Members from the City of Highland
- 2 Staff Members from the City of Redlands
- 14 Stakeholders including Redlands Unified School District, University of Redlands, Highland Trails Committee, Inland Empire Biking Alliance, Redlands Water Bottle Transit Company, RICO Bicycle Club, California Conservation Corps, and Environmental Systems Research Institute
- 23 Citizens from Highland, Redlands, Yucaipa, Calimesa and Moreno Valley
- 1 Reporter from Highland Community News

**After an overview of the existing bikeway network:**

1. It was requested that barricades be put up to prevent vehicles from access to the historic iron bridge that is currently being converted for trail use
  - The City noted that the conversion that is currently underway will include installation of access control gates to prevent non-authorized motor-vehicles from entering onto the bridge
2. It was requested that that the storm damage on Shelton Trail north of Highland Avenue be repaired
  - The City's Public Services Manager replied that she will investigate the damage and initiate necessary repairs
3. It was stated that the existing bike lanes on 5<sup>th</sup> Street between Tippecanoe Avenue and Victoria Avenue are rough riding and may need some pavement rehabilitation
  - The City's Project Manager informed that this segment of 5<sup>th</sup> Street is currently in final design and will be completely reconstructed as part of the San Bernardino International Airport Authority's Airport Circulation Improvement Project
4. It was requested that additional amenities be installed with the new kiosk that is being constructed on Greenspot Road at the site of the historic iron bridge ,including maps and a water fountain
  - The City's Public Works Director informed that maps, interpretive signs and seating will be included with a new shade structure (kiosk) but that a water fountain is not included at this time
5. There was an inquiry about future plans to extend Greenspot Road south to Highway 38
  - The City's Public works Director discussed planned future developments that will provide the connection

**May 6, 2015, 6:00pm, Highland Council Chambers, Public Outreach Meeting**

**Regarding the proposed new Highland/Redlands Regional Connector Project, the following discussion occurred:**

1. It was suggested that where on-road Class II Bike Lanes are constructed that the vehicular travel lanes be reduced to 11' in width, and that they be separated from the bike lanes with double line striping
  - The City's Project Manager informed that the project will propose "road-dieting" as part of the project with 11' travel lanes on some of the local streets. On Boulder Avenue, 14' wide lanes will be proposed for better safety between the high speed (50 mph) traffic and the on-road bike lane users
2. It was suggested that Rumble Strips be installed along the curves on Boulder Avenue to help keep vehicles from inadvertently leaving the road
  - The City's Project Manager discussed the proposed widening and buffer striping that will completely change the roadway characteristics, and how it should reduce the number of accidents involving vehicles inadvertently leaving the road
3. It was asked if there are any plans to extend the bikeways further into Redlands
  - The City of Redlands discussed the City's recently adopted Bicycle Master Plan and the prioritized, recommended routes. As funding is available, bicycle projects in Redlands will be implemented per the Plan.
  - The City of Redlands discussed the City's ongoing and extensive pavement rehabilitation program which includes consideration of striping modifications for new bike lanes as a part of the rehabilitation improvements
4. An inquiry was made regarding ADA accessibility on the bikeways
  - The City of Redlands replied that ADA consideration will be part of the final design process
5. The California Conservation Corps was represented by Brandon Joanis, Conservation Supervisor.
  - Mr. Joanis informed that the CCC employees youth between ages 18 and 25 from the local communities. The CCC performs such work as construct DG Trails and installing landscaping. The CCC has worked on various projects along the Santa Ana River Trail, and will participate in the Highland/Redlands Regional Connector Project if it is funded.

**Regarding additional needs in the bicycling community:**

1. It was suggested that access to Warm Springs Truck Trail be limited and that 7-Oaks Dam access be restored
  - The City's Public Works Director informed that the access is outside of the City's jurisdiction

**May 6, 2015, 6:00pm, Highland Council Chambers, Public Outreach Meeting**

2. It was stated that the existing sidewalks along the north side of Greenspot Road between Alta Vista and Stater Bros are in need of repair, and that groups of 30 to 35 student bicyclists weekly meet and use the sidewalks for bicycling. It was suggested that a DG Trail be constructed to replace the sidewalks and provide for safer more convenient multi-use
  - The City's Public Services Manager stated that she will look into the possibility of replacing the sidewalks with a multi-use trail
3. Environmental Systems Research Institution indicated that they would like to see more use of sharrows on the roadway pavements and that they might be interested in helping to fund such applications. They suggested that other local businesses may also have the same interest.
  - The City's Public Works Director stated that he will give it some consideration
4. It was stated that distributing bikeway maps to bikeway shops and other businesses in the community may help raise awareness and increase ridership

**Conclusion:**

The Highland/Redlands Regional Connector Project was well received. The meeting was scheduled for 1 hour (from 6pm to 7pm) but lasted 2.5 hours until 8:30pm.

# Bikeways project shown to public

By CHARLES ROBERTS  
EDITOR

HIGHLAND COMMUNITY NEWS

Some day, bike riders will be able to ride all the way from Highland to Citrus Valley High School in safety.

Highland and Redlands are working on a plan that would connect Arroyo Verde Elementary, Highland Grove Elementary and Beattie Middle School, as well as a section of East Highlands, to Redlands along Orange Street.

Students who are attending elementary schools now may be able to use the new connection.

Speaking to a group at Highland City Hall Wednesday, May 6, Highland City Engineer Ernie Wong estimated that if all goes well, a grant may be secured to start the engineering process in 18 months. It should take another three years to build the connection, so we are (optimistically) looking at about five years for completion.

The route would take bike riders along the east side of Orange

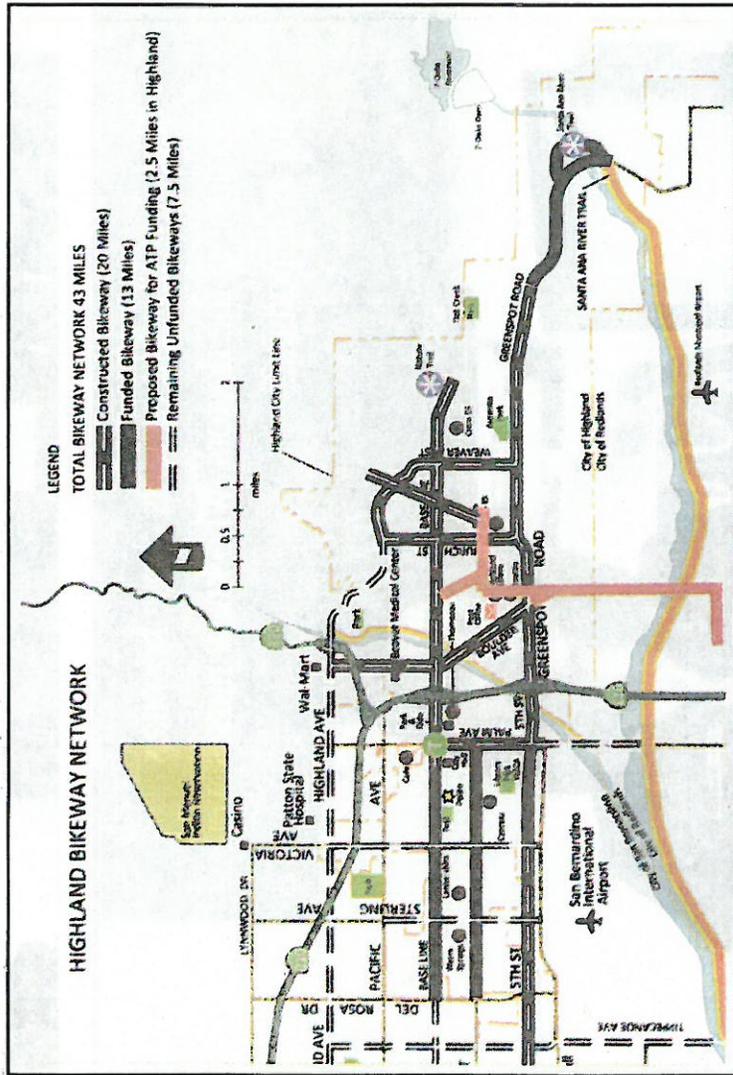


HIGHLAND COMMUNITY NEWS PHOTO BY CHARLES ROBERTS

Highland City Engineer Ernie Wong describes the proposed Bikeways project for a Wednesday night meeting.

Street to the Redlands city limits; there they would cross over at a signal light to the west side of Orange Street and continue to Pioneer Street in Redlands, and from there to Citrus Valley High School.

The new route also will connect to the Santa Ana River



MAP COURTESY CITY OF HIGHLAND

Map shows planned bikeways, including the Highland/Redlands connection.

Trail, which will run from the Greenspot Road Bridge over the Santa Ana River to the beach.

Celima Suarez of the city of Redlands laid out the plans for the Redlands portion of the project.

cluded many trails users, bicyclists, as well as conservation groups, school representatives, and a representative of the California Conservation Corps, who offered the services of the Corps' young men and women to help with construction.

And he got plenty of suggestions from the crowd, which included many trails users, bicyclists, as well as conservation groups, school representatives, and a representative of the California Conservation Corps, who offered the services of the Corps' young men and women to help with construction.

Highland Public Services Manager Melissa Morgan also

**\$197,000:**

# Highland's share to buy into the Wash Plan

By CHARLES ROBERTS  
EDITOR

HIGHLAND COMMUNITY NEWS

"\$197,000 is a bargain compared to the \$250,000 an acre we have paid in the past," said Highland City Councilman John Timmer, normally very tight-fisted with the city's money.

The almost \$200,000 price tag is Highland's share to buy into the Santa Ana River Wash Plan. In return, the city gets expedited permitting and avoids the lengthy environmental impact investigation normally required for work in the Wash.

The comprehensive plan, over 20 years in the making, would provide for protection of flora and fauna in the Wash while making provisions for private and public use, including mining, trails, roads, water conservation operations, new water wells, etc.

Finally, the Plan is gaining



Jeff Beehler of the Conservation District updates the Wash Plan Task Force at a May 8 meeting.

The countdown clock ticks down from 205 days for implementation of the Wash Plan.

Memorial Day ceremony May 25 at 10 a.m.  
sponsored by  
Highland American Legion Post 421

traction with federal, state, and local governments and water agencies coming to agreement.

Representatives of those agencies gathered at the offices of the San Bernardino Valley Water Conservation District in Redlands on Friday, May 8, and took action to accept the envi-

ronmental documents, a major step in circulating and getting a final draft for publication.

