



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-San Bernardino-1

Auto populated

Total ATP Funds Requested:

\$ 2,153

(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:

San Bernardino

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

300 N. "D" Street

San Bernardino

CA

92418

IMPLEMENTING AGENCY'S CONTACT PERSON:

Michael Grubbs, P.E.

CONTACT PERSON'S TITLE:

Project Manager

CONTACT PERSON'S PHONE NUMBER:

909-384-5179

CONTACT PERSON'S EMAIL ADDRESS :

grubbs_mi@sbcity.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:

NOT APPLICABLE

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

08-5033R

Implementing Agency's State Caltrans MA number

00051S

* 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)

San Bernardino City Sidewalk Gap Closure/SRTS Project (3 locations)

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Construct sidewalk, curb and gutter infrastructure, new crosswalk striping, street lights, ADA-accessible curb ramps, and education and encouragement activities.

PROJECT LOCATION: (Max of 250 Characters)

Three locations in San Bernardino City. 1) 48th Street, Magnolia and Reservoir, 2) Pepper Ave., Randall Ave., and Meridian Ave., 3) Perris Hill Park Road.



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 _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 100.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 8

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: Multiple Schools

District address: Multiple Schools

Co.-Dist.-School Code: Multiple Schools

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.3 mile

Total student enrollment: _____ 11,015

% of students that currently walk or bike to school% _____ 50.0 %

Approx. # of students living along route proposed for improvement: _____ 3,132

Percentage of students eligible for free or reduced meal programs ** _____ 84.0 %

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		3/31/16
* CEQA Environmental Clearance:	_____		3/31/17
* NEPA Environmental Clearance:	_____		3/31/17
CTC - PS&E Allocation:	_____		7/31/17
CTC - Right of Way Allocation:	_____		7/31/17
* Right of Way Clearance & Permits:	_____		3/31/18
Final/Stamped PS&E package:	_____		3/31/18
* CTC - Construction Allocation:			11/30/18
* Construction Complete:			11/30/19
* Submittal of “Final Report”			5/1/20



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:	\$143	
ATP funds for PS&E:	\$215	
ATP funds for Right of Way:	\$60	
ATP funds for Construction:	\$1,671	
ATP funds for Non-Infrastructure:	\$64	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$2,153	

Local funds leveraging or matching the ATP funds: \$0

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: \$2,153

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.

San Bernardino City
Safe Routes to Schools ATP Proposal

Benefitting Schools Summary						
School Name and Contact	(1) Enrollment (2014-15)	(1) Percent of Students Qualifying for Free and Reduced Price Meal Program	(1) % of Students Hispanic or Latino	(2) No. of Students who Walk or Bicycle to School	(3) No. of Students who Ride the Bus to School	Distance between SRTS Improvements & School
<i>San Bernardino City Unified School District (locations #1 and #3)</i>						
<i>School Contact:</i> Officer Eric Vetere, (909) 381-1193						
Code: 3667876						
1. Holcomb ES 1345 W. 48th Street San Bernardino, CA 92407	487	91%	60%	344	55	0.09 miles
2. Cajon HS 1200 Hill Drive San Bernardino, CA 92407	2,800	77%	62%	1,722	397	0.15 miles
3. Pacific HS 1020 Pacific St. San Bernardino, CA 92404	1,370	91%	70%	1,154	10	Adjacent
4. Roger Anton ES 1501 Anton Court San Bernardino, CA 92404	730	94%	82%	478	0	Adjacent
<i>Rialto Unified School District (location #2)</i>						
<i>School Contact:</i> Ms. Cathy McFarland, Safety Specialist, (909) 421-7609						
Code:3667850						
4. Garcia ES 1390 W. Randall Ave. San Bernardino, CA 92410	713	77%	86%	178	18	Adjacent
5. Morris ES 1900 W. Randall Ave. Colton, CA 92324	635	87%	87%	253	0	0.28 miles
6. Jehue MS 1500 N. Eucalyptus Ave. Colton, CA 92324	1,400	82%	88%	554	28	0.05 miles
7. Rialto HS 595 S. Eucalyptus Ave. Rialto, CA 92376	2,880	78%	87%	826	39	0.16 miles
TOTAL	11,015	84%	78%	5,509 (50%)	547 (5%)	

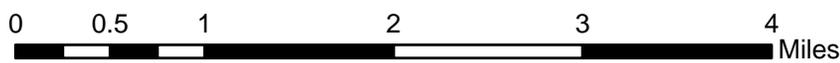
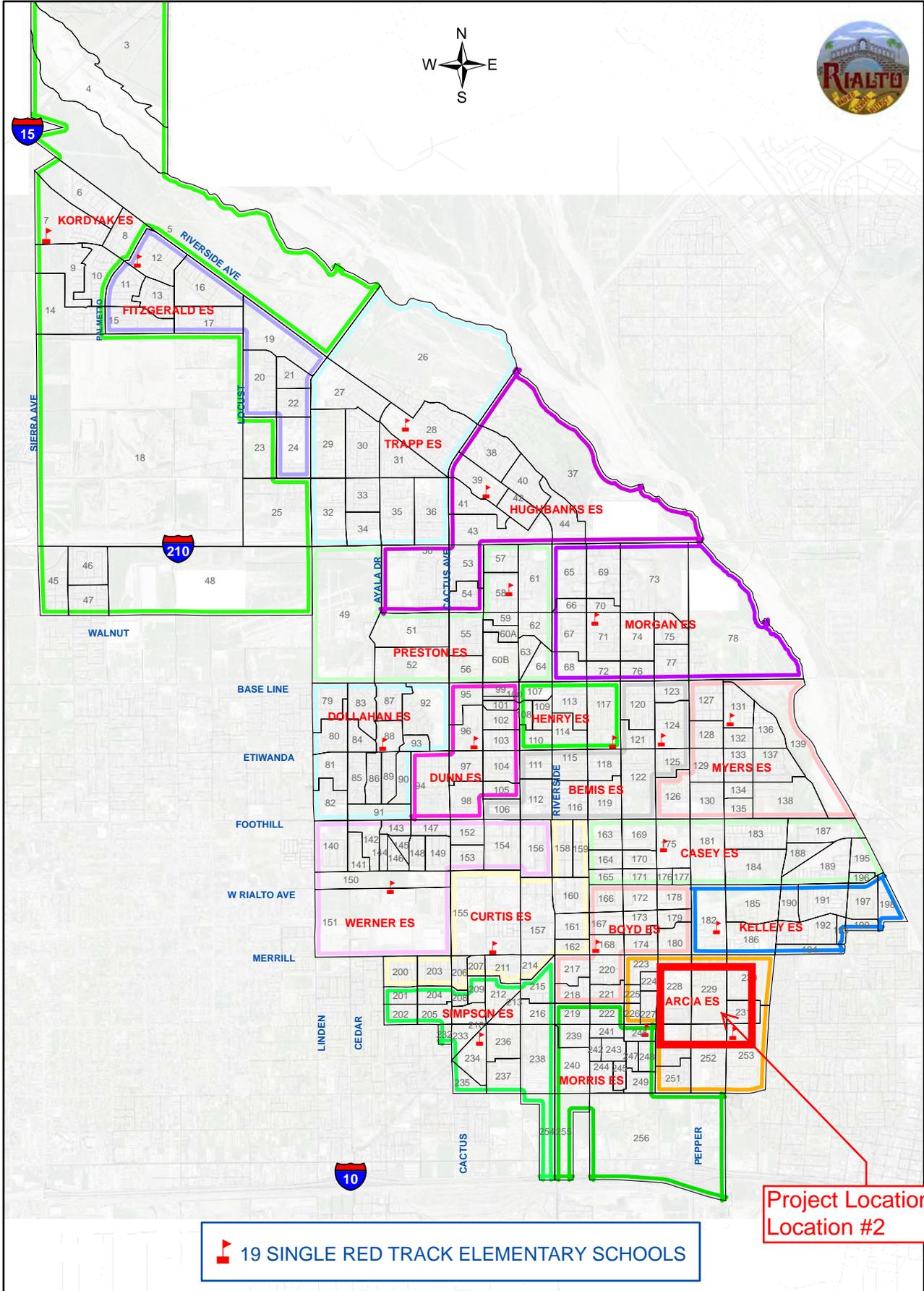
School Boundary Maps

School boundary maps are not available for:

- Pacific High School
- Cajon High School

All other boundary maps are provided on the following pages.

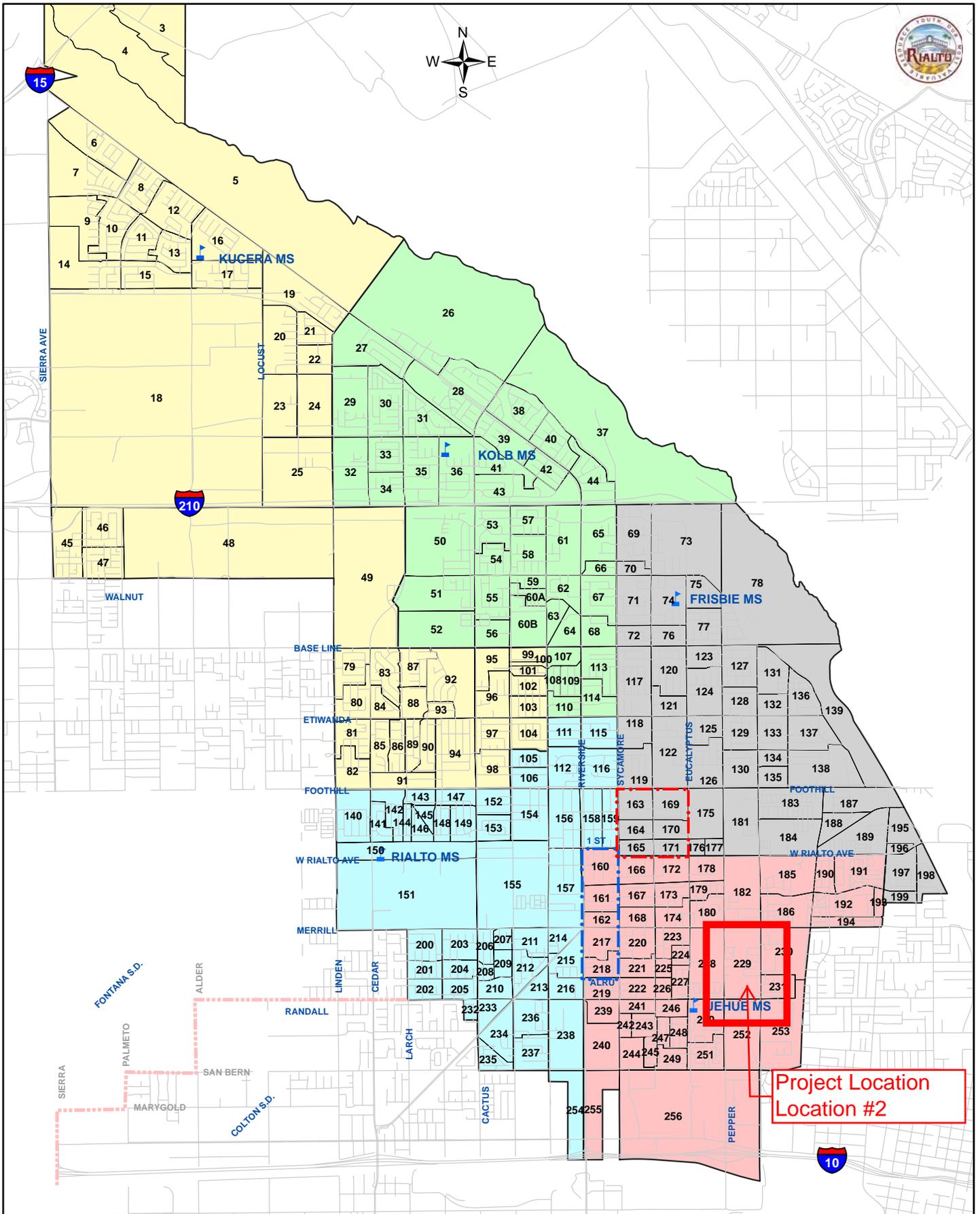
ELEMENTARY ATTENDANCE BOUNDARY SCHOOL YEAR 2010-2011



RIALTO MIDDLE SCHOOL Approved Boundary 2011-2012

08-San Bernardino-1

Rialto Unified School District

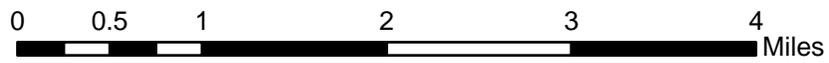
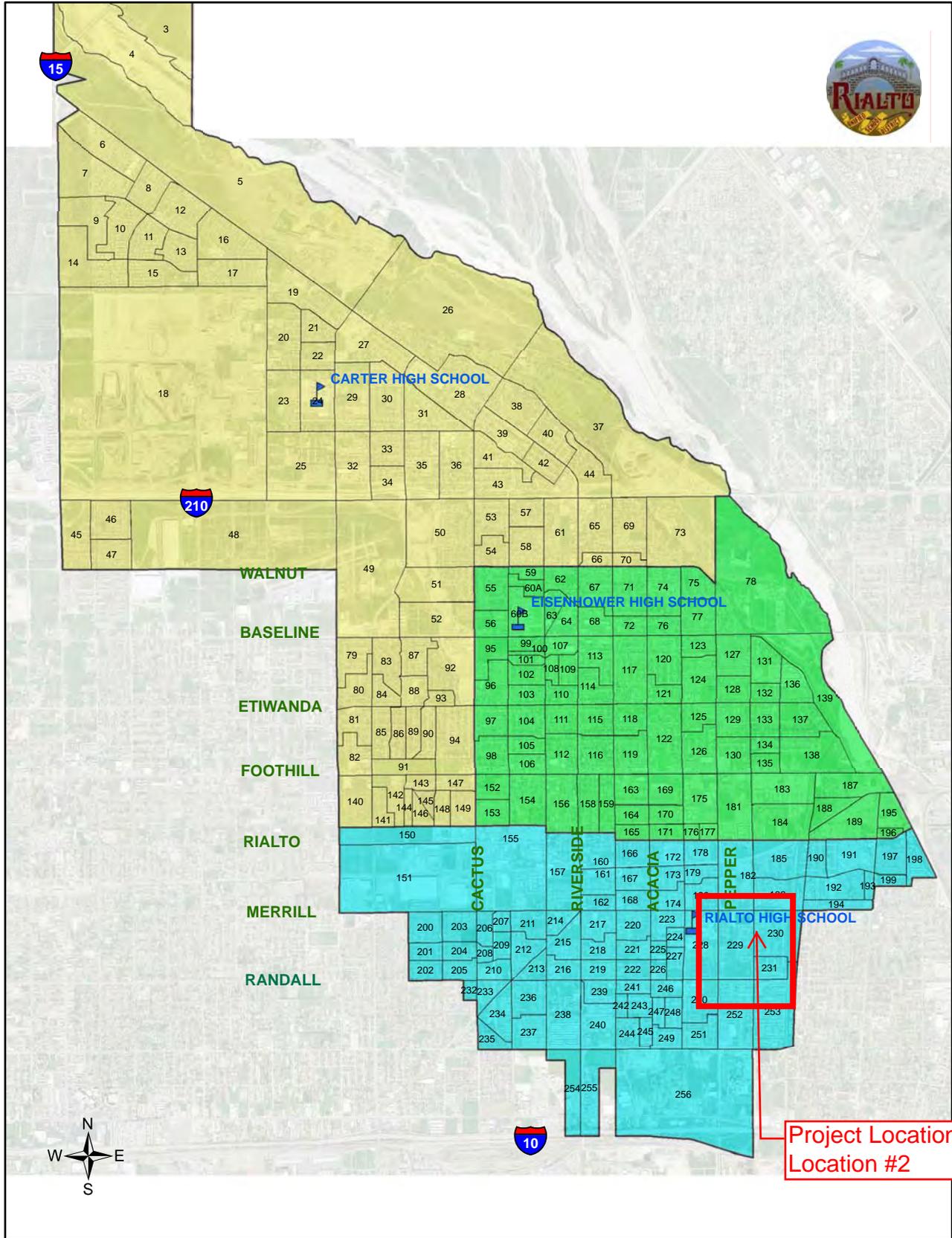