Meanwhile, Congressmen Pete Aguilar and Paul Cook will carry a bipartisan land exchange agreement to the House of Representatives, a necessary

(continued on page 6)

HIGHLAND COMMUNITY NEWS PHOTOS BY CHARLES ROBERTS

# Chuck Chapman Does

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As a matter of fact, he's named his company Green Thumb so his clients know they can expect the highest quality products and yard care solutions. Spring is here and it's time for lots of backyard entertaining...step into a beautiful outdoor environment at your home or business with the help of Green Thumb. Established in 1980, Green Thumb offers full service weekly care for residential and commercial clients. Sole proprietor Chapman holds a degree in Horticulture, maintains a Restricted Chemicals License, and strictly adheres to all licensing and safety protocols. His over 30 years in the industry includes seven years of golf course experience, so clients can trust the lawns he cares for are meticulously manicured and managed. Green Thumb also offers complete landscape design and remodel services at affordable prices.

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Business & Service spots published as published in the Highland Community News, Only

May 11. If that fails, Scott said an attorney will be brought in to take her case to court.

## Wash Plan

Continued from page 1

step for the Plan to be finalized. With the clock above the chamber clicking down from 205 days to implementation, Jeff Bechler of the Conservation District, point man for the Plan, emphasized that much of the Plan could go forward before Congressional action.

"It's kind of a Catch-22," Bechler said. "Congress will want to see the Plan before they vote on the land exchange, and we can't finalize the plan without Congressional approval."

Conservation District General Manager Daniel Cozad presented the cost allocation, designed to provide a \$10 million grubstake to maintain and operate the Plan for 30 years.

Robertson and Cemex, companies which mine in the Wash, must pay the largest share, \$7.5 million while the city of Redlands gets out for less than half a million dollars because of property.

Other contributors include the cities of Highland and Redlands, Conservation District, East Valley Water District, San Bernardino County Flood Control District, and the San Bernardino Valley Municipal Water District.

The next steps will be an implementing agreement and a memorandum of understanding among participants.

**May 13, 2015 – Environmental Systems Research Institute Presentation  
Highland/Redlands Regional Connector Project**

As a user/potential user/parent of potential user of the proposed improvements, I hereby express support for the Bikeway Improvement Project as proposed by the Cities of Highland and Redlands for Alternative Transportation Program funding.

No.	Printed Name	Affiliation	User	Potential User	Parent of Potential User	Phone	Email
1	TERESA RUIZ	ESRI	X				theresa.rui@esri.com
2	MARK SMITH	ESRI/ESRI	X			714-512-512	mark.smith@esri.com
3	Mark Dutton	ESRI	X			714-708-2700	mdutton@esri.com
4	Chris McLoughlin	ESRI	X			714-708-2700	cmclough@esri.com
5	Michael Brennan	ESRI	X			714-708-2700	mbrennan@esri.com
6	Russell Brennan	ESRI	X			714-708-2700	rbrennan@esri.com
7	David Brennan	ESRI	X			714-525-5210	dbrennan@esri.com
8	Maria Zellmer	ESRI	X			714-708-2700	mzellmer@esri.com
9	Colleen Ellis	ESRI	✓				ellis@esri.com
10	Mark Ellis	ESRI	✓			714-708-2700	mark.ellis@esri.com
11	Caroline Smith	ESRI	✓			714-708-2700	caroline.smith@esri.com
12	Paul Ross	ESRI	X			714-708-2700	p.ross@esri.com
13	Royce Hall	ESRI	✓			714-708-2700	royce.hall@esri.com
14	Chris Wilson	ESRI	✓			714-708-2700	chris.wilson@esri.com
15	Michael Henry	ESRI	✓				mhenry@esri.com
16	MARINO HOSONO	ESRI	✓			714-708-2700	mhosono@esri.com
17	McGrining Michaudas	ESRI	X			504-210-6870	michaudas@esri.com

## May 13, 2015 – Environmental Systems Research Institute Presentation

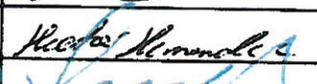
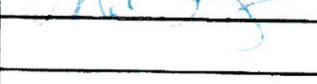
### Highland/Redlands Regional Connector Project

As a user/potential user/parent of potential user of the proposed improvements, I hereby express support for the Bikeway Improvement Project as proposed by the Cities of Highland and Redlands for Alternative Transportation Program funding.

No.	Printed Name	Affiliation	User	Potential User	Percent of Potential User	Phone	Email
18	Lume Ventura	ESRI		X		911-515-7031	lventura@esri.com
19	DAVID BUCKLEY	ESRI		X	X	909-748-8844	dbuckley@esri.com
20	Steve ...	ESRI		X	X	909-748-8844	stevew@esri.com
21	ARCHANA NIKAM	ESRI		X		909-748-8844	anikam@esri.com
22	Wandy Wallace	ESRI		X		909-748-8844	wwallace@esri.com
23	John Growan	ESRI	X	X		909-477-9448	jgrowan@esri.com
24	Jennifer Nichols	ESRI		X		480-254-9510	jennifern@esri.com
25	David Kinzle	City of Highland		✓		909-816-8331	dkinzle@cityofhighland.org
26	Tom Thornasley	"		✓		909-864-8732	tthornasley@cityofhighland.org
27	Hugh Keepem	ESRI/BEA	✓			909-793-0850	hkeepem@acl.com
28							
29							
30							
31							
32							
33							
34							
35							
36							

# PETITION FOR: Highland/Redlands Regional Connector Project

As a user/potential user/parent of potential user of the proposed improvements, I hereby express support for the Bikeway Improvement Project as proposed by the Cities of Highland and Redlands for Alternative Transportation Program funding.

No.	Date	Printed Name	Signature	User	Potential User	Parent of Potential User	Phone
1	5/1/15	Carlos Zamora				✓	(909) 503 5653
2	5-1-15	Remy L. Wilson		✓			909 890 2090
3	5-1-15	Jim Richardson					909 868 0284
4							
5	5-1-15	ERIC VETARE					909-772-4249
6	5-1-15	Hector Hernandez					363-6720 (909)
7	5/1/15	Sam Rueda				✓	909 802 1538
8	5-1-15	Philip Gonzalez					909-522-6771
9	5/1/15	Nichel Malatista				✓	909-862-1275
10	5/1/15	Melissa Rodriguez					(909) 964-6066
11							
12							
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## Bike to Work Week Brown Bag Forum

**Who:** John Gravois  
**What:** Bike-sharing at Esri  
**When:** 5/13/2015  
**Time:** 12:00pm - 1:00pm  
**Where:** M1 Triplex

John Gravois is an Esri employee and League of American Cyclists certified instructor. John volunteers weekly at BikeBBQ, a Do-It-Yourself bike shop which aims to encourage transportation cycling in Redlands.

Join us to learn more about Bike-share, a program developed by Esri staff, the Inland Empire Bicycling Alliance and our friendly neighborhood BikeBBQ. Come hear more about the effort, as well as participate in a discussion about getting started with bicycle commuting and other utilitarian riding. If you're already a daily pedaler, please come down to share what you've learned!

### Topics for Discussion

- § What's going on with the new Bike-share program?
- § When I'm ready for a bike of my own, what kind should I be riding?
- § How should I choose my route to the office?
- § Highland-Redlands Bikeway project
- § Q&A

Whether you can make it to the forum or not, join us for a short bike ride around campus after the forum. We will meet at the lot adjacent to the bike parking area on the west side of the M Complex at 12:45pm.

If you have any questions, please contact Rideshare at [rideshare@esri.com](mailto:rideshare@esri.com).

[Compass](#) | [Esri](#) | [Benefits](#)

Attachment A: Project Rankings for Phase I TDA Article 3 Local Match Assistance for ATP (03/20/2015)

Agency	Project	Score (50 max)	Total Project Funds	ATP Funds	Total Match	Article 3 Match Request	Local Match	Article 3 Award	Cumulative Article 3 Award
Highland	Highland/Redlands Regional Connector Project	43.75	\$4,391,010	\$3,512,810	\$878,202	\$702,562	\$175,640	\$702,562	\$702,562
Ontario	G Street and San Antonio Bike Corridors	40.50	\$791,672	\$633,338	\$158,334	\$126,668	\$31,667	\$126,668	\$829,229
Hesperia *	Willow Street Shared Use Paseo Phase 1	37.75	\$1,885,400	\$1,200,320	\$377,080	\$301,664	\$75,416	\$240,064	\$1,069,293
Rancho Cucamonga	6th Street Cycle Track	37.75	\$1,341,247	\$1,072,997	\$268,249	\$214,599	\$53,650	\$214,599	\$1,283,893
SB County	Trona Bikeway Connection and Rehabilitation	37.75	\$847,000	\$677,600	\$169,400	\$135,520	\$33,880	\$135,520	\$1,419,413
Rialto **	Etiwanda Corridor Improvements	37.00	\$850,132	\$629,098	\$170,026	\$136,021	\$34,005	\$136,021	\$1,555,434
Big Bear Lake	Big Bear Blvd Pedestrian and Bicycle Mobility Project	37.00	\$993,000	\$794,400	\$198,600	\$158,880	\$39,720	\$158,880	\$1,714,314
Victorville	Mojave Riverwalk Multi-Use Bicycle Facility	36.75	\$4,700,000	\$3,760,000	\$940,000	\$752,000	\$188,000	\$180,428	\$1,894,742
SB County	Santa Ana River Trail Phase IV	36.25	\$5,000,000	\$4,000,000	\$1,000,000	\$800,000	\$200,000		
Fontana	Safe Routes to Schools Project	36.00	\$1,892,000	\$1,513,600	\$378,400	\$302,720	\$75,680		
Hesperia	Bear Valley Road Bicycle Bypass, Phase 2	36.00	\$559,073	\$447,259	\$111,815	\$89,452	\$22,363		
Yucaipa	Yucaipa/Calimesa Comprehensive ATP	36.00	\$764,056	\$611,244	\$152,811	\$122,249	\$30,562		
Fontana	San Sevaine Trail Connectivity	35.75	\$697,732	\$558,185	\$139,546	\$111,637	\$27,909		
Ontario	SR25 for Three Elementary OMSD Schools	35.50	\$793,998	\$635,198	\$158,800	\$127,040	\$31,760		
Redlands	Redlands Boulevard OBT Connector	35.25	\$3,843,125	\$3,074,500	\$768,625	\$614,900	\$153,725		
SB County	Joshua Tree Class II Bike Path	33.50	\$1,318,300	\$1,054,640	\$263,660	\$210,928	\$52,732		
Colton	West Colton Class I Bikeline and Safe Routes to School Project	32.50	\$1,250,955	\$1,000,764	\$250,191	\$200,153	\$50,038		
Chino Hills	Los Serranos SRTS Project #2 (Lugo Ave/Gird Ave/Sierra Vista Dr)	32.25	\$2,472,000	\$1,977,600	\$494,400	\$395,520	\$98,880		
Highland	Palm Avenue/Pacific Street Bicycle/Pedestrian Improvements	31.50	\$1,494,505	\$1,195,604	\$298,901	\$239,121	\$59,780		
Rancho Cucamonga	SRTS Sidewalk and Pedestrian Safety Improvements	31.00	\$674,786	\$539,829	\$134,957	\$107,966	\$26,991		
Chino Hills	Los Serranos SRTS Project #1 (Country Club Dr/Ethel St/Cecelia St)	31.00	\$1,285,000	\$1,028,000	\$257,000	\$205,600	\$51,400		
SB City	sbX BRT Corridor Pedestrian Enhancements	30.75	\$930,664	\$744,531	\$186,133	\$148,906	\$37,227		
Grand Terrace	Michigan Street Safe Routes to School	28.25	\$1,250,000	\$1,000,000	\$250,000	\$200,000	\$50,000		
Loma Linda	Sidewalk Improvements (Rosarita, San Mateo, and Yardley)	18.75	\$357,500	\$286,000	\$71,500	\$57,200	\$14,300		
<b>Total</b>			<b>\$40,383,155</b>	<b>\$31,947,517</b>	<b>\$8,076,631</b>	<b>\$6,461,305</b>	<b>\$1,615,326</b>	<b>\$1,894,742</b>	

\* Evaluation panel recommended that the traffic signal (and associated contingency) be removed from the project cost to determine Article 3 match (-\$385,000).  
 Local match would need to be increased to obtain full ATP points associated with local match assuming 20% threshold assumption holds.