0 0.5 1 2 3 4 Miles

RIALTO HIGH SCHOOL

Approved Boundaries 2009-2010

Rialto Unified School District

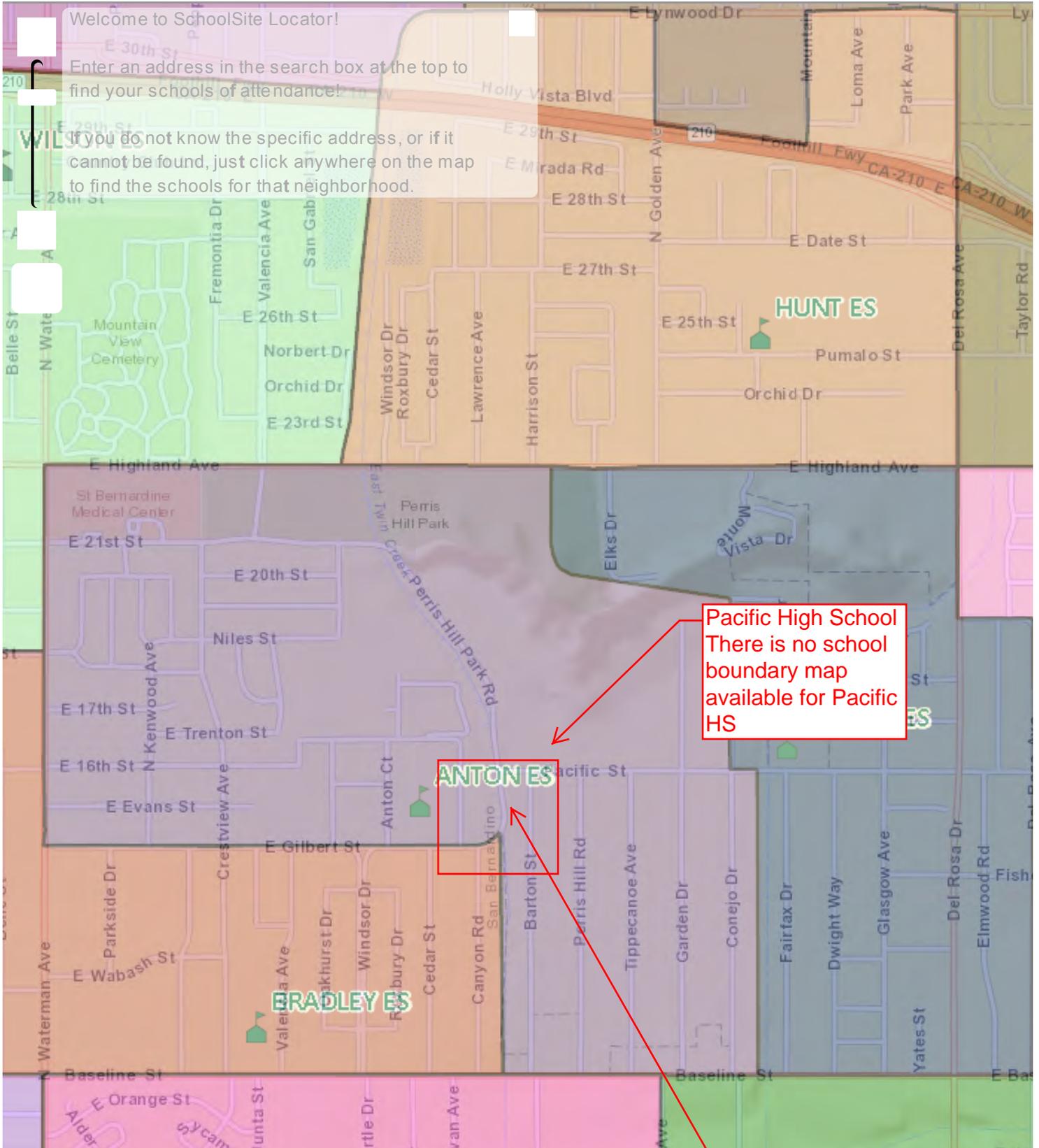


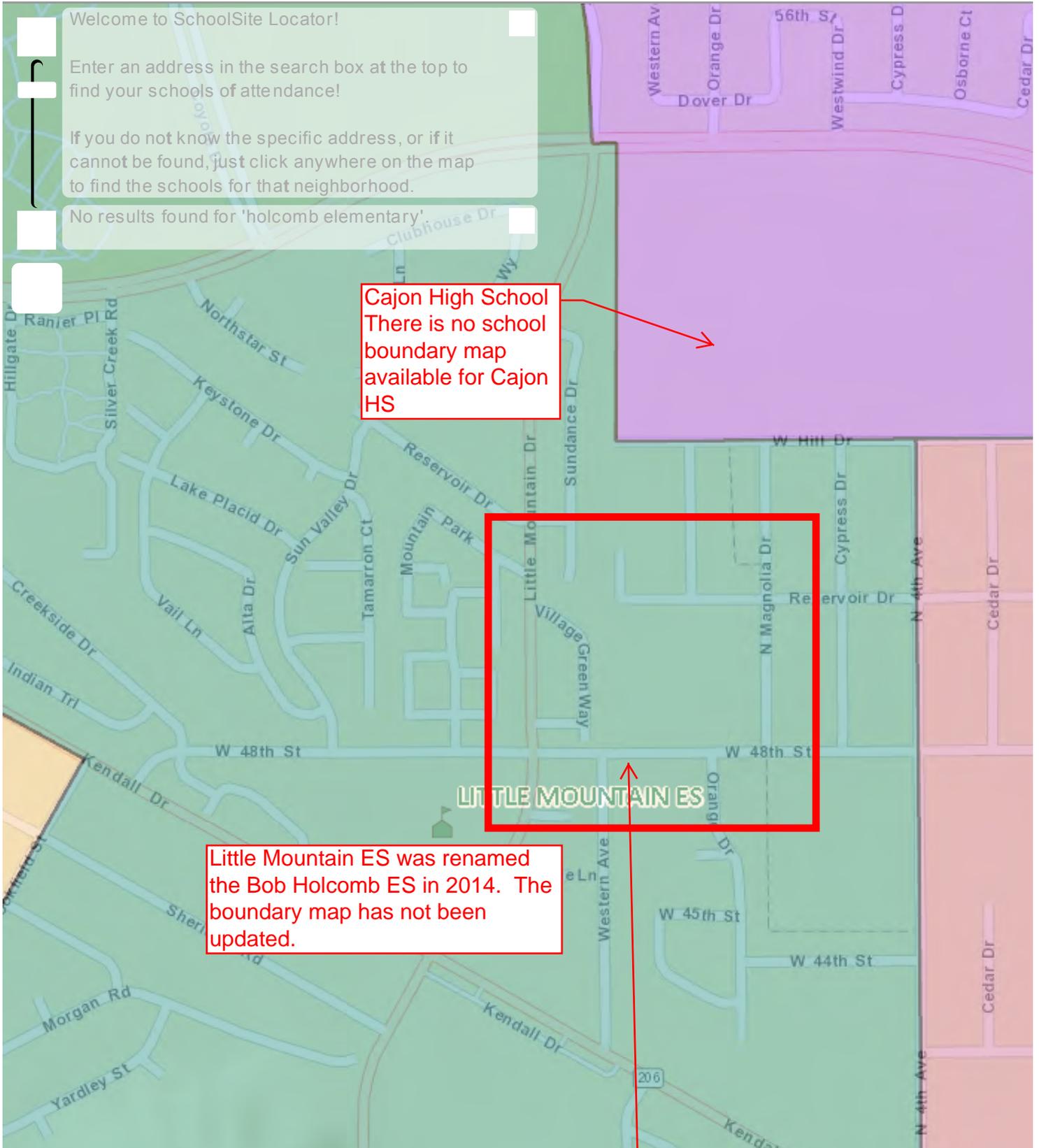
San Bernardino City USD

777 North F St. San Bernardino

Tools

Bas





Welcome to SchoolSite Locator!

Enter an address in the search box at the top to find your schools of attendance!

If you do not know the specific address, or if it cannot be found, just click anywhere on the map to find the schools for that neighborhood.

No results found for 'holcomb elementary'

Cajon High School
There is no school boundary map available for Cajon HS

Little Mountain ES was renamed the Bob Holcomb ES in 2014. The boundary map has not been updated.

Project Location
Location #1



Dale Marsden, Ed.D.
Superintendent

May 26, 2015

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

To Whom It May Concern:

With pleasure, as the Safety Officer and representative of the San Bernardino City Unified School District, I am happy to support the City of San Bernardino's grant application for a safe routes to schools project. The City proposes to build ADA-accessible sidewalks, install street lights, and paint crosswalks that will help provide for our children's safety and encourage healthy activities such as walking and biking.

The project directly affects four schools in our District: Cajon High School, Holcomb Elementary, Anton Elementary School, and Pacific High School. **Please note that none of these schools are on a school closure list.**

One of our concerns is the culvert, between Cajon High School and Holcomb Elementary School, located at Western Avenue and 48th Street. At this location, pedestrians are forced into the street with vehicular traffic to circumvent the culvert while walking to and from school. These two schools have many students in a lower income bracket participating in the Free and Reduced Price Meal (FRPM) program (77% for Cajon High School and 91% for Holcomb Elementary). We also have many students who attend after-school programs and may walk home in dusk or dark conditions, depending on the time of year. Street lighting will improve visibility for both walkers and motorists.

Another concern is the gap in sidewalk infrastructure on Perris Hill Park Road across from Pacific High School. From 2007-2012, there were 15 bicycle and pedestrian accidents, one of which was severe, within one-half mile of the school. Our efforts to safeguard our children in the community will be bolstered by the proposed addition of paved sidewalks, designated crosswalks, wheelchair accessible ramps, and street lights in the vicinity of Pacific High School where 91% of the 1,370 students participate in the FRPM. Another benefitting school at this site is Anton Elementary School with 730 students and a 94% FRMA participation rate.



Dale Marsden, Ed.D.
Superintendent

I also understand that the City's project includes an education and encouragement component that will be lead by an experienced consultant. I know schools will be happy to incorporate education and encouragement activities into their ongoing programs. Our student's health, wellness and safety are extremely important and encouraging them to exercise their minds and their bodies are our top priorities. Creating safer pedestrian walkways will encourage our student's to use alternate modes of transportation which will in turn increase physical fitness, lower rates of childhood obesity, and improve air quality for generations to come.

I appreciate your consideration of the City's safe routes to school application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Vetere", with a long horizontal flourish extending to the right.

Eric Vetere
Safety and Emergency Manager
San Bernardino City Unified School District
777 North F Street
San Bernardino, CA 92410
(909) 381-1192



RIALTO UNIFIED SCHOOL DISTRICT

May 26, 2015

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Re: Safe Routes to School

On behalf of the Rialto Unified School District, I am happy to support the City of San Bernardino's efforts to secure funding for a Safe Routes to School (SRTS) project. Several schools in the City of San Bernardino are in the Rialto Unified School District and the following table summarizes our schools that will benefit from the proposed SRTS improvements:

School Name	Student Enrollment	Free and Reduced Price Meal Participation	Students Identifying as Hispanic or Latino
Garcia Elementary	715	77%	86%
Morris Elementary	635	87%	87%
Jehue Middle School	1,400	82%	88%
Rialto High School	2,880	78%	87%
TOTALS or AVERAGE	5,630	81% avg.	87% avg.

Source: California Department of Education, DataQuest, 2014-15

None of the schools listed above are on a school closure list.

These four schools are in the vicinity of the proposed project area and will benefit greatly from the installation of sidewalks, street lights, designated crosswalks, and Americans with Disabilities Act (ADA) approved ramps. The project will construct concrete sidewalks and safety elements along Pepper Avenue, Randall Avenue, and Meridian Avenue, an area directly in the middle of the four mentioned schools and connecting the schools with neighborhoods and parks.

I also wish to let you know that we are happy to support the education and encouragement components the City is proposing that may include safe walking school assemblies or "walk to school" weeks, etc. Thank you for the opportunity to express our support for the City's safe routes to school application.

Sincerely,

Gordon M. Leary
Chief of Safety and Security
Rialto Unified School District
182 East Walnut Avenue
Rialto, CA 92376
(909)421-7609



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

(909) 421-7609

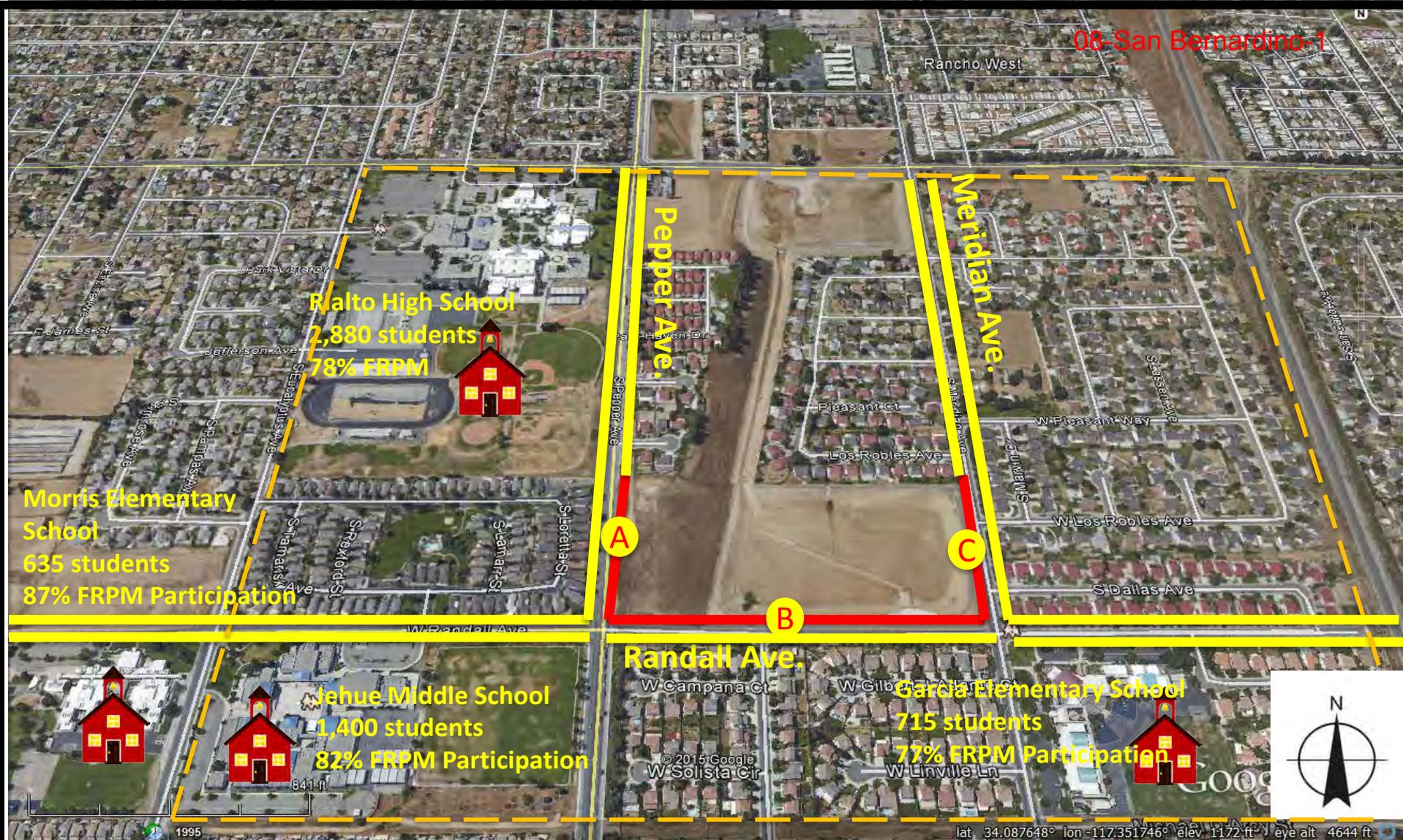


Project Map – Location #1
Existing & Proposed Conditions
 ~0.37 miles of sidewalk

Overview: Location 1

- A. New sidewalk by widening box culvert over channel
- B. & C. New sidewalk, curb & gutter, and ADA ramps north side of 48th St., west side of Magnolia, and south side of Reservoir Dr. to Western Ave.
- All. New street lights and crosswalk striping and education and encouragement.





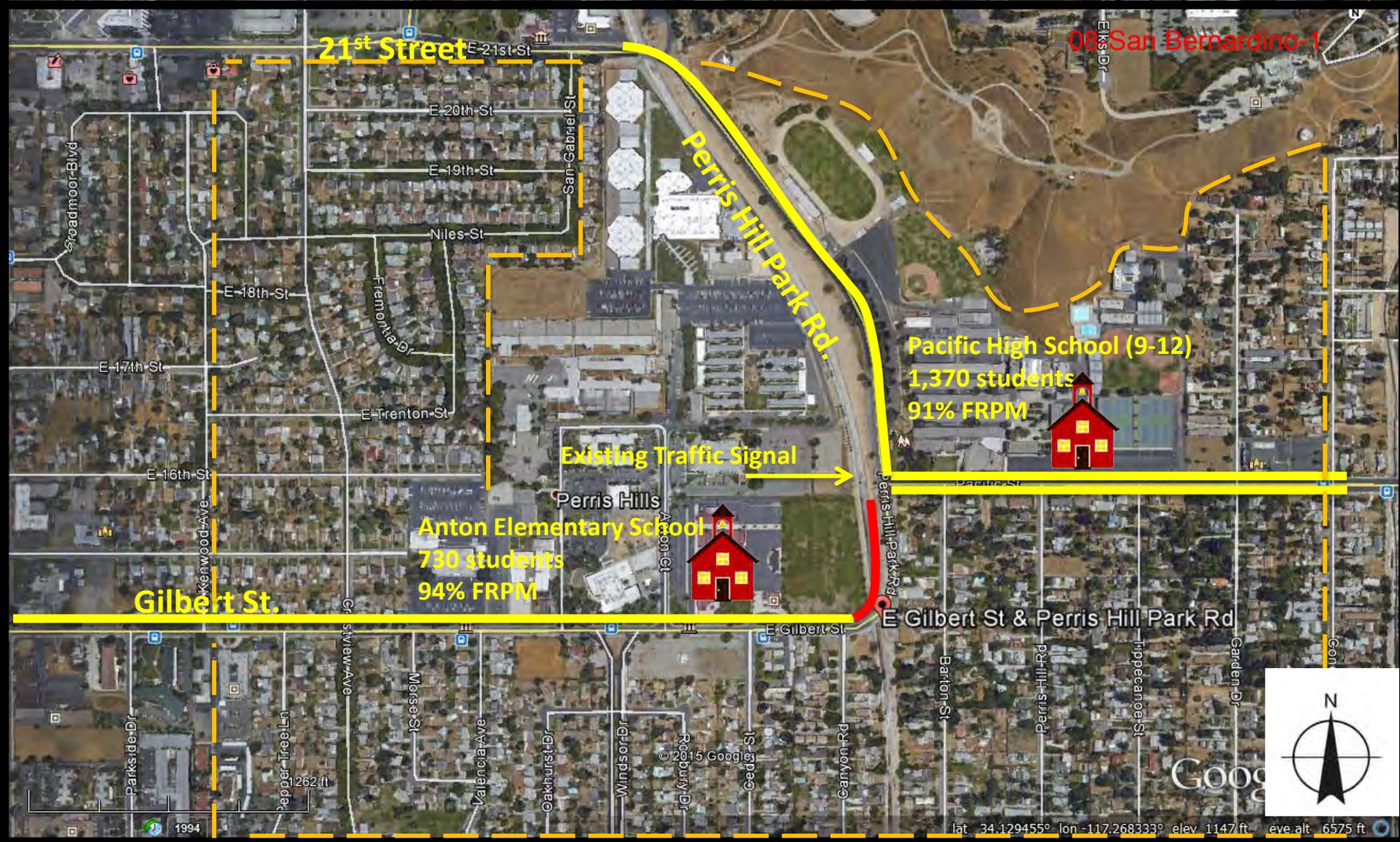
Project Map – Location #2
Existing & Proposed Conditions
 ~0.53 miles total
Overview: Location 2

A., B., & C. New sidewalk, curb & gutter, and ADA ramps on east side of Pepper Ave., north side of Randall Ave., and west side of Meridian Ave.

All: Street lights, crosswalk striping, and education & encouragement

 Existing Sidewalk  Benefitting Neighborhoods





Project Map – Location #3
Existing & Proposed Conditions

~0.10 miles total

Overview: Location 3

-  Remove old, cracked asphalt sidewalk, replace with new concrete sidewalk, curb & gutter, and ADA ramps
-  Existing sidewalks
-  Benefitting Neighborhoods
- All. Street lights, crosswalk striping, and education & encouragement





ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-San Bernardino-1

Implementing Agency's Name: City of San Bernardino

Important:

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

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Part B: Narrative Questions

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.

Demonstrated fiscal needs of the applicant:

Fiscal Need. Without ATP funding, we estimate that the proposed improvements will not be constructed for at least 10 years. ATP represents a tremendous opportunity to improve the quality of life and safety for our youngest residents and the receipt of grant funding is our only method for completing this project in a timely manner.

Dating back to 2005, the economic factors in our community were declining steadily and in July 2009, we reached a critical point. On July 10, 2012, our City Council voted to prepare for a Chapter 9 filing of municipal bankruptcy. This was in light of a \$46 million projected budget shortfall for Fiscal Year 2012-2013. On August 1, 2012, the City filed an emergency petition for Chapter 9 bankruptcy. As a result, several deep cuts were instituted including reducing salary and benefits by \$25.9 million for FY 2012-13 and reducing staff from 1,141 full-time positions to 938. On October 10, 2013, during a Bankruptcy Update and Public Input Session, staff identified \$200 million in capital maintenance backlog with the "Street Network" suffering the largest proportion of backlog at \$88.5 million. Currently, we are in the process of submitting a Plan of Adjustment by May 30, 2015, which will chart our course for the next few years and bring us to solvency.

Supplanting and Required Mitigation. The proposed Safe Routes to Schools (SRTS) project activities will be implemented at three different locations within the City of San Bernardino. All three sites are new, stand-alone project areas where no other work or phases have begun, etc. No funding (local, regional, state, or federal) has been committed to the proposed projects and there is no supplanting of funds. In addition, no site is being implemented as a result of a required environmental mitigation action.

**Consistency with Regional Plan.**

Our proposed SRTS project is a sidewalk gap closure project and includes complementary street lights, crosswalks, and education and encouragement activities. These activities are consistent with the Southern California Associated Government's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted in April 2012, as follows:

-Improve Safety. Safety and security are hallmarks of our 2012-2035 RTP/SCS. Projects that ensure transportation safety, security, and reliability, for all people, further the objectives of our 2012-2035 RTP/SCS. Closing sidewalk gaps and installing street lights and painting new crosswalks will improve safety. (p. 36)

-ADA Compliance. Active transportation only works when everyone can use the facilities. This includes ADA compliant sidewalks. The proposed project includes the installation of ADA compliant curb ramps which will ensure everyone, regardless of mobility impairments, can use the new sidewalks and infrastructure. (p. 53)

-Travel Demand Management. As a region, we must also rely on Travel Demand Management (TDM) measures that support land use patterns. Bringing sidewalks and intersections into ADA compliance increases the usability and effectiveness of our entire active transportation system. (p. 141)

Reference Appendix I-0_Screening for copies of relevant pages from the SCAG RTP/SCS.



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

**A. Describe the following:
Current and projected types and numbers/rates of users. (12 points max.)**

Our proposed ATP project is to close sidewalk gaps and create connectivity and lighting where school children are already walking on dirt roadway shoulders. The proposed Safe Routes to School (SRTS) project consists of three separate locations, benefitting eight public schools. On May 6, 2015, we visually counted 214 students (K-12) walking along the dirt shoulders on 48th Street (location #1) from 2:30 PM to 4:00 PM. Our primary concern is **accident avoidance** for existing walkers but we also expect to see an increase in the number of general users. A total of one (1) mile of new sidewalks will be installed benefitting a total student population of 11,015. We obtained current rate information from each participating school district's transportation manager and safety manager as follows:

Table 1 Benefitting Schools Summary						
School Name	(1) Enrollment (2014-15)	(1) Percent of Students Qualifying for Free and Reduced Price Meal Program	(1) % of Students Hispanic or Latino	(2) No. of Students who Walk or Bicycle to School	(3) No. of Students who Ride the Bus to School	Distance between SRTS Improvements & School
San Bernardino City Unified School District (locations #1 and #3)						
1. Holcomb ES	487	91%	60%	344	55	0.09 miles
2. Cajon HS	2,800	77%	62%	1,722	397	0.15 miles
3. Pacific HS	1,370	91%	70%	1,154	10	Adjacent
4. Roger Anton ES	730	94%	82%	478	0	Adjacent
Rialto Unified School District (location #2)						
4. Garcia ES	713	77%	86%	178	18	Adjacent
5. Morris ES	635	87%	87%	253	0	0.28 miles
6. Jehue MS	1,400	82%	88%	554	28	0.05 miles
7. Rialto HS	2,880	78%	87%	826	39	0.16 miles
TOTAL	11,015	84%	78%	5,509 (50%)	547 (5%)	

Sources:

(1) California Department of Education DataQuest, 2014-15

(2) and (3) Dora Parham, Manager, Transportation/Garage, Rialto Unified School District and Michael Martinez, Transportation Supervisor, San Bernardino City Unified School District

Key: ES = Elementary School, MS = Middle School, HS = High School



While our primary benefactors are students walking to/from school, our secondary users are residents living along or near the project sites. Nearby and viable walking destinations include Food-4-Less, Subway, Wendy's, Peppermill Char-Burgers, Davis Park, seven bus stops, Community Christian Church, San Bernardino County Juvenile and Detention Center, and the San Bernardino County Department of Behavioral Health.

Students Living Within Benefitting Neighborhoods

Please reference attachment I-A for accompanying visuals to this narrative. To determine the number of students living along the school route, we created "benefitting neighborhood zones." These zones are less than one mile in distance (in any direction) from the benefitting schools. The San Bernardino City Unified School District policy does not provide bus service for students living within 1.5 miles for elementary, 2.5 miles for middle school, and 3.5 miles for high school. We assume a similar policy for the Rialto Unified School District. We then reviewed U.S. Census Tract data to determine the total population and total number of children 5-17 years of age in each Census



Tract within the benefitting neighborhoods. This allowed us to determine the percent of children based on total population. All Census

Fig 1: 48th Street. This is not a bus stop. This bus was travelling at approximately 30 miles per hour when it passed these children walking home from school. Notice the elementary-aged child (red shirt) jogging ahead of his siblings. The project will construct sidewalk, curb and gutter infrastructure at this location.

Tracts were much larger than our benefitting neighborhood zones which over-inflated our calculations. Therefore, we used the California State Parks Community Fact Finder program to determine how many people lived within one-half mile of our benefitting schools. We then applied the "percent of students to total population" to this smaller half-mile geographic area. This allowed us to estimate the total number of students within the



benefitting neighborhoods which, in turn, is our definition for children living along the school route.

**Table 2
Benefitting Neighborhoods Summary**

Location No. 1: 48th Street, Magnolia, and Reservoir Drive

Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (as % of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
45.09	\$75,000	4,984	1,152	5,038	1,007
45.07	\$39,981	5,209	1,334		
45.10	\$47,254	4,981	575		
AVG/TOTAL	\$54,078 (avg)	15,174 (total)	3,061 (total) (20%)		

Location No. 2: Pepper Avenue, Randall Avenue, and Meridian Avenue

Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
44.01	\$44,432	4,267	859	4,394	1,055
44.03	\$42,005	5,318	1,250		
66.03	\$44,602	5,577	1,422		
36.12	\$44,851	4,172	1,063		
AVG/TOTAL	\$43,972 (avg)	19,334 (total)	4,594 (total) (24%)		

Location No. 3: Perris Hill Park Road

Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
63.01	\$28,393	6,217	1,140	4,460	1,070
63.02	\$33,904	9,305	2,592		
AVG/TOTAL	\$31,148 (avg)	15,522 (total)	3,732 (total) (24%)		

(1), (2), & (3) U.S. Census Bureau
 (4) California State Parks, Community Fact Finder Program
 (5) Number in (4) multiplied by percent from (3)



Estimated Percent Increase in Walking. A study performed by the California Safe Routes to Schools program demonstrated that **one of the most effective engineering measures to encourage children to walk to school** is to provide sidewalks. The National Household Travel Survey predicts a 10% increase in active transportation due to new sidewalks and the Active Living Research reports a 20% increase in active transportation with the implementation of promotional and educational programs. Our anticipated 20% increase in projected users is validated from a Non-motorized Transportation Pilot Program authorized by Congress in 2005. The program demonstrated whether focused investments in walking networks can get more people out of their car and use walking or biking as their mode of travel. Investments were made in four pilot communities to build sidewalks and educate residents about the benefits of active transportation. All four communities experienced increases in active transportation. Walking mode share increased by 15.8% from 2007 to 2013; with some communities experiencing up to 22% and 85% increases.¹ We are confident that our proposed project will increase the number of users by 10% in one year (313 students) and 20% in five years (626 students).