\*\* City of Rialto proposed 10% local match. This was reduced to 4% consistent with Phase 1 guidelines.

ArroyoVerde.Active4.me (<http://arroyoverde.active4.me>)

Home (index)    Contact (mailto:arroyowalktoschool@gmail.com)    Register (<https://arroyoverde.active4.me/Registration>)

Statistics (<http://arroyoverde.active4.me/Statistics>)

Arroyo Verde Summary (<https://arroyoverde.active4.me/Statistics?a=summary>)    Teacher (<https://arroyoverde.active4.me/Statistics?a=teacher>)

Grade (<https://arroyoverde.active4.me/Statistics?a=grade>)

Students (<https://arroyoverde.active4.me/Statistics?a=student>)

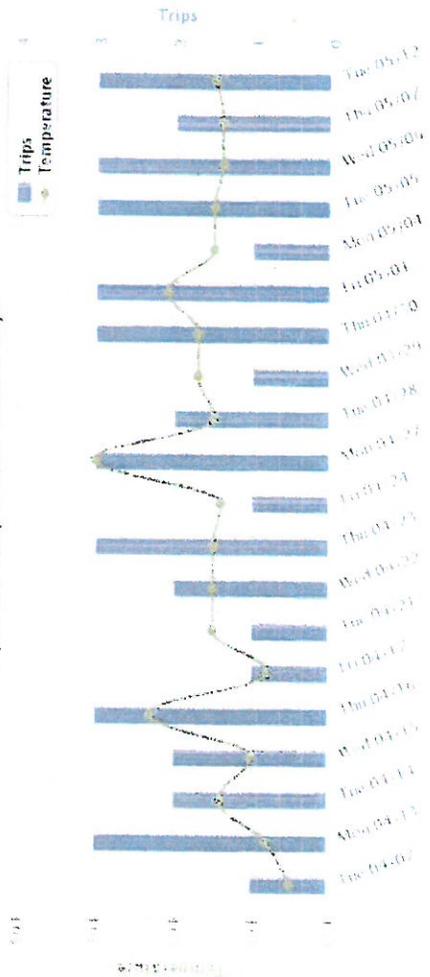
Trips	#Users	Miles	CO2	Gal	Cal	\$ Gas
766	78	914.73	807 lbs	42.1	36,589	178.69

Arroyo Verde

78 - Wednesday, 10/21/2015



Trips and Temperature Last 20 Days



## Ernie Wong

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Tuesday, April 28, 2015 12:54 PM  
**To:** Dave Kinzle; inquiry@atpcommunitycorps.org  
**Cc:** Wong, Ernie@HIGHLAND; Celina Suarez; Schmier, Scot@CCC; ATP@CCC; Hsieh, Wei@CCC; Joanis, Brandon@CCC  
**Subject:** RE: Highland/Redlands Regional Connector CCC/CACCC Participation Request

Hi David,

Scot Schmier, the Center Director at our CCC Inland location has accepted the partnership for your project: Highland/Redlands Regional Connector. The CCC will be able to install the 17 directional signs noted in the project.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Scot Shmier directly if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Dave Kinzle [mailto:dkinzle@cityofhighland.org]  
**Sent:** Tuesday, April 28, 2015 7:18 AM  
**To:** ATP@CCC; inquiry@atpcommunitycorps.org  
**Cc:** Wong, Ernie@HIGHLAND; Celina Suarez  
**Subject:** Highland/Redlands Regional Connector CCC/CACCC Participation Request

Wei Hsieh (CCC) and Danielle Lynch (CACCC):

The cities of Highland and Redlands are submitting a joint application for ATP funding to construct the subject project (see attached). Please reply as to whether your organization will be able to participate in the project.

Thank you.

David Kinzle  
City of Highland/TKE Engineering, Inc.  
909-864-8732, ext. 242  
909-816-8331 (cell)



CAPITOL OFFICE  
STATE CAPITOL  
ROOM 3056  
SACRAMENTO, CA 95814  
TEL (916) 651-4023  
FAX (916) 651-4923

# California State Senate

DISTRICT OFFICE  
10350 COMMERCE CENTER DRIVE  
SUITE A-220  
RANCHO CUCAMONGA, CA 91730  
TEL (909) 801-5040  
FAX (909) 801-5016

**MIKE MORRELL**  
SENATOR, TWENTY-THIRD DISTRICT

COMMITTEES  
HEALTH  
VICE CHAIR  
BUDGET  
BANKING & FINANCE  
SUBCOMMITTEE  
BUDGET SUBCOMMITTEE #3,  
HEALTH & HUMAN SERVICES

May 27, 2015



City of Highland  
Attn: Ernest Wong, Public Works Director/City Engineer  
27215 Base Line  
Highland, CA 92346

Subject: **Highland/Redlands Regional Connector Project  
Cycle 2 Active Transportation Program Grant Application**

Mr. Wong,

Please accept this letter as my support for the joint application to Caltrans for Cycle 2 of the Active Transportation Program for the cities of Highland and Redlands. This funding will assist in the construction of the \$4.5 million Highland/Redlands Regional Connector Project.

The requested \$3.6 million ATP grant will complete the funding needs of the cities of Highland and Redlands for construction of 4.7 miles of bikeways and walkways along five roadways within the two cities. This project was recently ranked number one among 24 projects located within San Bernardino County, and was awarded a \$700,000 TDA Article 3 grant by SANBAG. The two cities will share the remaining \$200,000 local match.

This proposed project will not only connect five public schools to existing bikeway/walkway facilities, it will also provide a vital regional bikeway/walkway linkage between Highland and Redlands along Orange Street/Boulder Avenue, which is a much-needed non-motorized transportation improvement to serve the many students and residents in these two communities.

The Highland/Redlands Regional Connector Project would be an ideal project to utilize ATP funds.

Sincerely,

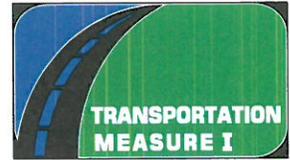
A handwritten signature in blue ink that reads "Mike Morrell".

Mike Morrell  
Senator, 23<sup>rd</sup> District



**San Bernardino Associated Governments**

1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410  
Phone: (909) 884-8276 Fax: (909) 885-4407  
Web: [www.sanbag.ca.gov](http://www.sanbag.ca.gov)



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

May 26, 2015

City of Highland  
Attn: Ernest Wong, Public Works Director/City Engineer  
27215 Base Line  
Highland, CA 92346

**Subject: Active Transportation Program Project Proposal – Cycle 2  
Highland/Redlands Regional Connector Project**

Mr. Wong,

San Bernardino Associated Governments (SANBAG) is pleased to see the Cities of Highland and Redlands' joint application for funding under the Cycle 2 Active Transportation Program for the Highland/Redlands Regional Connector Project.

The proposed project is a priority project in the San Bernardino County Non-Motorized Transportation Plan. The proposed bikeways on Boulder Avenue/Orange Street will provide a regional non-motorized connection between Highland and Redlands. Additionally, the proposed connection to the Santa Ana River Trail that serves commuters all across Orange, Riverside and San Bernardino Counties has high potential to help reduce fuel consumption and air pollution.

Sincerely,

Steve Smith  
Director of Planning  
SANBAG



## Regional Parks

MAUREEN A. SNELGROVE  
Interim Director

May 27, 2015

City of Highland  
27215 Base Line  
Highland, CA 92346

Attn: Ernest Wong, Public Works Director/City Engineer

Subject: Highland/Redlands Regional Connector Project  
Active Transportation Program Grant Application – Cycle 2

Mr. Wong:

This letter is to express support for the cities of Highland and Redlands application to the Active Transportation Program for funding the Highland/Redlands Regional Connector Project.

San Bernardino County Regional Parks, at the direction of the Board of Supervisors, is tasked with the development of non-motorized trails within San Bernardino County. San Bernardino County Regional Parks strongly supports funding for the Highland/Redlands Regional Connector Project. The Highland/Redlands Regional Connector Project intersects the Santa Ana River Trail (SART), a priority component in San Bernardino County's Non-Motorized Transportation Plan. By increasing the catchment area of riders to the SART, the Highland/Redlands Regional Connector Project promotes the use and success of Phase IV of the SART, a 7.5 mile reach from Orange Street in Redlands to Garnet Avenue in Mentone, which the County is proposing in our own application (08-San Bernardino County-01) to the Active Transportation Program for Cycle 2 funding.

Development of these intersecting Projects will help to ensure success in reducing vehicular travel in the East Valley.

Sincerely,

A handwritten signature in blue ink that reads "Maureen A. Snelgrove".

Maureen A. Snelgrove  
Interim Director

### BOARD OF SUPERVISORS

ROBERT A. LOVINGOOD  
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Second District

JAMES RAMOS  
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Fourth District

JOSIE GONZALES  
Fifth District

GREGORY C. DEVEREAUX  
Chief Executive Officer



**REDLANDS UNIFIED SCHOOL DISTRICT**  
**Business Services/Risk Management**

---

20 W. Lugonia Avenue, Redlands, CA 92374 • (909) 307-5300 • FAX (909) 307-5344

May 4, 2015

Ernest Wong  
Public Works Director/City Engineer  
City of Highland  
27215 Base Line  
Highland, CA 92346

RECEIVED  
MAY - 7 2015  
CITY OF HIGHLAND

Subject: **Highland/Redlands Regional Connector Project - Active Transportation**  
Program Project Proposal – Cycle 2

Mr. Wong,

Redlands Unified School District supports the cities of Highland and Redlands joint project application for grant funding under the Active Transportation Program to construct the Highland/Redlands Regional Connector project.

The proposed project includes the main routes to school for students living in the City of Highland that attend Citrus Valley High School, as well as Arroyo Verde and Highland Grove Elementary Schools, and Beattie Middle School.