School Name	(1) Enrollment (2014-15)	(2) No. of Students Currently Walking, Biking, or Riding Bus	(3) Total Potential Walkers and Bikers [(1) - (2)]	(4) Est. No. of Students who Live in Benefitting Neighborhoods	(5) Anticipated Percentage Increase after Completion of Project	
					One Year (10%)	Five Year (20%)
1. Holcomb ES	487	399	88	3,132 (1,007 + 1,055 + 1,070 from above tables)	313	626
2. Cajon HS	2,800	2,119	681			
3. Pacific HS	1,370	1,164	206			
4. Anton ES	730	478	252			
4. Garcia ES	713	196	517			
5. Morris ES	635	253	382			
6. Jehue MS	1,400	582	818			
7. Rialto HS	2,880	865	2,015	3,132 x .10	3,132 x .20	
TOTAL	11,015	6,056	4,959	3,132	313	626

Sources:

(1) California Department of Education DataQuest, 2014-15

(2) Dora Parham, Manager, Transportation/Garage, Rialto Unified School District and Michael Martinez, Transportation Supervisor, San Bernardino City Unified School District

(3) (1) minus (2), regardless if student lives in benefitting neighborhood

(4) U.S. Bureau Census Tract Calculations (see narrative and tables from above)

¹ Rails-to-Trails Conservancy, "The Status of Active Transportation: Today and Tomorrow."



(5) Active Living Research estimate

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

The proposed SRTS project includes infrastructure and non-infrastructure components. The project is comprehensive and holistic and includes four of the five SRTS E's: engineering, education, encouragement, and evaluation. The scope of work elements directly connect and encourage using existing routes as follows:

Creation of New Routes. All proposed improvements will be constructed or implemented on existing routes, which are dirt roadway shoulders.

Removal of Barrier to Mobility. The project includes installing three ADA-compliant curb ramps to complement the sidewalk, curb, and gutter infrastructure. The ramps will ensure that everyone, regardless of their physical limitations or use of mobility devices including vision impairments, canes, walkers, crutches, and wheelchairs, will have safer non-motorized access. According to a FHWA report, "Accessible Sidewalks and Street Crossing," (FHWA-SA-03-01), approximately 20% of all Americans have a disability, and that percentage is increasing.

Closure of Gaps. Locations one and two include installing new concrete sidewalks with curb and gutter where none currently exist. Location three will replace an old, deteriorating asphalt sidewalk with a new concrete sidewalk, curb, and gutter. All newly constructed sidewalks will connect to existing sidewalks thereby closing several SRTS gaps. See project location maps for visuals. A total of one mile of sidewalk, curb, and gutter will be installed with the sidewalk width at an optimal width of 6.5 feet, depending on constraints at each location.



Fig. 2: 48th Street. These are Cajon High School students walking home. The proposed improvements will be constructed on the left side of the photo.

According to the U.S. Centers for Disease Control and Prevention (who conducted a nationwide survey of parents to find the most common barriers that prevented their children from walking to school) traffic-related danger was the second most common reason cited by the 1,588 adults surveyed. Distance was number one. By improving sidewalk connectivity, we are helping mitigate the traffic-related barrier.

Other Improvements to Routes. Other proposed improvements include crosswalk striping to clearly illustrate where pedestrians should cross and where motorists should yield. Our standard crosswalk marking is to use double striping with yellow, reflective paint. Signage already exists at each proposed striping site.

And finally, we will install 20 street lights (i.e. segment lighting) to provide illumination. Again, according to the Caltrans Local Roadway Safety Manual, segment lighting has a crash reduction factor of 18-69% with an expected useful life of 20 users. Lighting will enable our school children who attend after-school programs in the afternoon/early evening or must walk to school early in the morning to be safer and be seen more clearly by motorists.



Educates or Encourages Use of Existing Routes. Our education and encouragement activities will be accomplished by using a holistic, team approach consisting of:

- Rialto Unified School District Safety Manager programs (Ms. Cathy McFarland);
- San Bernardino City Unified School District Officer programs (Officer Eric Vetere);
- San Bernardino City Unified School District Student Wellness Committee members (Mr. Hector Murrieta);
- REACH OUT, a community-based organization for almost 50 years specializing in multi-lingual services and support (Mr. Salvador Gutierrez); and
- Qualified and experienced consultant(selected following both City and Caltrans procurement standards).

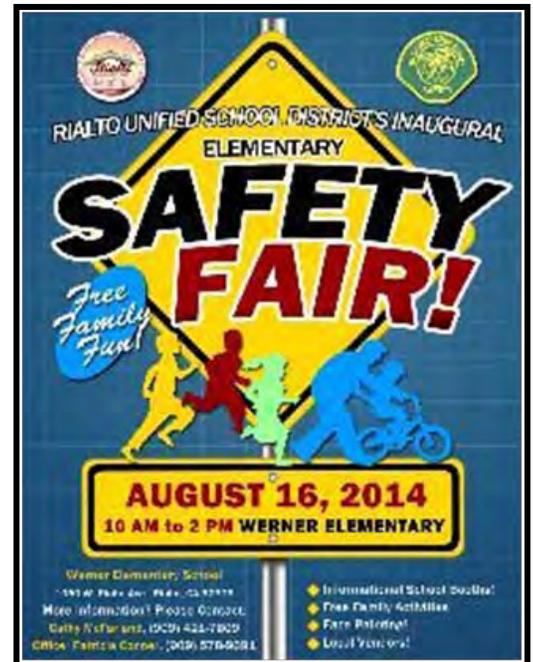


Fig 3. Example of Safety Fair flyer from Rialto Unified School District program.

As part of our ATP grant preparations, we invited Safe Moves to participate in our stakeholder conference call and the proposed elements are a result of their recommendations coupled with what our two participating school districts concurred would be feasible and possible. For example, the Rialto Unified School District already has an extensive safe walking and biking to school program. Ms. Cathy McFarland, Safety Manager for the Rialto Unified School District, provided information about the District's safety program, which includes an annual safety fair and numerous on-site workshops and assemblies. Ms. McFarland welcomed the opportunity to align her program's offerings with this Cycle 2 ATP effort. Our E&E effort will include the following minimum components:

- Develop action plan to guide all E&E activities and convene the working group of stakeholders (see above) to assist in planning and execution.



- Convene at least bi-monthly meetings with stakeholders to ensure on-going communication and collaboration.
- Conduct baseline surveys to confirm the number of students who currently walk and bike to school (pre-construction).
- Conduct a post-construction survey at the three and six month intervals to document increases in walking and biking.
- Conduct assemblies or workshops at each of the eight benefitting schools (one workshop or assembly at a minimum).
- Develop at least two press releases for the City of San Bernardino and each benefitting school district.
- Align E&E efforts with ongoing activities at both school districts.
- Develop a final report and PowerPoint presentation suitable for publishing or presentation in a SRTS newsletter or conference.



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.)

During the last year, the San Bernardino Associated Governments (SANBAG), in partnership with the Southern California Association of Governments (SCAG), embarked on developing a Safe Routes to Schools analysis for San Bernardino County. To guide the effort, four indicators were used to guide the analysis and identify where SRTS efforts and funding should be focused.

We used those four indicators as our starting point and added indicators specific to our local conditions. Based on this analysis, our proposed three locations represent our highest, unfunded priorities. There are no grant funds (regional, state, or federal) that have been awarded to fund the same improvements proposed herein. If awarded ATP funds for this project, they will not be supplanting funds already assigned to this project. The following summarizes our analysis:

- **Impact to Safety.** All three project sites have either no, or poor, sidewalk connectivity and no street lights. Location #1 came to our attention when road crews (who were resurfacing area streets) alerted us to the volume of students walking alongside the road (or in the road on rainy days). We did a walking audit on May 6, 2015, and counted over 200 students walking along the roadway at location #1 over a 1.5 hour time period. Location #2 was initially identified as a result of telephone calls from concerned parents over the past two years. Location #2 is also a fast moving corridor with high average daily traffic count (ADT) coupled with high pedestrian traffic. We placed a greater emphasis on the volume of students already walking the proposed routes.
- **Equity.** All project sites meet the definition of being in a disadvantaged community according to the Free and Reduced Price Meal (FRPM) program participation and median household income.
- **Efficiency.** There is more than one benefitting school at each location and we documented that a significant number of students are already using the routes where improvements will be constructed.



- **Project Readiness.** All three sites are owned by the City of San Bernardino with minimal existing constraints. Location #1 contains the most complicated "built environment" obstacles; however, the City owns all of the facilities that need to be set back or removed.

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.)**

According to the 2012 Office of Traffic Safety rankings, San Bernardino City ranks #10 out of 56 cities for pedestrian under the age of 15 victims killed or injured in a traffic-related accident. In 2012, 17 pedestrians under the age of 15 were killed or injured citywide (see Attachment I-2). Our influence areas are the routes located nearest to the eight benefitting schools (see Transportation Injury Mapping System (TIMS) maps for locations in Attachment I-2). The project will have a positive impact on safety by improving sidewalk connectivity which will eliminate students walking on the side of the roadway where vehicles are travelling 25 to 45 miles per hour.

We used the SRTS Collision Map Viewer located in TIMS to identify pedestrian and bike-related accidents within quarter and half mile buffer zones. We used five year data from 2008-2012. We deleted duplicate collision entries to avoid double-counting. A total 23 pedestrian-related accidents were reported. The majority of injuries were "visible" or "complaint of pain" with four "severe" and no fatalities. We analyzed each collision report available through TIMS and noted in Table 4 those that could logically be related to "no sidewalks" or "poor crosswalk markings." We want to emphasize from Table 1 that 5,509 students already walk or bike to the eight benefitting schools and our proposed project is to keep these students safer. We believe **future accident avoidance** is just as important as mitigating locations where collisions have historically occurred.



Table 4 Accident Data Summary 2008-2012 (5 years of available data)			
SRTS Location	Pedestrian	Bicycle	Summary COP - Complaint of Pain
1. Holcomb ES	7	3	-2 Severe, 5 Visible, 3 COP -3 <i>pedestrian-related accidents occurred immediately at the proposed sidewalk area on 48th St. The proposed sidewalks will create a specific space where pedestrians are to walk</i> -1 injury occurred in rainy condition with "pedestrian violation" as the primary collision factor
2. Cajon HS	2	0	-1 Visible, 1 COP -TIMS map also includes two pedestrian accidents near Holcomb ES. These accidents are <i>not</i> included to avoid double-counting
3. Pacific HS	5	5	-1 Severe, 7 Visible, 2 COP -1 <i>injury occurred at the intersection of Perris Hill Park Road and Pacific Road in the crosswalk area; new, highly visible striping will clearly mark where pedestrians must cross the road and where motorists must stop</i>
4. Anton ES	4	0	-1 Severe, 1 COP, cannot determine others based on TIMS printout -TIMS map also shows five accidents near Pacific HS. These accidents are <i>not</i> included to avoid double-counting
5. Garcia ES	2	0	-1 Visible, 1 COP
6. Morris ES	0	1	-1 Visible -TIMS map shows two accidents that are identical entries for Garcia ES TIMS map. These accidents are <i>not</i> included to avoid double-counting -The bicycle collision involved a pedestrian right of way issue in the crosswalk. <i>New, highly visible striping will clearly mark where pedestrians must cross the road and where motorists, including bicyclists must stop</i>
7. Jehue MS	2	4	-5 Visible, 1 COP -TIMS map shows one accident that is identical entry for Morris ES TIMS map. This accident is <i>not</i> included to avoid double-counting. -1 accident occurred along Randall Ave. where there is no sidewalk infrastructure. While the location of this accident occurred outside the area where sidewalk infrastructure occurred, <i>it demonstrates how existing conflicts occur on parallel routes in the project area</i>
8. Rialto HS	1	3	-3 Visible, 1 COP -TIMS map shows two accidents that are identical entries for Jehue MS TIMS map. These accidents are <i>not</i> included to avoid double-counting.
TOTAL	23	16	



5/23/2015 TMS - Collision Details

COLLISION DETAILS: CASE ID 5467617

County	SAN BERNARDINO	City	SAN BERNARDINO
Date (Y-M-D)	2011-10-14	Time	07:59
Nearby Intersection	48TH ST & MAGNOLIA DR		
Coordinate Location	34.1717849553, -117.311867505		
State Highway	N	Route	- Postmile -
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Pedestrian Violation	Involved with	Pedestrian

STREET VIEW

1105 W 48th St, San Bernardino, California
Address is approximate

Google

Report a problem

Fig 4. 48th St. at Magnolia. Example of TMS printout illustrating site of pedestrian-related accident at project site #1. New sidewalk, curb and gutter infrastructure will create a designated space and place for students and in turn help prevent violations of walking in the street.

http://tms.berkeley.edu/tools/query/collision_details.php?no=5467617 1/1



5/23/2015
TIMS - Collision Details

COLLISION DETAILS: CASE ID 3951856

County	SAN BERNARDINO	City	RIALTO
Date (Y-M-D)	2008-10-17	Time	14:39
Nearby Intersection	RANDALL AV & PINE AV		
Coordinate Location	34.0849876404, -117.359941003		
State Highway	N	Route	- Postmile -
Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Clear
Primary Collision Factor	Wrong Side of Road	Involved with	Pedestrian

STREET VIEW

Fig. 5: Randall Ave. near Jehue Middle School. A pedestrian accident occurred at this location at 2:30 PM. While this site is outside the area for proposed sidewalk improvements, it is located near the proposed site and demonstrates how existing conflicts occur on parallel routes in the project area.

http://tims.berkeley.edu/tools/query/collision_details.php?no=3951856
1/1



Street Name	(1) Average Daily Traffic Count	(2) Posted Speed Limit	(3) Street Configuration
48th Street E/ Western Ave.	6,319	35 MPH	2 lane
Magnolia N/ 48th Street	2,056	25 MPH	2 lane
Meridian N/ Randall Ave.	7,064	40 MPH	2 lane
Pepper N/ Randall Ave.	21,479	45 MPH	1 lane northbound, 2 lanes southbound, center turn lane
Randall E/ Pepper Ave.	4,110	40 MPH	Two lane with center solid yellow line
Perris Hill Park Rd. S/ Pacific Street	6,141	35 MPH	2 lane

(1) Traffic Count Survey conducted week of May 18, 2015 by Counts Limited, Inc.

(2) Visual observation of signage on each street

(3) Visual observation

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.)

The foundation of our ATP proposal is **accident avoidance** for our youngest residents.

Our project will remedy potential safety hazard as follows:

Improves sight distance and visibility between motorized and non-motorized users.

Sidewalks and street lights improve visibility for all users of the roadway system. Sidewalks help keep pedestrians off the roadway and on a designated space, which is where motorists expect them to be. Street lights will make pedestrians more visible at dawn and dusk and at night time when older students walk home after a nighttime event at their school.

Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

Sidewalks, which create separation from vehicular traffic, are the single most effective engineering strategy to reduce injuries and fatalities involving pedestrians and vehicles. According to the Caltrans Local Roadway Safety Manual (April 2015, Version 1.1), sidewalks that are elevated through curb and gutter infrastructure and are constructed to avoid walking along the roadway have a crash reduction factor of 65-89%. In some locations, our sidewalks will be constructed in areas where there **are** sidewalks on the other



side of the road. However, according to the Local Roadway Safety Manual, sidewalks on both sides of the street have been found to be related to **significant reductions** in the "walking along roadway" pedestrian crash risk. In other locations, sidewalks will be installed on only one side of the road because of right-of-way constraints and cost. The current site conditions require students to walk at-grade on dirt paths along the edge of roadways with posted speed limits ranging from 25 to 45 miles per hour. The possibility for conflict increases during rain events, when students will use the edge of the roadway as their "sidewalk" in order to avoid mud and puddles. Constructing sidewalks that connect to existing sidewalks will create an uninterrupted pathway, which, by definition, will increase families choosing to walk to and from school.

In addition, at location #1, a culvert acts as a barrier which forces students to walk alongside vehicular traffic to connect to a sidewalk on the other side. At all locations, vehicles parked alongside the roadway require students to go around them, inching closer to the roadway.

Addresses inadequate traffic control devices. Improved crosswalks with high reflective paint are low-cost yet highly effective pedestrian improvements. According to the Caltrans Local Roadway Safety Manual, nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30% may involve a turning vehicle. Installing pedestrian crosswalks have a crash reduction factor of 20% with an expected life of 20 years. The refreshed crosswalk paint will help "stand-out" and be visible to motorists day or night.

Eliminates or reduces behaviors that lead to collisions involving non-motorized users. During rain events, no one wants to walk on a muddy pathway. Students will always choose to walk in the roadway when their dirt path is wet from rain. We visually witnessed students darting to the other side of the road to get to a drier walkway, outside the protection of a crosswalk. Providing a concrete sidewalk will help eliminate these behaviors.



Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks. Our project includes installing three ADA compliant curb ramps and sidewalks where the current facilities are either non-existent (locations 1 and 2) or inadequate (location 3). Older adults, persons with vision impairments, and children frequently rely on accessible sidewalks and curb ramps to travel independently within the community for shopping, recreation, exercise, and walking to school. During our visual walking audit on May 6, 2015, on 48th Street, we observed older adults walking to pick up their grandchild at Bob Holcomb Elementary School. Some of these adults were walking with strollers and trying to navigate the uneven terrain that currently exists.

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.

- C. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**
- D. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

Our process for including stakeholders and the public began with the initiation of the regional SRTS Focus Area Analysis, which resulted in both of our school districts being asked to help identify focus areas for funding and work. This outreach was lead by Alta Planning and included at least nine meetings/presentations and online surveys.

Concurrent with this effort, we fielded telephone call requests for SRTS improvements from road crews and concerned parents. As already described previously, these outreach and engagement efforts, coupled with other factors including equity, project readiness, and stakeholder enthusiasm, culminated in the selection of the three proposed sites.

On May 12, 2015, we hosted a stakeholder conference call with the following attending: Mr. Mark Raab, P.E., Acting City Engineer, Mr. Michael Grubbs, P.E., Project Manager, Greg Gage, San Bernardino City Municipal Water District, Steve Miller, San Bernardino City Municipal Water District, Ken Johnston, San Bernardino County Department of Public Health, Stephen Patchen, Southern California Association of Governments, Josh Lee, San



Bernardino Associated Governments, and Barbara Sheppard, Safe Moves. We also conducted numerous one-on-one interviews with various staff at each school district, our local police department, an education and encouragement consulting firm, and other agencies with interest in the project. Our collaborations during the ATP proposal development included:

Table 6			
Collaborations During ATP Proposal Development			
Who	Organization	Why	Support Letter/Other
Dora Parham	Manager of Transportation, Rialto Unified School District	To understand how many students ride a school bus or walk/bike to school	Provided school statistics for application
Ms. Cathy McFarland	Rialto Unified School District	To learn more about school district's ongoing education and encouragement efforts	Will assist with education and encouragement activities
Michael Martinez	Transportation Supervisor, San Bernardino City Unified School District	To understand how many students ride a school bus or walk/bike to school	Provided school statistics for application
Officer Eric Vetere	Safety Officer, San Bernardino City Unified School District	To collaborate on safety issues and statistics and to understand the current safe routes to schools efforts employed by the school district	Will serve as advisor for education and encouragement activities
Salvador Gutierrez	REACH OUT, Latino Health Collaborative, San Bernardino City	To collaborate on education and encouragement activities related to minority populations	Provided support letter and will assist with education and encouragement activities
Patricia Hines	Safe Moves	To identify and understand components of a successful education and encouragement effort	Provided education and encouragement proposal and identified best practice items for high school students
Greg Gage	San Bernardino City Municipal Water District	To understand the impact of constructing sidewalks, curb and gutter near the SBMWD's Newmark Plant, a plant funded through the EPA Superfund. There are no objections to the preliminary site plans	Provided email comments
Ken Eke, P.E.	Chief, Flood Control Planning/Water Resources Division	To understand the impact of the project elements on the Randall Basin. There are no objections to the project and a support letter is included	Provided support letter
Captain Raymond King	San Bernardino City Police Department, Community Services	To understand ongoing efforts by the SBC PD regarding enforcement, education & encouragement and collaborate when possible	Provided support letter
Josh Lee	San Bernardino	To learn more about the application	Provided support letter



Table 6 Collaborations During ATP Proposal Development			
Who	Organization	Why	Support Letter/Other
	Associated Governments	process at the regional level, obtain feedback and advice on strengthening proposal, and collaborate regarding regional SRTS Action Plan effort	
Stephen Patchen	Southern California Association of Governments	To collaborate and obtain feedback on project components and help improve application's competitiveness	Provided support letter
Ken Johnston	San Bernardino County Department of Public Health	To understand the health disparities for San Bernardino County residents and how project can help improve health outcomes	Provided support letter

And finally, we posted information about the SRTS project on the front page of our City web site with a contact number as another way solicit feedback from the community at-large. As a result of this posting the following feedback and comments were provided:

- Officer Eric Vetere, San Bernardino City Unified School District, Safety/Emergency Management, emailed on May 18, 2015, offering to provide assistance. Officer Vetere learned about the proposed SRTS project through a Tweeter feed.
- Mr. Salvador Gutierrez, Supervisor & Program Manager, from REACH OUT made contact to introduce his organization and collaborate. Based on our collaboration, funding in the E&E budget will enable REACH OUT to assist with multi-lingual efforts.
- Received a telephone call from Ms. Lisa Peach, resident and member of Take Back our Neighborhood Streets. Ms. Peach requested information about the project and the location of the benefitting schools. We provided information to Ms. Peach for her to relay the information back to her local neighborhood organization.

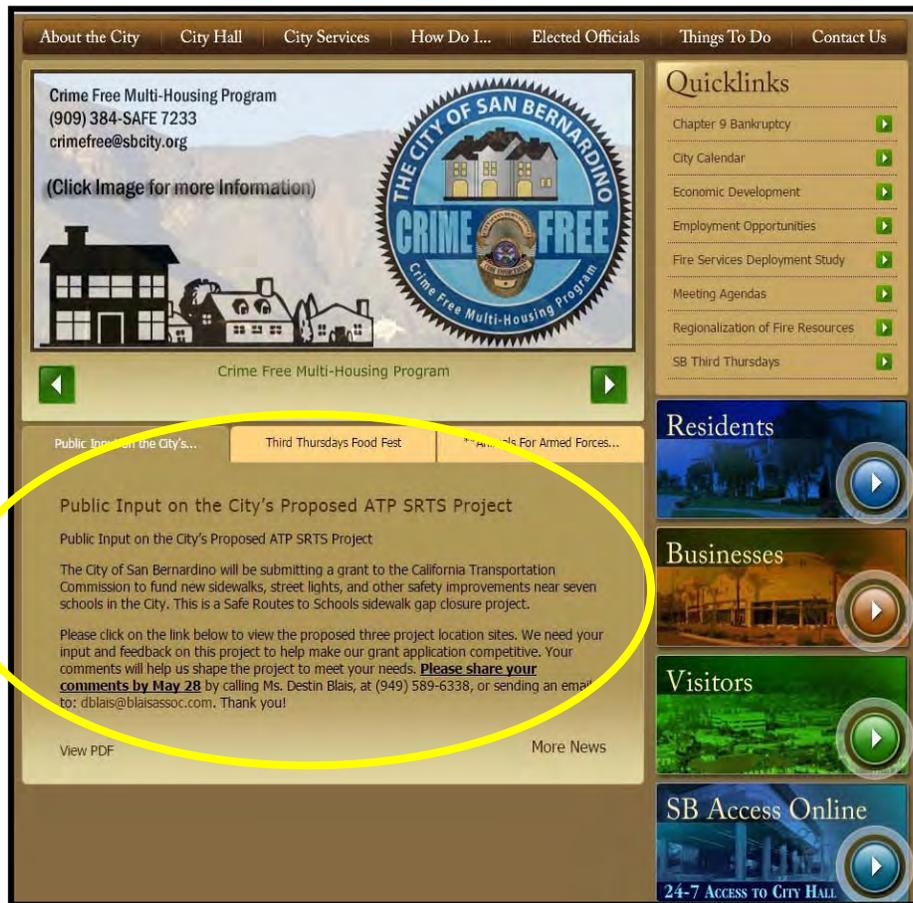


Fig. 6: View of City's web site home page (www.ci-san_barnardino.ca.us) on May 18, 2015.

E. 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 advice and information provided by our stakeholders and public participation process proved extremely valuable. Feedback we obtained that helped shape our proposal and further the goals of the ATP includes:

- **Include Anton Elementary School as a benefitting school.** During our stakeholder conference call, a participant noted that we inadvertently exclude Anton Elementary School as a benefitting school for the proposed improvements on Perris Hill Park Road.



- ***Include high schools in the education and encouragement plan.*** We initially were planning to exclude our three benefitting high schools in the education and encouragement activities. However, our stakeholders advised us otherwise. We learned from our partners that high schools students are typically concerned about the environment and many students cannot afford a vehicle so active transportation is their only option. As a result, we are including a line item in our budget for education and encouragement activities at the three benefitting high schools.
- ***Build on existing education and encouragement activities.*** Ms. Cathy McFarland, safety specialist at the Rialto Unified School District, suggested that we build on her District's existing safe route activities. A safety officer built a "safe community" (see photo) and was trained by the Rialto Police Department. Assemblies and safety fairs incorporate the community cutouts and use hands-on demonstrations for stopping for trains, walking together, and forming walking clubs, etc. Prior to our collaboration we were unaware of these existing activities. As a result, we are including a line item in our budget for printing and small rewards/incentives.
- ***Collaborate with the City of Rialto.*** As a result of our stakeholder conference call, we were referred to Ms. Susanne Wilcox, City of Rialto, for possible regional collaboration. On May 13, 2015, we spoke with Ms. Wilcox and due to time constraints could not collaborate for Cycle 2; however, we agreed that for ATP Cycle 3 we may explore partnering.



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

After the ATP grant agreement is executed, our internal Project Manager will develop a comprehensive schedule and action item table to guide our process. Our post-award collaboration plan includes hosting a standing monthly conference call and inviting all stakeholders to participate in the call. We will use the schedule/action item table as our standing agenda. Minutes will be taken at each meeting and we will distribute a follow-up email with all action items. This will allow anyone who misses a call to stay informed. We will also host, at a minimum, two on-site walking field trips to each location to share progress. We believe these on-site field trips will be extremely important to help guide final design as well as the education component. During the development of this ATP proposal, we established an excellent working relationship with our stakeholders. We are confident that our relationships will continue, post-award, given our collaboration plan. Reference Attachment 1-3 for all public participation supporting documentation.

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)

The targeted users are K-12 school children and the following describes their health status:

Poor Weight Indicators. Too many of our children are overweight. According to kidsdata.org, a compilation of health data created by the Lucille Packard Foundation for Children's Health, only 52% of our 5th graders in the San Bernardino City Unified School District are at a healthy weight. This means 48% are not! By 9th grade, the healthy weight percent increases only slightly to 54%². Similar data is not available for Rialto Unified School District students but it can be assumed that these children have similar physical

² www.kidsdata.org. Lucille Packard Foundation for Healthy Children. 2014 Data.



fitness indicators due to being located in the same city and having similar socio- and economic indicators.

Poor Physical Fitness. Again, using data from kidsdata.org, our 5th and 9th graders able to meet all physical fitness standards in the San Bernardino City Unified School District is only 21% and 20%, respectively. For comparison, San Bernardino County 5th and 9th graders meeting all physical fitness standards is 25% and 36%, respectively, a full 4 to 16 points higher.

Physical activity provides an array of benefits. Research has shown that regular exercise among young people is associated with improvements in muscle development, bone strength, heart health, mental health, and academic performance. Children who regularly exercise also are at lower risk for chronic diseases, such as heart disease and type 2 diabetes, and they are more likely to carry their active lifestyle into adulthood. These are statistics we can champion especially for our Hispanic and Latino students who are at a greater risk for health disparities. At the eight benefitting schools, 78% of students identify with being from Hispanic or Latino.

Poor Air Quality. According to the CalEnviroScreen 2.0 scores for two of our three benefitting neighborhoods (locations 2 and 3), the Ozone scores are 97 and 99, respectively. The asthma scores are 82 and 96, respectively. San Bernardino County is consistently scored low by the American Lung Association's State of the Air Report. In 2014, our county scored "F" for Ozone, "D" for Particle Pollution 24-hour, and "Fail" for Particle Pollution Annual. Children and teens are especially at risk because their lungs are still developing and they are more active when they are outdoors, resulting in inhalation of more pollutants. As a result children in San Bernardino County may face greater risk of infection, coughing, and bronchitis which puts them at greater risk for lung disease as they age.