By constructing bike lanes and pedestrian paths along these important corridors this project will significantly improve safety for student bicyclists and pedestrians.

The District encourages the ATP for a favorable decision regarding this application for funding.

Sincerely,

SYLVIA MORRISON  
Risk Management Supervisor  
Redlands Unified School District



May 14, 2015

City of Highland  
Attn: Ernest Wong, Public Works Director/City Engineer  
27215 Base Line  
Highland, CA 92346

Subject: **Highland/Redlands Regional Connector Project - Active Transportation Program**  
Project Proposal – Cycle 2

Mr. Wong,

The Community Trails Committee of the City of Highland is a group of citizen volunteers appointed by City Council to conduct open meetings with citizens and community leaders regarding the City's trails system.

The Committee supports the City's application for grant funding under the Active Transportation Program to construct the Highland/Redlands Regional Connector project between the cities of Highland and Redlands.

The Committee recommends this project for the following reasons:

- The proposed bikeways will provide better connectivity to train and bus connections.
- The proposed bikeways will make bicycle commuting safe, convenient and viable for more citizens.
- The project will extend the City's bikeway network into the City of Redlands in accordance with the City's Bicycle Transportation Plan.

Extension of the City's existing bicycle network to the City of Redlands will provide more of our citizens with convenient non-motorized access to many of the activity and employment centers and schools located throughout Redlands, and will provide access throughout San Bernardino, Riverside and Orange Counties via connection with the 110-mile long Santa Ana River Trail Corridor (currently under construction through San Bernardino County).

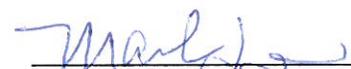
Sincerely,

  
Brent Merideth, Chairman

\_\_\_\_\_  
Margaret Wright, Vice Chairwoman

  
Michael Haynes, Member

  
Julio Silva, Member

  
Mark Lyons, Member

Mayor  
Larry McCallon

Mayor Pro Tem  
Penny Lilburn

City Council  
Sam J. Racadio

City Council  
Jody Scott

City Council  
John P. Timmer

City Manager  
Joseph A. Hughes

27215 Base Line, Highland, CA 92346

Tel: (909) 864-6861 • Fax: (909) 862-3180 • Web: [www.cityofhighland.org](http://www.cityofhighland.org)



... **HIGHLAND** ...

Area Chamber of Commerce

*Your Partner for Growth*

Highland Area  
Chamber of Commerce  
Board of Directors

*Cliff Utley, President*  
Cliff's Pest Control

*Kim Deasey, President Elect*  
Scentsy Wickless Candles

*Cindy Larson, Vice President*  
Tarbell Realtors

*Jane Bouch, Secretary*  
Avon Recruitment and Sales

*Eden Casarena, CFO*  
Eadie & Payne, LLP

*Deanna Vela, Past President*  
Real Estate Masters Group

*Miguel Cantos*  
Cantos Jewelry

*Allisa Chatman*  
Stone Wheel Olive Oil

*Tamara Kawas*  
General Technique

*Mike Sauerbrun*  
The Tartan, Highland

*Hal Webb*  
Blue Mountain Insurance

Staff  
*Nanette Peykani*  
Executive Director

May 4, 2015

City of Highland  
Attn: Ernest Wong, Public Works Director/City Engineer  
27215 Base Line  
Highland, CA 92346

Subject: **Highland/Redlands Regional Connector Project - Active Transportation Program Project Proposal – Cycle 1**

Mr. Wong,

The Highland Area Chamber of Commerce promotes the economic vitality of the City of Highland and its surrounding areas. The Chamber supports the City's effort in applying for Active Transportation Program grant funding for construction of the Highland/Redlands Regional Connector project.

This project will result in increased bicycle commutes, reduced congestion, and a safer environment for travelers between the cities of Highland and Redlands.

The project will provide a non-motorized transportation alternative in the form of new bike lanes and pedestrian paths for the many high school students living in Highland and attending Citrus Valley High School in Redlands, and for students of Arroyo Verde and Highland Grove Elementary Schools and Beattie Middle School in Highland.

The project will also connect to the 110-mile long Santa Ana River Trail, providing access for non-motorized travelers to destinations all across San Bernardino, Riverside and Oranges Counties.

The Chamber highly recommends the Boulder Avenue/Orange Street Safety and Bikeway Improvements Project.

Sincerely,

Nanette Peykani, Executive Director  
Highland Area Chamber of Commerce





INLAND EMPIRE  
**BIKING ALLIANCE**

May 28, 2015

The City of Highland  
Attn: Ernie Wong, Public Works Director/City Engineer  
27215 Baseline Rd  
Highland, CA 92346

Subject: Highland/Redlands Regional Connector Project, ATP Cycle 2

Mr. Wong:

The Inland Empire Biking Alliance (IEBA) would like to express its support of the Highland/Redlands Regional Connector Project. IEBA is the local non-profit bicycling advocacy that seeks to work with local agencies for safer and better active transportation infrastructure.

We also prioritize regional connectivity to serve area cyclists along with promoting greater participation. This project has long been a top priority expressed by our members and local bike commuters. With a fairly active biking culture already established in this area, the fact that no one feels safe trying to get to and from both cities speaks volumes for its need. This will open the opportunity for greater bike and pedestrian travel.

The most important part of this project is its focus on making it safer for students to get to schools. The impact of such a great project will be truly amazing for the local student population further bolstered with Safe Routes to School programs.

Thank you and the cities of Highland and Redlands for making this project such a high priority and for making biking and walking that much more accessible and safe for all the residents.

Sincerely,

Handwritten signature of Mark Friis in black ink.

Mark Friis, Executive Director

Handwritten signature of Marven Norman in black ink.

Marven Norman, President



## Arroyo Verde Elementary School

7701 Church St., Highland, California, 92346

(909) 307-5590, FAX (909) 307-5594

Rachel Malatesta, Principal

May 22, 2015

Dear Sir or Madam,

It is with great pleasure that I write a letter of support for the City of Highland, and the Safe Routes to School program. Over the last four years, Arroyo Verde has been a proud recipient of the support of this program and we look forward to continuing our partnership.

During this time, our school community has embraced the program and we've seen many families move from driving to school daily, to a healthier alternative like walking or biking. Four years ago, our school with guidance from the SR2S program, starting walking groups that met together and walked to school. We were able to offer prizes and incentives, and moving in to the second year started working on bike safety to broaden our student's options. SR2S purchased additional bike racks for our school so that more students could safely lock up their equipment. Also, through this partnership, we offered a bike rodeo for students and families to further their understanding and confidence with biking to school. In the next year, we purchased a scanning program called Active4Me. This program offers students the ability to scan in each morning with a key fob alerting parents to their child's safe arrival at school. It also provides virtual badges and incentives to encourage children to continue their healthy travels to school. Parent volunteers used handheld scanners and iPhones to scan students as they entered school each day.

Four years into the program, our families continue to do a great job of supporting the program. At this point our students walk or bike and scan *themselves* in each day in the cafeteria. Parents are still able to get that daily email letting them know their child arrived safely to school, and we are still able to offer some incentives for students to participate.

We look forward to continuing to educate our students on traveling safely to and from school, and are hopeful for continued expansion of the bike and walking paths around our school. Our city's continued support of the program and work to further grant funding to maintain the program is vital. We are so grateful for their guidance and are hopeful that additional grant monies will be awarded to continue our efforts.

Sincerely,

Rachel Malatesta  
Principal



April 29, 2015

**SUBJECT: City Of Redlands – Active Transportation Grant Application**

This letter is being submitted on behalf of Ride Yourself Fit, Inc. to show its support for the City of Redlands Active Transportation Program grant application. Along with the City of Highland, Redlands is applying for funding from the Active Transportation Program, Cycle 2. This project would provide for the establishment of Class I and Class IV bike trails along Orange Street between the two cities, as well as a Class IV route on Pioneer Avenue from Orange Street to Citrus Valley High School. The construction of this project will also have the added benefit of connecting residents to the region-wide Santa Ana River Trail when completed.

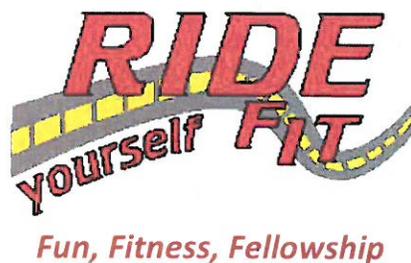
As one of the largest bicycle clubs in Southern California, Ride Yourself Fit, Inc. supports local area projects that provide alternative forms of transportation and commuting, such as walking and cycling. Our club provides a number of educational and training programs to the public to promote a safe and healthy lifestyle through activities that the entire family can enjoy. These programs include the annual Children's Health and Bike Safety Expo, the Safe Ride program and a variety of other activities that encourage healthy life styles.

The City of Redlands has made it a priority to enable safe, non-motorized transportation for residents and visitors to Redlands. Redlands' application supports bicycling and walking activities along with the development of safe and accessible bicycle and walking facilities for non-motorized users. These facilities encourage citizens to get out and use them. Significant increases in cyclists and walkers have been noticed where previous projects have been implemented. Ride Yourself Fit continues to encourage and support these priorities and projects, all in an effort to make Redlands known for superior non-transportation facilities.

Please accept this letter on behalf of Ride Yourself Fit, Inc. as a show of support for the continued promotion of safe travel for non-motorized transportation through this application and the award of the Active Transportation Program grant to the City of Redlands. Thank you for your consideration.

Ronald C. Mutter

Ronald C. Mutter  
Vice President, Route Coordinator  
Ride Yourself Fit, Inc.  
[www.rideyourselffit.org](http://www.rideyourselffit.org)





**MULTIPLE SCHOOLS SERVED:**

<i>Contact:</i>	Rachel Malatesta	Angela Neuhaus	Bernie Cavanagh	Luanna Kloepper
<i>Contact Number:</i>	909-307-5590	909-307-2400	909-799-2300	909-307-2420
<i>School Name:</i>	Arroyo Verde Elementary School	Beattie Middle School	Citrus Valley High School	Highland Grove Elementary School
<i>School Address:</i>	7701 Church Street, Highland, CA 92346	7800 Orange Street, Highland, CA 92346	800 West Pioneer Avenue, Redlands, CA 92374	7700 Orange Street, Highland, CA 92346
<i>District Name:</i>	Redlands Unified	Redlands Unified	Redlands Unified	Redlands Unified
<i>District Address:</i>	20 W. Lugonia Ave. Redlands 92374	20 W. Lugonia Ave. Redlands 92374	20 W. Lugonia Ave. Redlands 92374	20 W. Lugonia Ave. Redlands 92374
<i>Co,-Dist.-School Code:</i>	36 67843 6108179	36 67843 0102558	36 67843 0118802	36 37843 0107888
<i>School Type:</i>	K-5	6-8	9-12	K-5
<i>Total Student Enrollment:</i>	587	1,214	2,277	498
<i>% of Students Currently Walking or Biking:</i>	9.03%	4.53%	5.75%	2.01%
<i>Approx # of Students Living Along Route:</i>	587	1,214	2,277	498
<i>% of Students Eligible for FRMP:</i>	44.9%	50.9%	48.6%	62.9%

**Attendance Area Boundary Maps:**

- Arroyo Verde Elementary School Attendance Area Boundary (see Attachment K-1, Page 2 of 4)
- Highland Grove Elementary School Attendance Area Boundary (see Attachment K-1, Page 2 of 4)
- Beattie Middle School Attendance Area Boundary (see Attachment K-1, Page 3 of 4)
- Citrus Valley High School Attendance Area Boundary (see Attachment K-1, Page 4 of 4)







# Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name: **BEATTIE M S**      Teacher's First Name: **CURTISS**      Teacher's Last Name: **ALLEN**

Grade: (PK,K,1,2,3...) **06**      Monday's Date (Week count was conducted) **04 06 2015**      Number of Students Enrolled in Class: **27**

0 2      M M      D D      Y Y Y Y      1 5

- Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

**Step 1.**  
Fill in the weather conditions and number of students in each class

**Step 2.**  
AM – "How did you arrive at school today?" Record the number of hands for each answer.  
PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather		Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow		Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S	N	20	2	3	8	3		3	1
Sample PM		R	19	3	3	8	1	2	2	
Tues. AM		S	25	1	1	6	15	2		
Tues. PM		O	25	3	1	6	14	1		
Wed. AM		S	27	2	3	7	13	2		
Wed. PM		S	27	3	3	7	12	2		
Thurs. AM										
Thurs. PM										

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

Bicycle Race Wed. Morning - road closures around school

+      +

## Parent Survey About Walking and Biking to School

**Dear Parent or Caregiver,**

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

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

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

+ CAPITAL LETTERS ONLY - BLUE OR BLACK INK ONLY +

School Name:

A R D O Y O V E R D E E L E M E N T A R Y S C H O O L

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

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

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

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

B A S E L I M E S T and C L O V E R H I L L D R

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

5. How far does your child live from school?

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

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

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

**Arrive at school**

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

**Leave from school**

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

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

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

**Travel time to school**

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

**Travel time from school**

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

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

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

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

<p>10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)</p> <p><input type="checkbox"/> Distance.....</p> <p><input type="checkbox"/> Convenience of driving.....</p> <p><input type="checkbox"/> Time.....</p> <p><input type="checkbox"/> Child's before or after-school activities.....</p> <p><input type="checkbox"/> Speed of traffic along route.....</p> <p><input type="checkbox"/> Amount of traffic along route.....</p> <p><input type="checkbox"/> Adults to walk or bike with.....</p> <p><input type="checkbox"/> Sidewalks or pathways.....</p> <p><input type="checkbox"/> Safety of intersections and crossings.....</p> <p><input type="checkbox"/> Crossing guards.....</p> <p><input type="checkbox"/> Violence or crime.....</p> <p><input type="checkbox"/> Weather or climate.....</p>	<p>11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)</p> <p><input type="checkbox"/> My child already walks or bikes to/from school</p> <table border="0"> <tr> <td><input type="checkbox"/> Yes</td> <td><input checked="" type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input type="checkbox"/> Yes</td> <td><input checked="" type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input type="checkbox"/> Yes</td> <td><input checked="" type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> <tr> <td><input checked="" type="checkbox"/> Yes</td> <td><input type="checkbox"/> No</td> <td><input type="checkbox"/> Not Sure</td> </tr> </table>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Sure
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**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

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

Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

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

Very Fun  Fun  Neutral  Boring  Very Boring

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

Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

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

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

<input type="checkbox"/> Grades 1 through 8 (Elementary)	<input type="checkbox"/> College 1 to 3 years (Some college or technical school)
<input type="checkbox"/> Grades 9 through 11 (Some high school)	<input type="checkbox"/> College 4 years or more (College graduate)
<input checked="" type="checkbox"/> Grade 12 or GED (High school graduate)	<input type="checkbox"/> Prefer not to answer

16. Please provide any additional comments below.

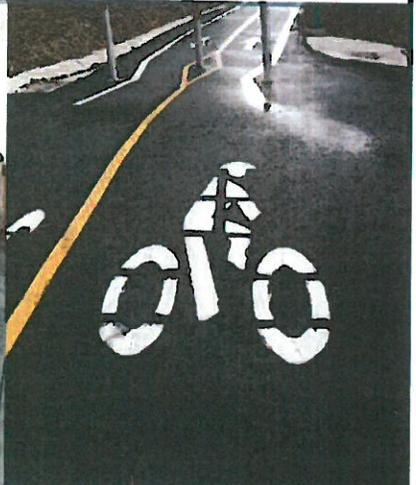
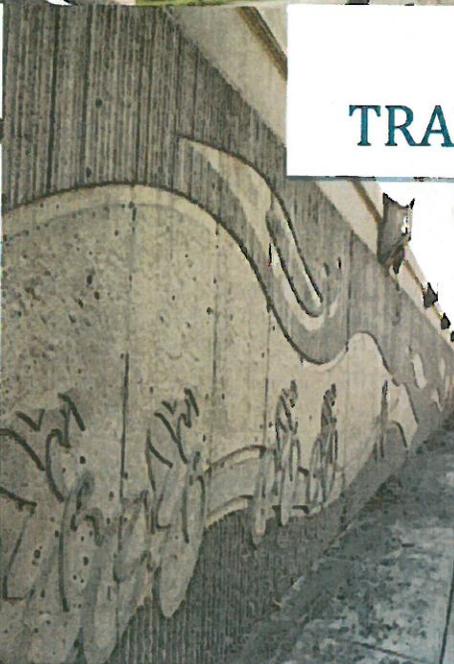
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# ACTIVE TRANSPORTATION



## BENEFIT-COST ANALYSIS TOOL Version 1.0

**20 Year Invest Summary Analysis**

Total Costs	\$4,594,469.00
Net Present Cost	\$4,417,758.65
Total Benefits	\$156,253,903.21
Net Present Benefit	\$104,850,223.85
Benefit-Cost Ratio	23.73

**20 Year Itemized Savings**

Mobility	\$160,704,048.76
Health	\$7,532,798.63
Recreational	-\$64,129,020.01
Gas & Emissions	\$4,998,774.13
Safety	\$47,147,301.70

Funds Requested	\$3,544,991.00
Net Present Cost of Funds Requested	\$3,408,645.19
Benefit Cost Ratio	30.76

**Benefit / Cost Calculation Result**

**1. Project Information**

<b>Application ID</b>	Highland/Redlands Regional Connector	<b>Agency</b>	<b>Version</b>	1
<b>MPO/RTPA</b>	Southern California Association of Governments			

**2. Countermeasures and Crash Data**

**Crash Data Time Period** 04/30/2009 to 04/30/2014 **Years** 5.003

• Install bike lanes

<b>CM Number</b>	<b>Project Type</b>	<b>Crash Type</b>	<b>CRF</b>	<b>Life</b>			
R36	Ped and Bike	Ped & Bike	35	20			
<b>Crash Type</b>	<b>Fatality (Death)</b>	<b>Severe Injury</b>	<b>Injury - Other Visible</b>	<b>Injury - Complaint of Pain</b>	<b>Property Damage Only</b>	<b>Total</b>	
Ped & Bike	0	0	3	1	1	5	
			<b>Annual Benefit</b>	\$ 27,780	<b>Cost</b>	\$ 2,726,681	
			<b>Life Benefit</b>	\$ 555,607	<b>B/C Ratio</b>	<b>0.20</b>	

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

<b>CM Number</b>	<b>Project Type</b>	<b>Crash Type</b>	<b>CRF</b>	<b>Life</b>			
R37	Ped and Bike	Ped & Bike	80	20			
<b>Crash Type</b>	<b>Fatality (Death)</b>	<b>Severe Injury</b>	<b>Injury - Other Visible</b>	<b>Injury - Complaint of Pain</b>	<b>Property Damage Only</b>	<b>Total</b>	
Ped & Bike	2	0	2	1	0	5	
			<b>Annual Benefit</b>	\$ 597,801	<b>Cost</b>	\$ 1,817,787	
			<b>Life Benefit</b>	\$ 11,956,026	<b>B/C Ratio</b>	<b>6.58</b>	

**3. Benefit Cost Result**

<b>Total Benefit</b>	\$ 12,511,633
<b>Total Cost</b>	\$ 4,544,468
<b>B/C Ratio</b>	<b>2.75</b>

HSIP applications are only allowed to apply a combined CRF of not more than 0.8 to a set of crashes. Please ensure one or more of the CRFs apply to different crashes/locations.

**Signature:**

By signing this B/C Calculation Result, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

### Benefit / Cost Calculation Result

#### 1. Project Information

<b>Application ID</b>	Highland/Redlands Regional Connector	<b>Agency</b>	<b>Version</b>	1
<b>MPO/RTPA</b>	Southern California Association of Governments			

#### 2. Countermeasures and Crash Data

**Crash Data Time Period** 04/30/2009 to 04/30/2014 **Years** 5.003

• Install bike lanes

<b>CM Number</b>	<b>Project Type</b>	<b>Crash Type</b>	<b>CRF</b>	<b>Life</b>			
R36	Ped and Bike	Ped & Bike	35	20			
<b>Crash Type</b>	<b>Fatality (Death)</b>	<b>Severe Injury</b>	<b>Injury - Other Visible</b>	<b>Injury - Complaint of Pain</b>	<b>Property Damage Only</b>	<b>Total</b>	
Ped & Bike	0	0	3	1	1	5	
			<b>Annual Benefit</b>	\$ 27,780	<b>Cost</b>	\$ 2,181,345	
			<b>Life Benefit</b>	\$ 555,607	<b>B/C Ratio</b>	<b>0.25</b>	

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

<b>CM Number</b>	<b>Project Type</b>	<b>Crash Type</b>	<b>CRF</b>	<b>Life</b>			
R37	Ped and Bike	Ped & Bike	80	20			
<b>Crash Type</b>	<b>Fatality (Death)</b>	<b>Severe Injury</b>	<b>Injury - Other Visible</b>	<b>Injury - Complaint of Pain</b>	<b>Property Damage Only</b>	<b>Total</b>	
Ped & Bike	2	0	2	1	0	5	
			<b>Annual Benefit</b>	\$ 597,801	<b>Cost</b>	\$ 1,454,230	
			<b>Life Benefit</b>	\$ 11,956,026	<b>B/C Ratio</b>	<b>8.22</b>	

#### 3. Benefit Cost Result

<b>Total Benefit</b>	\$ 12,511,633
<b>Total Cost</b>	\$ 3,635,575
<b>B/C Ratio</b>	<b>3.44</b>

HSIP applications are only allowed to apply a combined CRF of not more than 0.8 to a set of crashes. Please ensure one or more of the CRFs apply to different crashes/locations.