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

Our intended health outcomes are increased physical activity, decrease in obesity rates, and improved air quality. The Physical Activity Guidelines for Americans and the American Academy of Pediatrics recommend that children and adolescents participate in moderate-to-vigorous exercise at least 60 minutes every day. Meeting these guidelines can be accomplished by advancing active transportation projects at the local level. Our project will enhance public health through two elements, 1) infrastructure, and 2) education and encouragement.

Infrastructure. Constructing new sidewalks and closing connectivity gaps and improving ADA accessibility is the first step in creating an environment that encourages walking to and from school. If a child walks to and from school even just three times a week and it takes 20 minutes (roundtrip), she will have added one hour of physical fitness activity to her weekly routine. If that same child does this for 25 weeks a year, because Southern California weather can provide almost year-round outdoor activity, that is a full 25 hours of physical fitness in addition to other physical activities the child may be participating in at school and home.

Education and Encouragement. Education and encouragement must be implemented to ensure robust participation and awareness. For that reason, we will implement education and encouragement activities using a professional consultant with experience motivating and educating students and parents about safe routes to schools projects. These activities will be planned during the final stages of our construction work and implemented upon completion of our sidewalk gap closures. A formal education and encouragement plan will be developed by our successful contractor in partnership with our stakeholders (see Q 1B for detailed action plan).

in 1969, 47% of U.S. elementary and middle school children walked or biked to school. By 2009, that number dropped to 13% with the majority travelling by personal vehicle. This same source states that children living within one quarter of their school are 14 times more



likely to walk to school than are children living greater than one mile from their school. Our proposed project sites are ideal because all eight of our benefitting schools are located either adjacent to or less than 0.28 miles from the proposed sidewalk gap closures. The proposed project truly is a first and last mile project.

**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. **Yes, all locations averaged**
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0. **Two out of the three locations meet this criteria.**
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 **Yes, all locations**
4. Alternative criteria for identifying disadvantage communities (see below) **Not Applicable**

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. **Refer to Attachments I.5.**

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

\$44,491, average for nine Census Tracts. California median household income is \$61,094 according to U.S. Census Bureau, 2009-2013 American Community Survey, 5-Year Estimate

- Provide all census tract numbers. **Refer to Table 2, page 6.**
- Provide the median income for each census track listed. **Refer to Table 2, page 6.**
- Provide the population for each census track listed. **Refer to Table 2, page 6.**

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **Location #2 and Location #3.**

- Provide all census tract numbers. **Refer to Table 2, page 6.**
- Provide the CalEnviroScreen 2.0 score for each census track listed. **Refer to Attachment I.5.**
- Provide the population for each census track listed. **Refer to Table 2, page 6.**

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **84 %**

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal. **Refer to Table 1, page 4.**

Option 4: Alternative criteria for identifying disadvantaged communities: **Not Applicable.**

- 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



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

**What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.**

All proposed improvements are located in neighborhoods where **all** benefitting schools have Free and Reduced Price Meal program participation rates exceeding 75%, and **all** benefitting neighborhoods (combined) have an average median household income of \$44,491, which meets two of the ATP definitions of a disadvantaged community. By definition, 100% of funds requested will be expended in disadvantaged communities.

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.

Direct. Direct means our activities are directly related to improving safety and will directly improve the quality of life for students and residents choosing to walk to their destination. As mentioned previously, installing sidewalks, ADA access ramps, crosswalks, and street lights are **proven** pedestrian-friendly activities. Anyone in our community choosing to walk will be able to use the proposed amenities and directly benefit.

Meaningful. Meaningful means our activities provide value to the recipients. REACH OUT has been specifically recruited to participate in our education and encouragement activities to provide meaningful input because the majority of our benefitting school children are Hispanic. REACH OUT will ensure our message points are context-sensitive for parents and children with limited English proficiency and any incentives offered as rewards have value for minority populations.

Assured. Assured means our activities are guaranteed to make a positive difference. The Caltrans Local Roadway Safety Manual's crash reduction factors for each of our proposed elements support our assured definition. According to the FHWA, 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States. Pedestrians killed while



"walking along the roadway" accounted for almost 8% of these deaths. The FHWA says, "providing walkways separated from travel lanes could help prevent up to 88% of these 'walking along the roadway crashes.'" Our project is guaranteed to make a positive difference and save a life in the future.

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.)**

Other alternatives considered include no action and a phased approach. The no action alternative would result in \$0 investments but the risks were determined too great to forego the improvements. A phased approach would allow some improvements to be constructed but the cost of mobilizing with respect to internal grant management, the Caltrans E-76 process, and the Request for Proposal and construction process increase with a phased approach and therefore increase our costs. The ATP request of just slightly over \$2 million is a reasonable request based on Cycle 1 awards and the three locations can be completed quickly based on no to very minor easement and right-of-way issues.

- 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.)**

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

Our calculated benefit cost ratio (B/C) is 15.66. The ATP funds requested equal the total project cost and therefore our B/C number remains unchanged. Our B/C feedback for future versions include:

- 1) Improve readability of instructions within Excel spreadsheet. Format differently so sentences stay on the same page, even when printed;



- 2) Align requested data in B/C with narrative, for example, the narrative questions ask for how many students currently walk to school but the B/C spreadsheet asks for the number of daily person trips;
- 3) There appears to be a disconnect in the calculations requested in the narrative and those requested in the B/C document. For example, the spreadsheet asks for existing (without project) daily person trips for all users and then forecast for one year after project completion. In the narrative, this one year number is based on students living along the school route who will use the sidewalk, not the entire number of walkers;
- 4) When we started the B/C analysis, we pulled down four documents from the CTC web site. The Webinar FAQ alone was nine pages with 68 questions. The B/C spreadsheet has nine tabs. We were initially overwhelmed. An "input" sheet may have been helpful that identified all data inputs we needed to collect before starting.

And finally, perhaps the CTC and Caltrans could identify certain projects deemed cost-effective if the project met basic threshold elements. For example, a sidewalk project where none currently exists, is located within one-half mile of a school with more than 400 students, is more than 300 feet in length, is along a road with an ADT of at least 2,500, and costs less than \$500,000 may be deemed cost-effective and no further analysis would be required. Perhaps a list of the most-often submitted projects with parameters already deemed cost-effective would aid applicants in Cycle 3 in terms of resources and time.



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.)

Due to the City of San Bernardino's fiscal health we are not able to provide a local match for our proposed project. However, we have dedicated and experienced staff who will provide project administration and grant management expertise. ATP funding represents our only means to implement SRTS projects within our City. The proposed projects are stand-alone projects. There are no previous phases nor are there future phases associated with the project sites.

Table 7 Proposed Funding Plan			
ATP Funding	Other Federal Funds	Other State Funds	Other Regional/Local Funds
\$2,153,000	\$0	\$0	\$0
100%	0%	0%	0%



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, and Preliminary Plan.

California Conservation Corps representative:

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

Community Conservation Corps representative:

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

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Tree removal and shrub relocation (per email from Wei Hsieh on May 18, 2015). See Attachment I-8. On May 18, 2015, Mr. Scot Schmier, with the California Conservation Corps (Inland Empire Location), made telephone contact with the City and discussed the possibility of relocating shrubs and removal of trees but the CCC does not have the capability to remove stumps (or grind them down). The City will coordinate with Mr. Schmier during the planning and design of the project and then finalize the scope of work for shrub relocation and tree removal.

- 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.

**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.

Our project delivery history currently includes two Highway Safety Improvement Program (HSIP) red flags. Both HSIP grants were awarded in Cycle 4 and no PE authorization/milestone was required. Our construction authorization milestone was December 2013. Over the past two years we have worked with a design consultant to complete the necessary design work. This work is completed and the consultant is waiting on final payment from the City to release their final work product. Unfortunately, because of the time lapse in completing the design work, our internal accounting software eliminated the approved purchase order (PO) from our system which required us to reinstate the PO. We have been in communication with Ms. Cathy Green at Caltrans and she is aware of our delay issues. Ms. Green has authorized us to combine our PES and Field Report to accelerate our project. There are no utility relocations associated with either HSIP project nor any other long lead items that will further delay our project. We anticipate advancing to construction this summer immediately upon receipt of Caltrans' E-76 approval.

Moving forward, if awarded ATP funding, we will implement a more prescriptive process for managing grant funded projects. Immediately upon grant approval, we will develop an internal checklist and timeline/schedule to guide our project. We will convene a core team of staff including the project manager, accounting, and purchasing. This team will calendar a monthly standing meeting and will use the checklist and timeline as the agenda for each meeting. Action items will be recorded and staff will be held accountable for their action items. After contracting, the successful contractors will be required to participate in our standing monthly calls and report on their progress. Obstacles will be identified as soon as they occur and will be reported to upper management, if applicable, for resolution. Any delay in the schedule must be documented via memorandum to the City and the City will notify Caltrans immediately. Delays without justification will not be accepted.



B. Caltrans response only:

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

~End Narrative~

8,998 words total

(9,000 maximum)



Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page Attachment A
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Attachment B
Required for all applications

Engineer's Checklist Attachment C
Required for Infrastructure Projects

Project Location Map Attachment D
Required for all applications

Project Map/Plans showing existing and proposed conditions Attachment E
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions Attachment F
Required for all applications

Project Estimate Attachment G
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) Attachment H
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information Attachment I
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support Attachment J
Required or Recommended for all projects (as designated in the instructions)

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



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: 5/6/15
Name: TONY FROSSARD Phone: (909) 384-5140
Title: DIRECTOR OF PUBLIC WORKS e-mail: FROSSARD-TO@SDCTY.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: Not Applicable Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: See Attached Letters Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

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: Not Applicable 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>



Dale Marsden, Ed.D.
Superintendent

May 26, 2015

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

To Whom It May Concern:

With pleasure, as the Safety Officer and representative of the San Bernardino City Unified School District, I am happy to support the City of San Bernardino's grant application for a safe routes to schools project. The City proposes to build ADA-accessible sidewalks, install street lights, and paint crosswalks that will help provide for our children's safety and encourage healthy activities such as walking and biking.

The project directly affects four schools in our District: Cajon High School, Holcomb Elementary, Anton Elementary School, and Pacific High School. **Please note that none of these schools are on a school closure list.**

One of our concerns is the culvert, between Cajon High School and Holcomb Elementary School, located at Western Avenue and 48th Street. At this location, pedestrians are forced into the street with vehicular traffic to circumvent the culvert while walking to and from school. These two schools have many students in a lower income bracket participating in the Free and Reduced Price Meal (FRPM) program (77% for Cajon High School and 91% for Holcomb Elementary). We also have many students who attend after-school programs and may walk home in dusk or dark conditions, depending on the time of year. Street lighting will improve visibility for both walkers and motorists.

Another concern is the gap in sidewalk infrastructure on Perris Hill Park Road across from Pacific High School. From 2007-2012, there were 15 bicycle and pedestrian accidents, one of which was severe, within one-half mile of the school. Our efforts to safeguard our children in the community will be bolstered by the proposed addition of paved sidewalks, designated crosswalks, wheelchair accessible ramps, and street lights in the vicinity of Pacific High School where 91% of the 1,370 students participate in the FRPM. Another benefitting school at this site is Anton Elementary School with 730 students and a 94% FRMA participation rate.



Dale Marsden, Ed.D.
Superintendent

I also understand that the City's project includes an education and encouragement component that will be lead by an experienced consultant. I know schools will be happy to incorporate education and encouragement activities into their ongoing programs. Our student's health, wellness and safety are extremely important and encouraging them to exercise their minds and their bodies are our top priorities. Creating safer pedestrian walkways will encourage our student's to use alternate modes of transportation which will in turn increase physical fitness, lower rates of childhood obesity, and improve air quality for generations to come.

I appreciate your consideration of the City's safe routes to school application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Vetere", with a long horizontal flourish extending to the right.

Eric Vetere
Safety and Emergency Manager
San Bernardino City Unified School District
777 North F Street
San Bernardino, CA 92410
(909) 381-1192



RIALTO UNIFIED SCHOOL DISTRICT

May 26, 2015

California Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS 1
 Sacramento, CA 94274-0001

Re: Safe Routes to School

On behalf of the Rialto Unified School District, I am happy to support the City of San Bernardino's efforts to secure funding for a Safe Routes to School (SRTS) project. Several schools in the City of San Bernardino are in the Rialto Unified School District and the following table summarizes our schools that will benefit from the proposed SRTS improvements:

School Name	Student Enrollment	Free and Reduced Price Meal Participation	Students Identifying as Hispanic or Latino
Garcia Elementary	715	77%	86%
Morris Elementary	635	87%	87%
Jehue Middle School	1,400	82%	88%
Rialto High School	2,880	78%	87%
TOTALS or AVERAGE	5,630	81% avg.	87% avg.

Source: California Department of Education, DataQuest, 2014-15

None of the schools listed above are on a school closure list.

These four schools are in the vicinity of the proposed project area and will benefit greatly from the installation of sidewalks, street lights, designated crosswalks, and Americans with Disabilities Act (ADA) approved ramps. The project will construct concrete sidewalks and safety elements along Pepper Avenue, Randall Avenue, and Meridian Avenue, an area directly in the middle of the four mentioned schools and connecting the schools with neighborhoods and parks.

I also wish to let you know that we are happy to support the education and encouragement components the City is proposing that may include safe walking school assemblies or "walk to school" weeks, etc. Thank you for the opportunity to express our support for the City's safe routes to school application.

Sincerely,

Gordon M. Leary
 Chief of Safety and Security
 Rialto Unified School District
 182 East Walnut Avenue
 Rialto, CA 92376
 (909)421-7609



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

(909) 421-7609

ATP PROJECT PROGRAMMING REQUEST

Date: 21-May-15

Project Information:					
Project Title: San Bernardino City Sidewalk Gap Closure/SRTS Project (3 locations)					
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	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)				143				143	
PS&E					215			215	
R/W					60			60	
CON					64	1,671		1,735	
TOTAL				143	339	1,671		2,153	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				143				143	ATP
PS&E					215			215	Notes:
R/W					60			60	
CON						1,671		1,671	
TOTAL				143	275	1,671		2,089	

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)									ATP
PS&E									Notes:
R/W									Education & Encouragement Activities
CON					64			64	
TOTAL					64			64	

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									Notes:
R/W									
CON									
TOTAL									

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									Notes:
R/W									
CON									
TOTAL									

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									Notes:
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: 

- 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: 

- 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: 

(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: 

- 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: *MG*

- 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: *MG*

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

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: _____



N/A

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

8. **Additional narration and documentation:**

Engineer's Initials: *MG*

- 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): GRUBBS, MICHAEL W.

Title: PROJECT MANAGER

Engineer License Number C27006

Signature: *Michael W. Grubbs*

Date: 5-14-15

Email: grubbs_mi@sbcity.org

Phone: 909-384-5179

Engineer's Stamp:





San Bernardino City is located at the southwest corner of San Bernardino County, near the confluence of Riverside, Orange, Los Angeles, and San Bernardino Counties.