**Signature:**

By signing this B/C Calculation Result, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

5/14/2015

Highland/Redlands Regional Bicycle/Pedestrian Connector Project  
ITEMIZED COST ESTIMATE

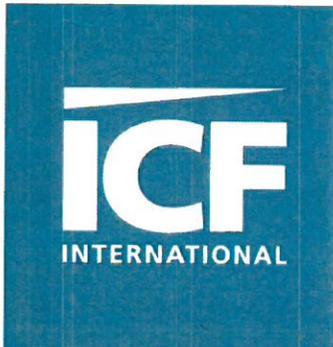
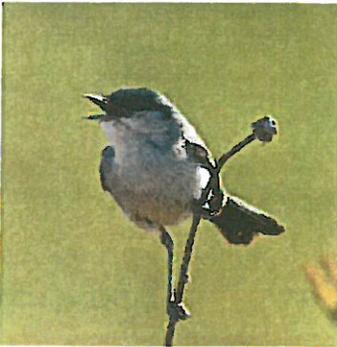
ITEM	DESCRIPTION	UNIT PRICE	UNIT	City of Highland		City of Redlands		Combined TOTAL		By Countermeasure	
				QTY	Total	QTY	Total	QTY	Total	Ped Path (R37) CRF=80	Bike Lane (R36) CRF=35
1	Sawcut existing pavement	\$2.20	LF	8120.00	\$17,864.00	4500.00	\$9,900.00	12620	\$27,764.00	\$9,900.00	\$17,864.00
2	Remove existing AC pavement	\$0.66	SF	8120.00	\$5,359.20	0.00	\$0.00	8120	\$5,359.20	\$0.00	\$5,359.20
3	Roadway excavation (18" depth)	\$5.50	CY	12115.56	\$66,635.56	20166.11	\$110,913.61	32282	\$177,551.00	\$110,913.61	\$66,635.56
4	Shoulder Grading (5'wide)	\$0.17	SF	40600.00	\$6,902.00	0.00	\$0.00	40600	\$6,902.00	\$0.00	\$6,902.00
5	Install Warning Beacons	\$11,000.00	EA	2.00	\$22,000.00	0.00	\$0.00	2	\$22,000.00	\$0.00	\$22,000.00
6	Construct 0.5' AB	\$66.00	CY	2522.96	\$166,515.56	1015.00	\$66,990.00	3538	\$233,508.00	\$66,990.00	\$166,515.56
7	Construct 0.42' AC	\$110.00	T	3292.53	\$362,176.70	1485.00	\$163,350.00	4778	\$525,580.00	\$163,350.00	\$362,176.70
8	Construct Slurry Seal	\$0.33	SF	453728.00	\$149,730.24	0.00	\$0.00	453728	\$149,730.24	\$0.00	\$149,730.24
9	Apply 4' wide centerline Buffer with Striping and reflectors	\$2.75	LF	3960.00	\$10,890.00	0.00	\$0.00	3960	\$10,890.00	\$0.00	\$10,890.00
10	Construct 6' wide edge line Buffer with Striping	\$2.75	LF	7920.00	\$21,780.00	0.00	\$0.00	7920	\$21,780.00	\$0.00	\$21,780.00
11	Apply Bike Lane line	\$2.20	LF	42408.00	\$93,297.60	27435.00	\$60,357.00	69843	\$153,654.60	\$60,357.00	\$93,297.60
12	Apply Bike Lane legend	\$275.00	EA	26.00	\$7,150.00	40.00	\$11,000.00	66	\$18,150.00	\$11,000.00	\$7,150.00
13	Construct Bike Lane sign	\$220.00	EA	24.00	\$5,280.00	40.00	\$8,800.00	64	\$14,080.00	\$8,800.00	\$5,280.00
14	Construct Bike Wayfinding sign	\$550.00	EA	17.00	\$9,350.00	0.00	\$0.00	17	\$9,350.00	\$0.00	\$9,350.00
15	Construct Speed Feedback Sign	\$33,000.00	EA	2.00	\$66,000.00	0.00	\$0.00	2	\$66,000.00	\$0.00	\$66,000.00
16	Bicycle Traffic Loops	\$1,650.00	EA	10.00	\$16,500.00	0.00	\$0.00	10	\$16,500.00	\$0.00	\$16,500.00
17	Construct decorative pedestrian light	\$5,500.00	EA	18.00	\$99,000.00	49.00	\$268,500.00	67	\$368,500.00	\$99,000.00	\$269,500.00
18	Construct light conduit system	\$24.20	LF	3960.00	\$95,832.00	0.00	\$0.00	3960	\$95,832.00	\$0.00	\$95,832.00
19	Construct 0.33' AC Class I Bike Path	\$110.00	T	2918.83	\$321,181.24	2423.33	\$266,566.69	5343	\$587,730.00	\$266,566.69	\$321,181.24
20	Bollards	\$550.00	EA	16.00	\$8,800.00	0.00	\$0.00	16	\$8,800.00	\$0.00	\$8,800.00
21	Bicycle Traffic Signal Head	\$5,500.00	EA	2.00	\$11,000.00	2.00	\$11,000.00	4	\$22,000.00	\$11,000.00	\$11,000.00
22	Bridge	\$275,000.00	EA	1.00	\$275,000.00	0.00	\$0.00	1	\$275,000.00	\$0.00	\$275,000.00
23	Construct Curb and Gutter	\$27.50	LF	0.00	\$0.00	2340.00	\$64,350.00	2340	\$64,350.00	\$0.00	\$64,350.00
24	Construct Median Curb	\$27.50	LF	0.00	\$0.00	1170.00	\$32,175.00	1170	\$32,175.00	\$0.00	\$32,175.00





# Wildlife Agency Screencheck:

## Upper Santa Ana River Wash Plan Habitat Conservation Plan



May 2015

Prepared for:  
San Bernardino Valley Water Conservation District  
1630 W Redlands Blvd  
Redlands, CA 92373



Prepared by:  
ICF International  
1889 W Redlands Blvd  
Redlands, CA 92373



Unique ID	Owner	Project Name	Project Class	Project Type
FC.01	San Bernardino County Department of Public Works	Plunge Creek Sediment Removal	Flood Control	Routine Maintenance
FC.03-.04	San Bernardino County Department of Public Works	Existing Levees	Flood Control	Routine Maintenance
FC.09	San Bernardino County Department of Public Works	Elder/Plunge Creek Restoration-Reasonably Foreseeable Project	Flood Control	New construction
High.01	City of Highland	Greenspot Road Bridge and Realignment	Transportation	New construction
High.02	City of Highland	Alabama Street Improvements	Transportation	New construction
High.03	City of Highland	Greenspot Road Improvements	Transportation	New construction
High.04	City of Highland	Orange Street/Boulder Avenue Improvements	Transportation	New construction
High.10	City of Highland	Weaver Street Channel Maintenance	Flood Control	Routine Maintenance
High.11	City of Highland	Greenspot Rd. Drain Outlets	Flood Control	Routine Maintenance
High.12	City of Highland	Church Street Channel	Flood Control	Routine Maintenance
High.13	City of Highland	Alabama Street Trail	Trails	New designation
High.14	City of Highland	Boulder Avenue / Orange Street Trail	Trails	New designation
High.15	City of Highland	Cone Camp Road Trail	Trails	New designation
High.16	City of Highland	Greenspot Road Trail	Trails	New designation
High.19	City of Highland	Old Rail Line Trail	Trails	New designation
High.20	City of Highland	Plunge Creek Trail	Trails	New designation
High.21	City of Highland	Pole Line Trail	Trails	New designation
High.22	City of Highland	Weaver Street Trail	Trails	New designation
Redl.02	City of Redlands	Church Street Drainage	Flood Control	New drainage facility
Redl.03	City of Redlands	Judson Street Drainage	Flood Control	New drainage facility
Redl.04	City of Redlands	Orange Street Drainage	Flood Control	New drainage facility
Redl.05	City of Redlands	Wabash Street Drainage	Flood Control	New drainage facility

Unique ID	Owner	Project Name	Project Class	Project Type
Redl.06	City of Redlands	Borrow Pit South Rim Trail	Flood Control	New designation
Redl.07	City of Redlands	Redlands Aqueduct Tunnel	Wells and Water Infrastructure	Maintenance
Redl.08	City of Redlands	Redlands Well Connector Pipeline	Wells and Water Infrastructure	New construction
Redl.08	City of Redlands	Redlands Well Connector Pipeline	Wells and Water Infrastructure	New construction
Redl.09	City of Redlands	Santa Ana River Trail	Trails	New construction
Redl.10	City of Redlands	Orange Street Well Access Road	Wells and Water Infrastructure	Maintenance
Redl.11	City of Redlands	N Orange 2, N Orange 1, and Orange Street Wells	Wells and Water Infrastructure	Maintenance
Redl.12	City of Redlands	Trail across WSPA	Trails	New construction
Redl.13	City of Redlands	N Orange 3 Well and Connector Pipeline	Wells and Water Infrastructure	New construction
Redl.14	City of Redlands	Alabama Street Improvements	Transportation	New construction
Redl.15	City of Redlands	Orange Street Improvements	Transportation	New construction
Redl.16	City of Redlands	Alabama Street Trail	Trails	New designation
Redl.17	City of Redlands	Orange Street Trail	Trails	New designation
Mine.01	Robertson's and Cemex		Mining	New
Ceme.01	Cemex and Robertson's	Proposed Haul Road	Mining	New construction
VD.01	Valley District	Planned Spreading Basins and associated infrastructure	Water Conservation	New construction
VD.02	Valley District	East Branch Extension, Phase 2	Wells and Water Infrastructure	Maintenance
VD.03	Valley District	Foothill Pipeline	Wells and Water Infrastructure	Maintenance
VD.04	Valley District	Orange Street Connector	Wells and Water Infrastructure	New construction
VD.05	Valley District	Plunge Pool Pipeline	Wells and Water Infrastructure	New construction
VD.06	Valley District	SARC Pipeline and turnout	Wells and Water Infrastructure	Maintenance
VD.07	Valley District	Santa Ana Low Turnout Rebuild	Wells and Water Infrastructure	New construction
VD.09	Valley District	Wells and Connector Pipeline	Wells and Water Infrastructure	New construction

- Telemetry cable/system inspections and repairs. Telemetry systems allow communication of data from the pipeline to the pipeline operator so that the operator can track the operations of the pipeline. Telemetry cables are often sited in the center of roads. May require excavation to access system components.
- Meter inspections and repairs. Flow meters measure the rate of flow through a pipeline. Some meters are located in vaults while others are not.
- Maintenance of pump stations, operation yards, utility yards, and corporation yards.

### 2.2.3 Transportation Activities

Arterial road/ highway maintenance and expansion is planned at a number of locations in the Plan Area. Four of these projects, are proposed to obtain coverage under this agreement. Projects include the widening of two existing roadways and the construction or replacement of two additional roadway expansions across the Plan Area.

#### City of Highland

##### ***Greenspot Road Bridge and Realignment (High.01)***

Along the alignment of High.01, the City of Highland has recently constructed a new two-lane roadway and a four-lane bridge, and has separately provided biological mitigation for 9.1 acres of temporary impact and 5.0 acres of permanent impact. High.01 will widen the realigned Greenspot Road from two lanes and two bike lanes to four travel lanes, a center lane, and two bike lanes. It will also be improved with standard street improvements such as curbs, gutters, sidewalk, roadway drainage, street lights, and landscaped parkway etc. High.01 also includes operation and maintenance of the planned improvements.

##### ***Alabama Street Widening (High.02)***

Within the City of Highland from 3rd Street to approximately 800' southerly, Alabama Street will be widened and improved along the east side to include standard street improvements such as curb, gutter, sidewalk, landscaped parkway, roadway drainage, and street lights. The widened roadway will have four travel lanes, one center lane and two bike lanes. Within the City of Redlands, Alabama Street will be widened along both sides to include the above-mentioned standard street improvements. The widened roadway will have six travel lanes, one center lane, and two bike lanes. High.02 also includes operation and maintenance of the planned improvements.

##### ***Greenspot Road Improvements (High.03)***

Within the limits of High.03, the City of Highland has recently constructed a new two-lane roadway along the "S" curve, and has separately provided biological mitigation for 6.9 acres of temporary impact and 4.2 acres of permanent impact. High.03 will widen Greenspot Road on the south side generally between Weaver Street and Santa Paula Street, and on both sides between Santa Paula Street and the west limit of High.01. The widened roadway will have four travel lanes, one center lane, and two bike lanes with standard street improvements such as curb, gutter, sidewalk, landscaped parkway, roadway drainage and street lights. High.03 also includes operation and maintenance of the planned improvements.

##### ***Orange Street/Boulder Avenue Improvements (High.04)***

Within the City of Highland and the City of Redlands, Boulder Avenue/Orange Street from Greenspot Road to the south limit of the Wash Plan will be widened along both sides to include four travel lanes, one center lane and two bike lanes. It will be improved with standard street improvements such as curb, gutter, sidewalk, landscaped parkway, roadway drainage, and street lights. High.04 also includes operation and maintenance of the planned improvements.

For construction of portions of High.01 and High.03, the City of Highland has recently provided biological mitigation outside of the Wash Plan for a total of 15.96 acres of temporary impact and 9.46 acre of permanent impact." It is the intent of the HCP to provide 25.42 acres of biological mitigation for use in future City of Highland transportation projects that are located outside of the Wash Plan.

### **Maintenance**

Maintenance must also take place on other paved roads throughout the District. Maintenance on these roads includes: shoulder grading, easement and weed control, and sign and guardrail replacement. Street sweeping also occurs to make sure the roads are free of debris that could block vehicles from traveling. This more frequent road maintenance takes place whenever it is needed. Long term road maintenance includes drainage facility management, striping, slurry sealing, overlay, and replacement. Drainage facility management should take place at least once a year at the inlets and outlets of drainage facilities. Striping should occur more frequently every 2 to 3 years. Paved roads should receive a slurry seal every 6 to 7 years and an overlay every 20 years. Lastly, roads should be replaced every 40 years.

## **2.2.4 Flood Control**

San Bernardino County Flood Control District maintains flood control levee structures on the Santa Ana River, Mill Creek, Plunge Creek and City Creek within the Plan Area. Regular and ongoing maintenance is required so these levees continue to provide flood protection to the public.

### **San Bernardino County Flood Control District**

#### **Elder/Plunge Creek Restoration- Reasonably Foreseeable Project (FC.09)**

The Plunge and Elder Creek Multipurpose Habitat Enhancement and Flood Control Reasonably Foreseeable Project is intended to: 1) restore braided channel structure in Plunge Creek providing additional SBKR habitat; 2) restore flows in Plunge and Elder Creeks above the Orange Street impeded by sedimentation in the stream channels; 3) reduce the probability of habitat type conversion in the Wash Plan area by diverting nuisance flows into a retention basin, and; 4) reducing flood risk in the Elder Creek watershed, specifically in the neighborhood adjacent to Abbey Way.

In order to construct the project, lead remediation will be required on a parcel within the Wash Plan that was once used as a shooting range. This HCP covers species impacts, primarily to SBKR, associated with ground disturbing activities required for remediation and does not cover potential impacts associated with the lead itself.

HCP coverage for this project though the Wash Plan is considered permissive or conditional and will also require the preparation of a lead remediation plan acceptable to the resource agencies and further consultation with the FWS and CA DFW in the development of final design drawings to further minimize species and habitat impacts. It is understood that species impacts resulting

The construction, operation and maintenance of trails is covered by the HCP and is permissible following completion and of a resource-agency approved trails and recreation plan. At a minimum, the trails and recreation plan will detail how covered species and habitats will be protected and trail related impacts will be avoided, minimized, monitored, and managed. The plan will also detail public safety considerations associated with operating a trail system in an isolated area. All trails serving only bicyclists and pedestrians would be located on or along existing streets, service roads, or old railroad beds. Development of trails would be covered as a permissible future activity based on requirements from the Resource Agencies. Additionally, the placement of signs indicating that trails and service roads would serve a dual purpose would be required. No off-road vehicles or equestrian uses would be permitted on trails, and are therefore not covered activities under this HCP. Native boulders or similar barricades may be placed to direct trail users away from habitat conservation, flood control, water conservation, and mining areas. Prior to implementation of the public access to the trail, certain activities will be required to discourage off-trail access: 1) explanatory signage; 2) barriers placed in or near areas of sensitive habitat where needed; 3) maintenance of existing grades, which provide separation from adjacent areas, and; 4) maintenance of surrounding area in natural conditions because boulders, topography, and soils are unsuitable for bicycle and off-road use.

Additional grading and maintenance above regular access road maintenance is assumed to occur on the road/trail footprint. Amenities necessary for a trail will be required prior to opening to the public such as the placement of trash pickup and the placement of trash receptacles and regular patrols to ensure recreational activities do not adversely impact sensitive areas would be provided by the cities. These activities are also assumed to occur on the road/trail footprint.

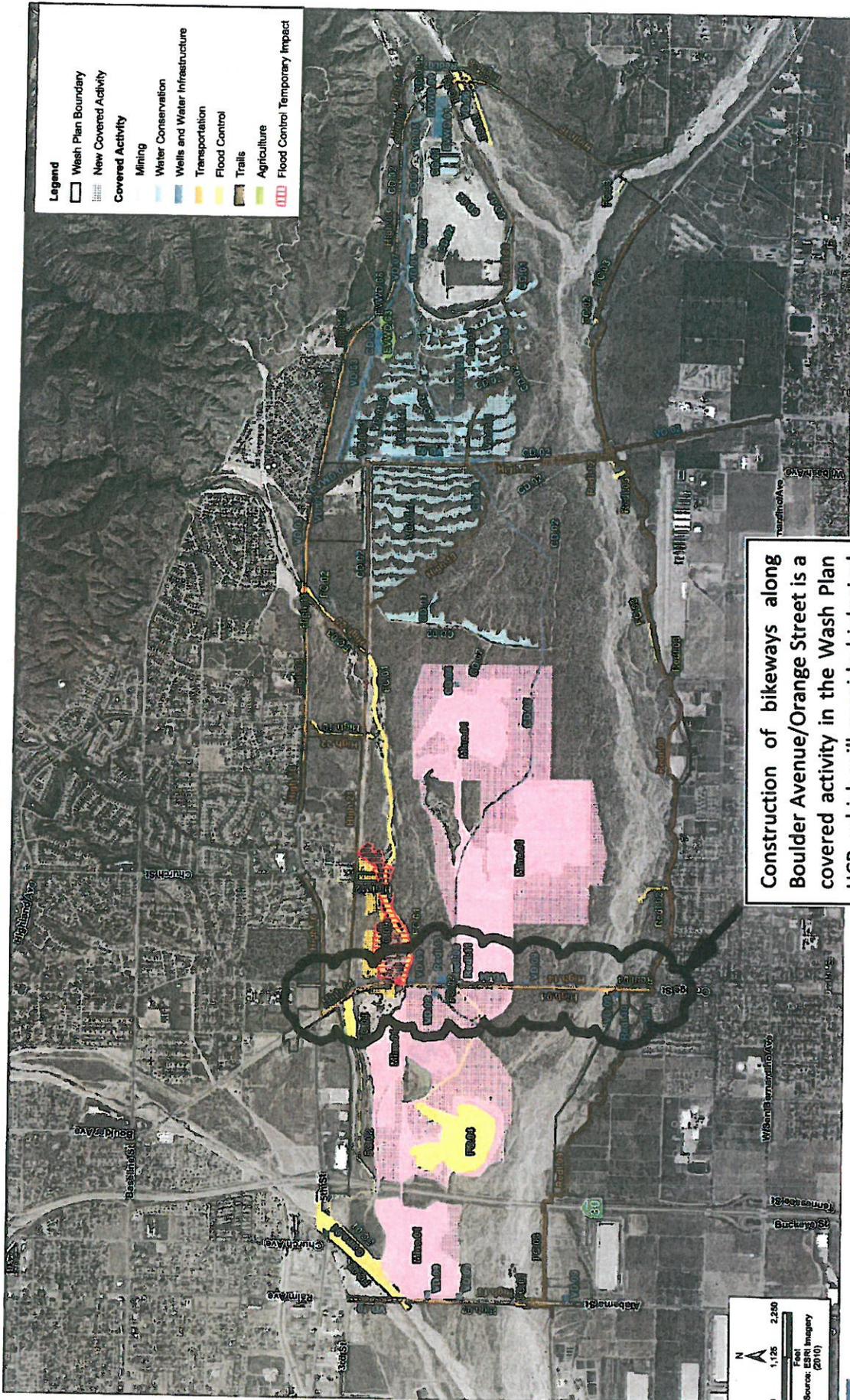
Use of the Wash for trail activities will likely require staging areas which are assumed to be outside project boundaries or as the result of other consultation with the Resource agencies. Trails segments whose designation and maintenance are covered in the HCP include:

- Alabama Street Trail (High.13)
- Borrow Pit South Rim Trail (Redl.06)
- Boulder Avenue / Orange Street Trail (High.14)
- Cone Camp Road Trail (High.15)
- Greenspot Road Trail (High.16)
- Old Rail Line Trail (High.19)
- Plunge Creek Trail (High.20)
- Pole Line Trail (High.21)
- Weaver Street Trail (High.22)
- Santa Ana River Trail (Redl.09)

The Santa Ana River Trail, a significant regional trail system is planned on the southern border of the Plan Area. Portions of the Santa Ana River Trail pass outside the southern border of the project site as is reflected in the General Plans of the City of Highland and City of Redlands. The Santa Ana River Trail is planned to extend 110 miles and although not a part of the proposed project, the trail would intersect the Orange Street-Boulder Avenue Trail on the south side of the Santa Ana River, and also intersect the Greenspot Road Trail east of the project boundary.