Location Map
Attachment D
3 Project Locations





Project Map – Location #1
Existing & Proposed Conditions
 ~0.37 miles of sidewalk

Overview: Location 1

- A. New sidewalk by widening box culvert over channel
- B. & C. New sidewalk, curb & gutter, and ADA ramps north side of 48th St., west side of Magnolia , and south side of Reservoir Dr. to Western Ave.
- All. New street lights and crosswalk striping and education and encouragement.

 Existing Sidewalk  Benefitting Neighborhoods



1A

Western Avenue Channel

Existing Sidewalk

New sidewalk (next page) to Magnolia

1B

48th Street

Western Ave.



© 2015 Google

lat 34.172133° lon -117.313732° elev 1422 ft eye alt 1850 ft

A Western Ave. and 48th St.
Existing & Proposed Conditions

 Extend box culvert north to create space for sidewalk; construct sidewalk over channel



Close-up View of 1A

1B

08-San Bernardino-1
Reservoir Drive
To Cajon HS

Magnolia

48th St. W-48th St

To Helcomb ES



© 2015 Google

Google

lat 34.172328° lon -117.312444° elev 1421 ft eye alt 2111 ft

B 48th St. and Magnolia (~0.25 miles)
Existing & Proposed Conditions

Close-up View of 1B

-  6' wide concrete sidewalk, curb & gutter; North of 48th St. and west of Magnolia
-  ADA ramps (2 total)
- Install street lights



1C

08-San Bernardino-1

To Cajon HS

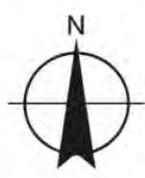
Western Ave.

Reservoir Dr.

Cypress Dr.

Magnolia

To Holcomb ES



© 2015 Google

lat 34.173754° lon -117.312243° elev 1427 ft eye alt 2359 ft

C Reservoir Drive (~0.12 miles)
Existing & Proposed Conditions

Close-up View of 1C

	6' wide concrete sidewalk, curb & gutter, on south side of Reservoir Dr.; from Magnolia to Western Ave.
	ADA Ramp (1 total)
	Crosswalk Striping
	Existing Sidewalk





Project Map – Location #2
Existing & Proposed Conditions
 ~0.53 miles total
Overview: Location 2

A., B., & C. New sidewalk, curb & gutter, on east side of Pepper Ave., north side of Randall Ave., and west side of Meridian Ave.

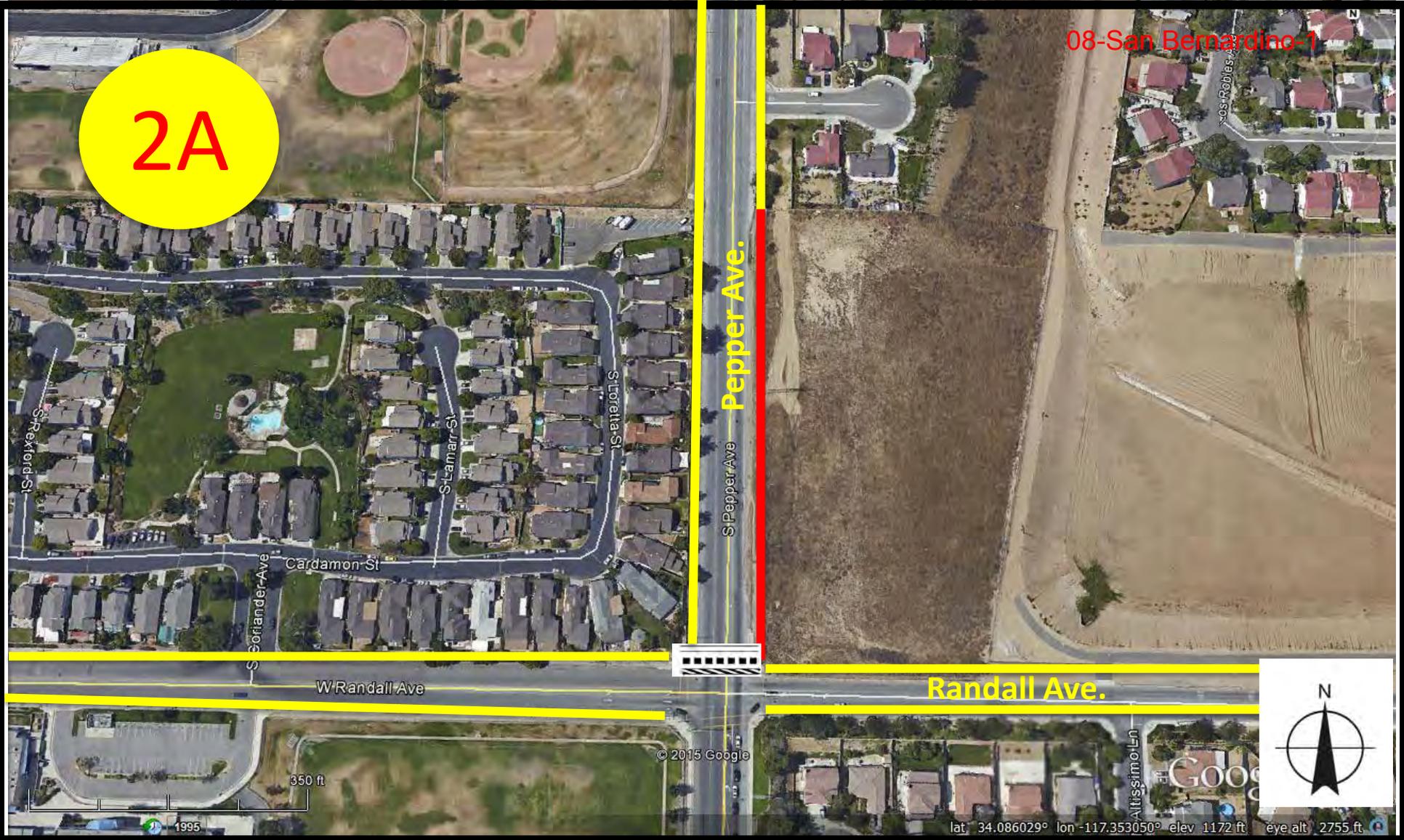
All: Street lights, crosswalk striping, and education & encouragement

 Existing Sidewalk

 Benefitting Neighborhoods



2A



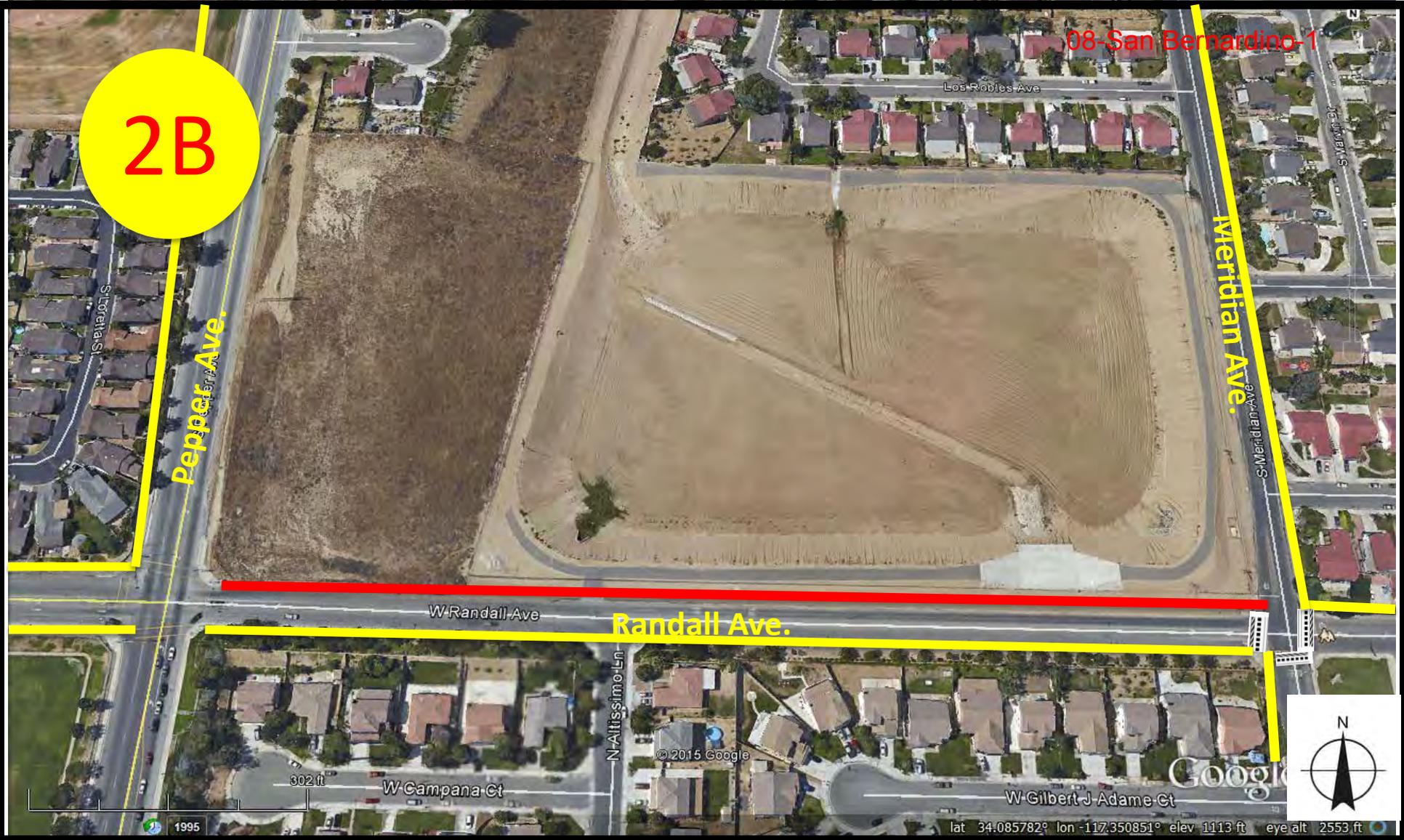
A Pepper Ave. (~0.15 miles)
Existing & Proposed Conditions

Close-up View of 2A

-  Construct 6' wide concrete sidewalk , curb & gutter (~0.15 miles)
-  Crosswalk striping
-  Existing sidewalk



2B



B Randall Ave. (~0.25 miles total)
Existing & Proposed Conditions

Close-up View of 2B

	Construct 6' wide concrete sidewalk, curb & gutter on north side of Randall Ave.
	Crosswalk striping
	Existing sidewalk



2C

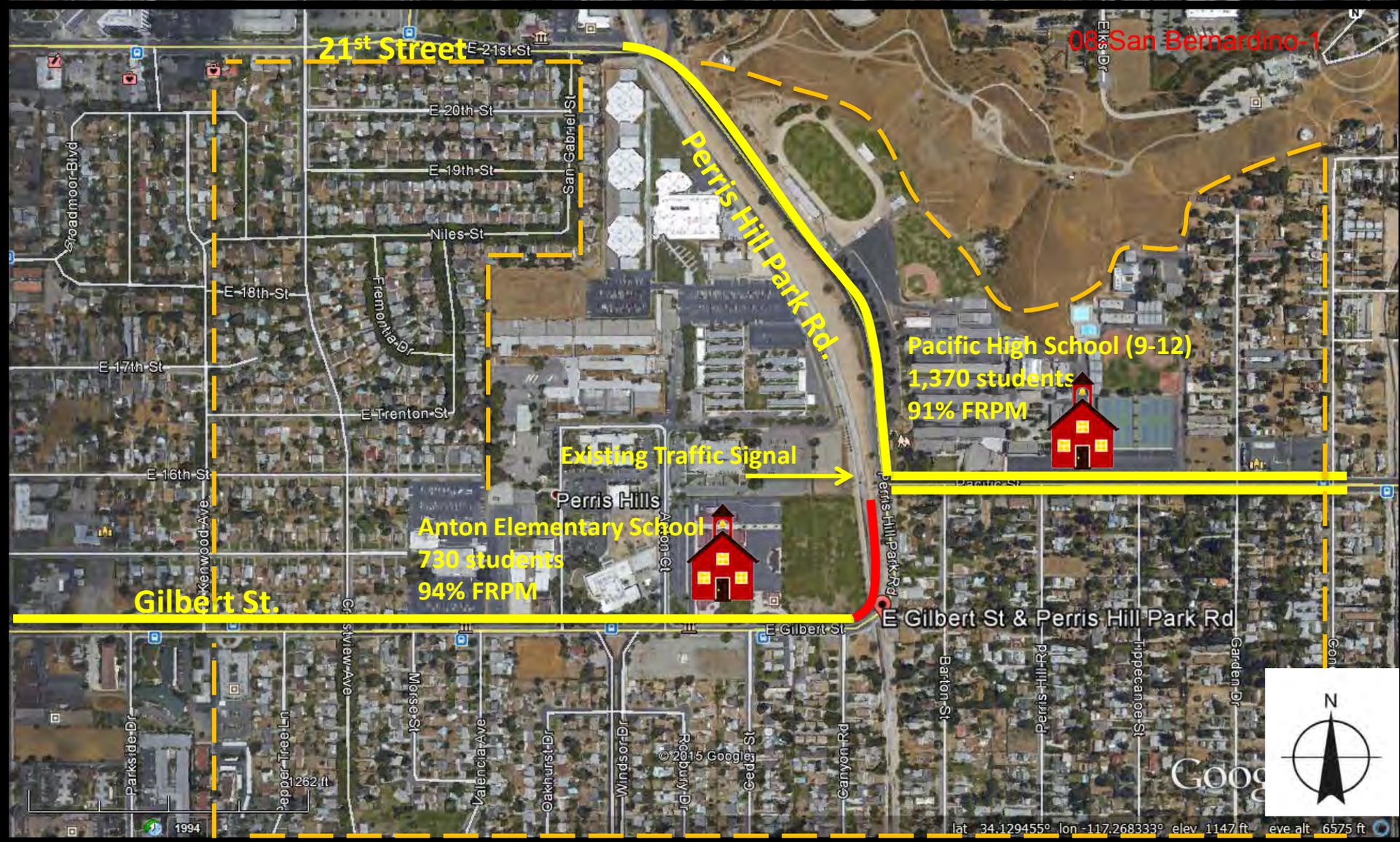


C Meridian Ave. (~0.13 miles)
Existing & Proposed Conditions

-  Construct 6' wide concrete sidewalk, curb & gutter, on west side of Meridian Dr. (~0.13 miles)
-  Existing sidewalk