#### **Potential Trail Across WSPA (Redl.12)**

As noted above, this proposed trail crossing of the WSPA to connect a trail to the Santa Ana River Trail (SART) in Redlands is not a covered activity of this HCP, and approval of the WSPA crossing will require independent wildlife agency approval. The WSPA crossing is addressed





# TRANSPORTATION

DISTRICT 8 OVERSIGHT & LOCAL ASSISTANCE PROJECTS

[Return to search results](#)

## Comment History for HSIPL-5449 (011)

Go to [Project Reviews](#)

Entry Date	Activity/Comments
05/13/2015	Mail Received: RFA, 1 original, 2 copies
03/24/2015	Mail Received: R/W Cert. and PS&E package, 1 copy, 1 original
01/16/2015	Mail Received: ISA, 3 copies, 0 original, sent to Environmental
07/10/2014	Mail Received: Received Re-Evaluation of CE, 7 copies sent to ENV
06/10/2014	Mail Received: Received request Re-Validation of CE
03/14/2014	Mail Received: Received progress invoice #4
10/01/2013	Mail Received: Received Progress Invoice #3
09/13/2013	Mail Received: Progress Invoice #2
09/13/2013	Mail Received: Recieved Progress Invoice #2
06/04/2013	Mail Received: Invoice 1 (1 original, 2 copies)
05/22/2013	Mail Received: Finance Letter HQ approved (1 copy)
05/20/2013	Mail Received: Invoice 1 (1 original, 2 copies)
03/07/2013	Mail Received: Finance letter (1 original, 2 copies)
09/18/2012	D8 comments Invoice 1. Invoice dispute sent to City. 1) Insufficient funds. Obligated \$47k, claiming \$87K
09/18/2012	Mail Received: Invoice progress no. 1 (1 original, 2 copies)
05/16/2012	Mail Received: ED revalidation
04/30/2012	Mail Received: Allocation request TE
05/13/2010	Mail Received: 7 copies of the PES
05/11/2010	Mail Received: Response Letter to PES comments
03/02/2010	Mail Received: PES
11/22/2008	Mail Received: RFA package

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 DISTRICT 8 OVERSIGHT & LOCAL ASSISTANCE PROJECTS

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## Comment History for BRLO-5449 (014)

Go to [Project Reviews](#)

Entry Date	Activity/Comments
04/22/2015	Mail Received: FROE Package, 1 original, 2 copies
08/14/2014	Mail Received: Received back for invoice #15
07/07/2014	Mail Received: Received Progress Invoice #15
02/27/2014	Mail Received: Received Revised 1st invoice
02/10/2014	Mail Received: Received Progress Invoice #15
08/21/2013	Mail Received: Revised Progress Invoice #14 (1 original, 2 copies).
07/24/2013	Mail Received: Revised Progress Invoice #14 (1 original, 2 copies).
06/17/2013	Mail Received: Progress Invoice #14 (1 original, 2 copies).
02/21/2013	Mail Received: PSA notice to City
12/11/2012	Mail Received: Revised Finance Letter for the PNRS funds request.
10/15/2012	3rd revision of Construction Cost adjustment requested to obligate Demo funds
10/15/2012	Mail Received: Revised of Construction Cost adjustment requested to obligate Demo funds (3rd revision)
10/04/2012	Mail Received: Approved Finance Letter from HQ
10/02/2012	2nd revision of Construction Cost adjustment requested to obligate Demo funds.
10/02/2012	Mail Received: Revised of Construction Cost adjustment requested to obligate Demo funds (2nd revision)
09/14/2012	Meeting with City of Highland. City will resubmit for DEMO funds to be obligated contract items already in the bid. City will re-validation with additional items that will come in later for the PNRS funds.
08/30/2012	Mail Received: Demonstration and PNRS Funding Obligation's Supporting Cost Estimates.
08/29/2012	Mail Received: Earmark Information Form, 1 original, 1 copy
08/29/2012	Mail Received: FHWA Earmark Information Form
08/29/2012	Mail Received: Demonstration and PNRS Funding Obligation Request
08/07/2012	Mail Received: Progress Invoice #1 (1 original, 2 copies)
08/02/2012	Mail Received: Exhibit 15-M - Revised (2 copies)
05/16/2012	Mail Received: Revised Exhibits 3-O;15-G;15-M (3 copies)
05/16/2012	Mail Received: Contractor's Bid Proposal and Staff Report Awarding Construction Contract.
04/16/2012	Mail Received: Award Package (4 copies)
10/25/2011	Invoice 12A to HQ
03/05/2009	Mail Received: Revised NES
12/19/2008	Mail Received: Response to review comments , air quality conformity analysis
10/27/2008	Mail Received: Comments from USFWS
09/15/2008	Mail Received: Air Quality Conformity Analysis
07/25/2008	Mail Received: Air Quality Conformity Analysis
06/25/2008	Mail Received: Air Quality Analysis
05/28/2008	Mail Received: 3 copies of Air Quality Conformity Rcvd
03/18/2008	Mail Received: Received via hand delivery 3 copies ea of Air Quality Air Quality Conform and Noise
02/28/2008	Mail Received: invoice
01/02/2008	Mail Received: Request for Auth to Proceed with Construction
12/20/2007	Mail Received: 3 copies ea of Bio Assessment, Noise & Air. 1 copy to eng.
09/26/2007	Mail Received: Boulder Ave Bridge Noise Impact Analysis
07/18/2007	Mail Received: Biological, Water Quality, Air Quality
06/25/2007	Mail Received: Exhibits 3 E and # 0
06/21/2007	Mail Received: PES Submittal
06/13/2007	Mail Received: Copy of Review of HBP Application

CALIFORNIA DEPARTMENT OF  
**TRANSPORTATION**  
 DISTRICT 8 OVERSIGHT & LOCAL ASSISTANCE PROJECTS

[Return to search results](#)

**Comment History for HSIPL-5449 (025)**

Go to [Project Reviews](#)

Entry Date	Activity/Comments
05/21/2015	Mail Received: Progress Invoice #4, 1 original, 1 copy
05/05/2015	Mail Received: Progress invoice #4 (Con) 1 original, 2 copies
03/25/2015	Mail Received: HQ to D8, PSA, 1 copy, 0 original
01/29/2015	Mail Received: Exhibit 15N & 15M, 1 original, 1 copy
01/21/2015	Mail Received: Finance Letter only, 1 original, 2 copies
12/26/2014	Mail Received: Award package, 1 original, 2 copies
07/23/2014	Mail Received: Received set of plans
06/19/2014	Mail Received: Received RFA for Construction
04/07/2014	Mail Received: Received Progress Invoice #3
10/01/2013	Mail Received: Received Progress Invoice #2
06/13/2013	Mail Received: Invoice 1 ( 1 original, 2 copies)
01/14/2013	Mail Received: PSA executed (1 copy)
07/25/2012	Mail Received: RFA PE (1 original)
07/25/2012	Mail Received: Finance letter (1 original, 5 copies)
07/25/2012	Mail Received: DBE conditional (1 original)
05/08/2012	Mail Received: RFA PE resubmit with approved ED
11/09/2011	Use Advantage Id. 0812000163 HSIP4-08-002, programmed in 2011/2012. PE and CONS.

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**SB SUN**

**FBI airport probe costs Highland \$10 million grant**

Joe Nelson, Staff Writer

Posted: 12/16/2011 03:19:40 PM PST

Highland has lost a \$10 million federal grant to widen Fifth Street north of San Bernardino International Airport due to an ongoing FBI investigation at the airport.

The city had planned to use the money to widen Fifth Street between the 210 Freeway and Del Rosa Avenue to improve traffic flow near the airport.

A Dec. 8 letter from U.S. Secretary of Transportation Ray LaHood to Highland Public Works Director Ernest Wong said the Oct. 20, 2010, grant was contingent upon the street widening project meeting all applicable federal statutory and regulatory requirements and conditions.

After awarding the grant, the Department of Transportation learned of the FBI's investigation into allegations of conspiracy, money laundering, theft of public funds and wire and mail fraud at the airport. Airport developer and convicted felon Scot Spencer, San Bernardino Mayor Pat Morris and former airport director Donald Rogers are among the individuals implicated in the investigation.

"Given these changed circumstances, the Department (of Transportation) does not believe that the project will be able to serve its intended purpose, which was to attract additional air service to the airport and stimulate an increase in economic activity that would create and preserve jobs," LaHood said in his letter.

As a consequence, LaHood said his department is withdrawing the grant.

Roughly 80 FBI agents raided the airport on Sept. 21, seizing dozens of boxes of official documents that filled a 26-foot U-Haul truck. The warrants served at the airport and the gated Riverside mansion that Spencer rents listed 16 corporations Spencer is affiliated with in which investigators were also seeking records.

On Tuesday, Highland City Councilman Sam Racadio, who sits on the San Bernardino International Airport Authority (SBIAA) board, sent a letter to A.J. Wilson, interim executive director at the airport, breaking the news.

"This is bad news, but we have to move forward with our efforts and keep improving the airport," Racadio said in his e-mail.

Wilson subsequently sent an email to members of both the SBIAA and Inland Valley Development Agency (IVDA) boards, informing them. He said that Congressional efforts to intervene by Rep. Jerry Lewis, R-Redlands, had no effect.

"I will continue to try to determine how we can lift this cloud that now interferes with our grant process," Wilson said in his email.

Lewis spoke to LaHood, but was unable to gain any traction.

"Secretary LaHood told me he will help find funds for this project in the future when the investigation has concluded, and I will continue to seek federal help for the infrastructure around the former Norton Air Force Base," Lewis said in a statement Friday. "With or without passenger service, this area is becoming a hub of business traffic for the San Bernardino Valley, and every federal dollar invested here will pay dividends in more jobs and commerce."

San Bernardino County Supervisor Neil Derry, who sits on the IVDA board and is an alternate member of the SBIAA board, said the fallout is indicative of past poor choices by airport and city officials.

"It points out the significant dangers people should have been aware of when they hired convicted felon Scot Spencer to develop the airport," Derry said. "It's another example of waste and losses at the airport that should have been avoided."

Racadio on Friday call the loss a "substantial blow" that will impact the scope of the project. He said the alternative is tapping redevelopment funds, which remain in limbo until the state Supreme Court decides whether cities have a right to have redevelopment agencies and whether states have the right to eliminate them.

Redevelopment backers have sued the state, arguing the move to seize redevelopment money violates a voter-approved ballot measure last year which barred the state from taking away local government funding to pay its bills.

"If they eliminate redevelopment ... probably very little can be done," Racadio said.

*Reach Joe [via email](#), call him at 909-386-3874, or find him on Twitter [@SBCountyNow](#).*