Close-up View of 2C

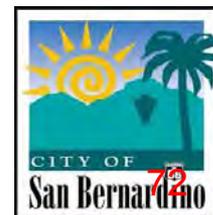


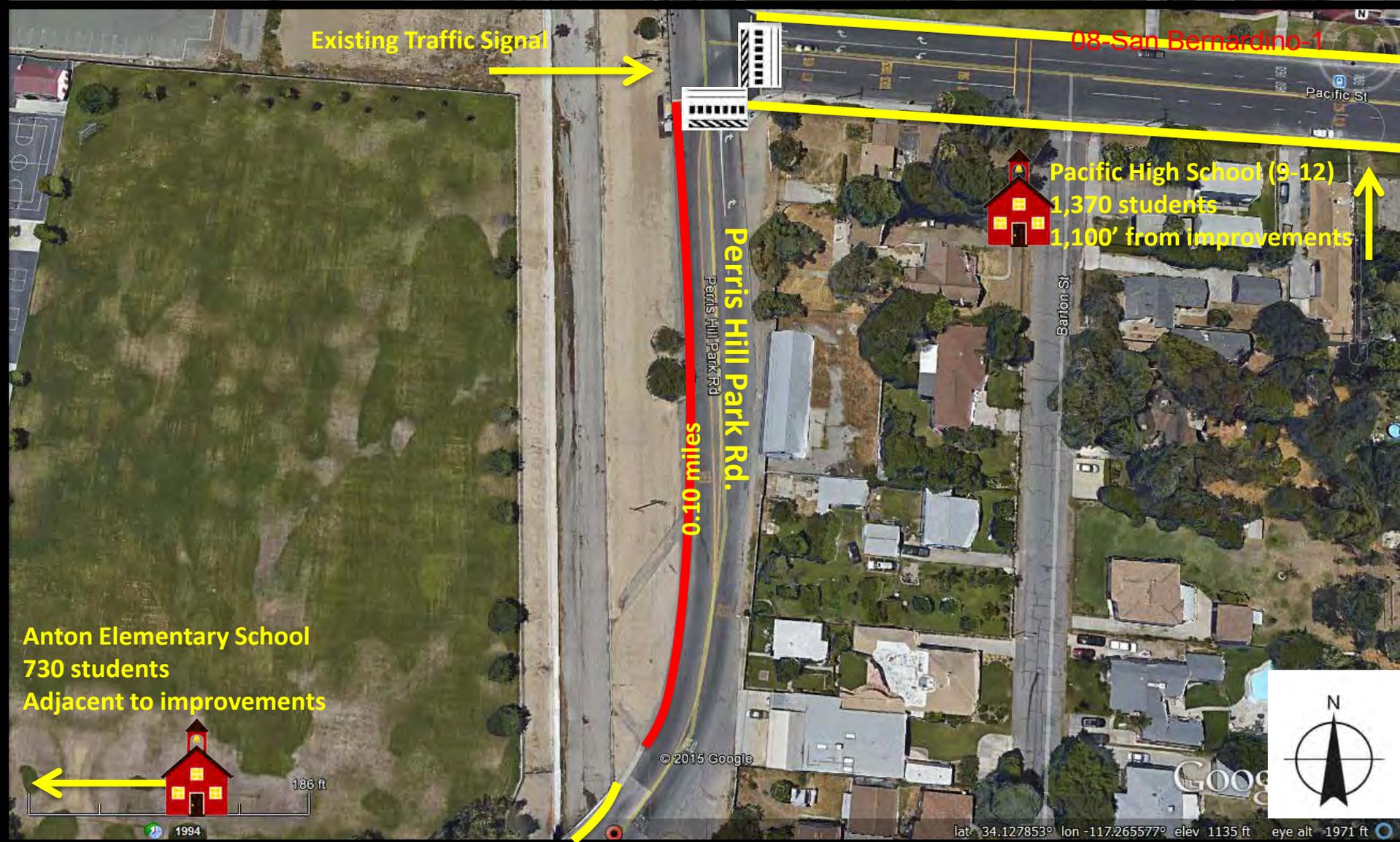
Project Map – Location #3
Existing & Proposed Conditions

~0.10 miles total

Overview: Location 3

-  Remove old, cracked asphalt sidewalk, replace with new concrete sidewalk, curb & gutter, and ADA ramps
-  Existing sidewalks
-  Benefitting Neighborhoods
- All. Street lights, crosswalk striping, and education & encouragement

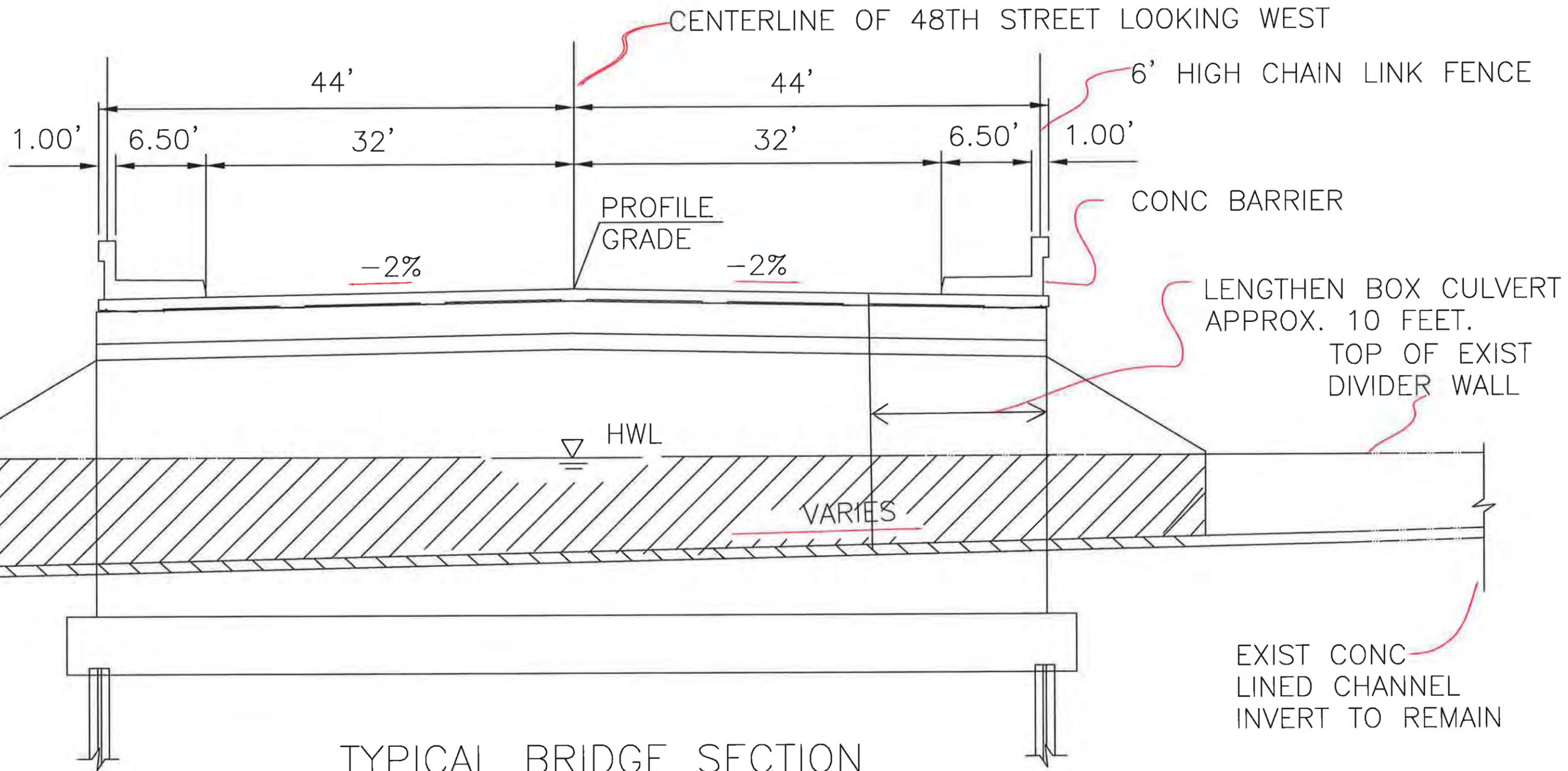




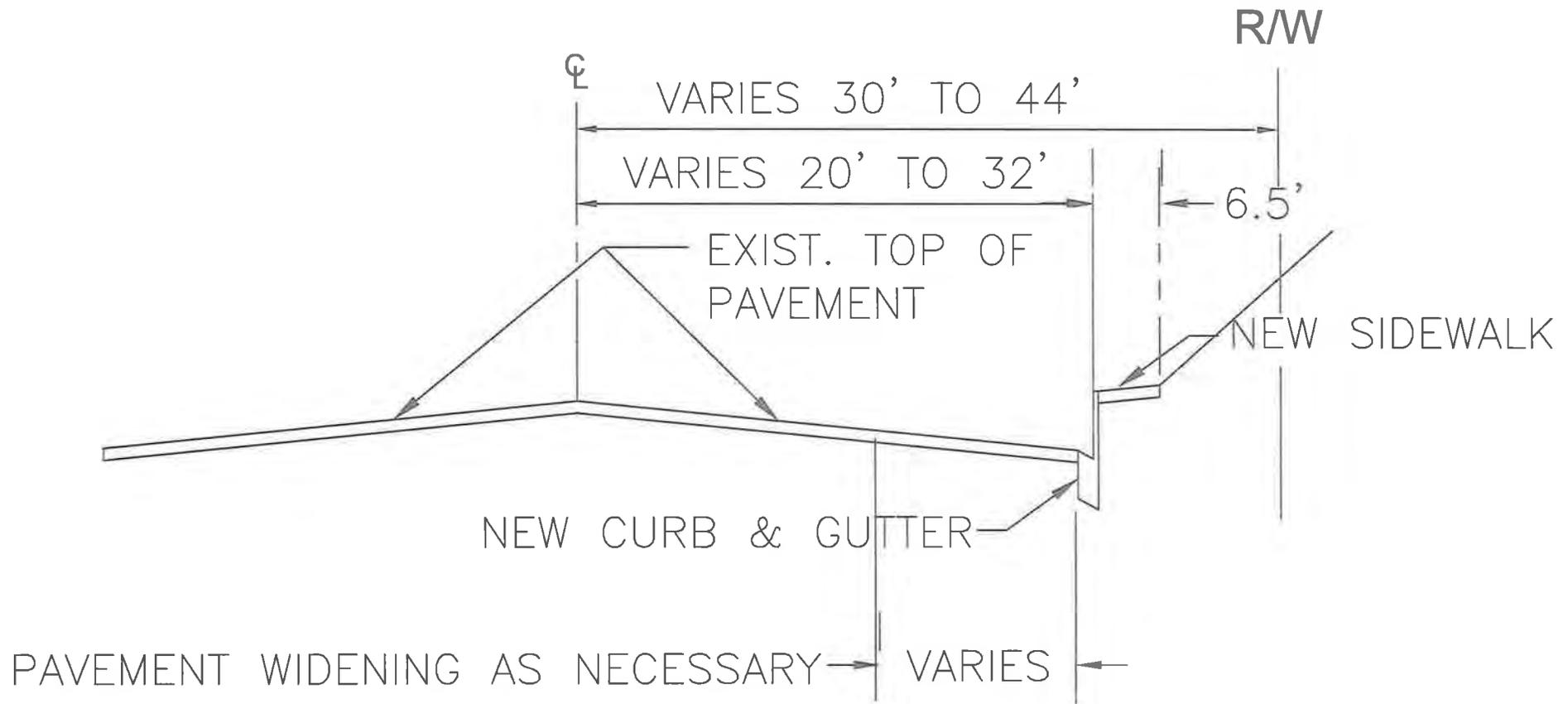
Project Map – Location #3
Existing & Proposed Conditions
 ~0.10 miles total
Close-up View

-  Remove old, cracked asphalt sidewalk, replace with new concrete sidewalk, curb & gutter, and ADA ramps
-  Existing sidewalks
-  Street lights, crosswalk striping, and education & encouragement





TYPICAL BRIDGE SECTION
AT WESTERN AVENUE CHANNEL



TYPICAL WIDENING CROSS-SECTION

NO SCALE

Attachment F.
Photos of Existing Conditions



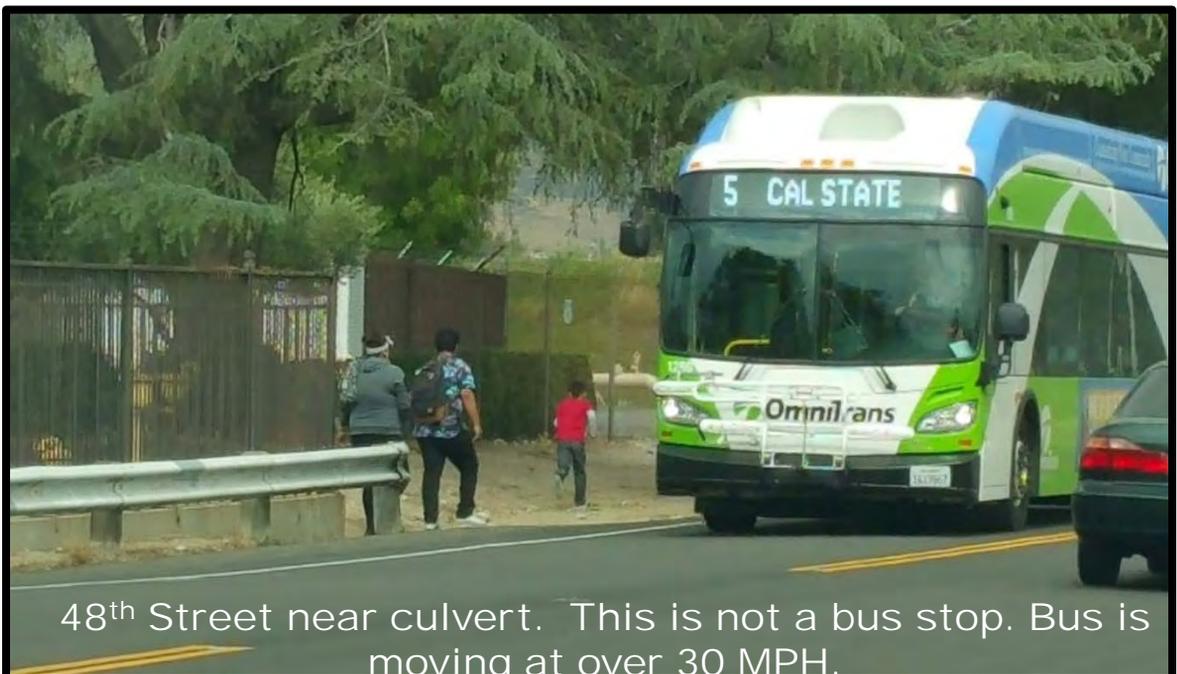
Attachment F. Photos of Existing Conditions

08-San Bernardino-1



Attachment F. Photos of Existing Conditions

08-San Bernardino-1



Attachment F.
Photos of Existing Conditions

08-San Bernardino-1



48th Street looking west



48th Street looking west



Magnolia looking north



Magnolia looking south

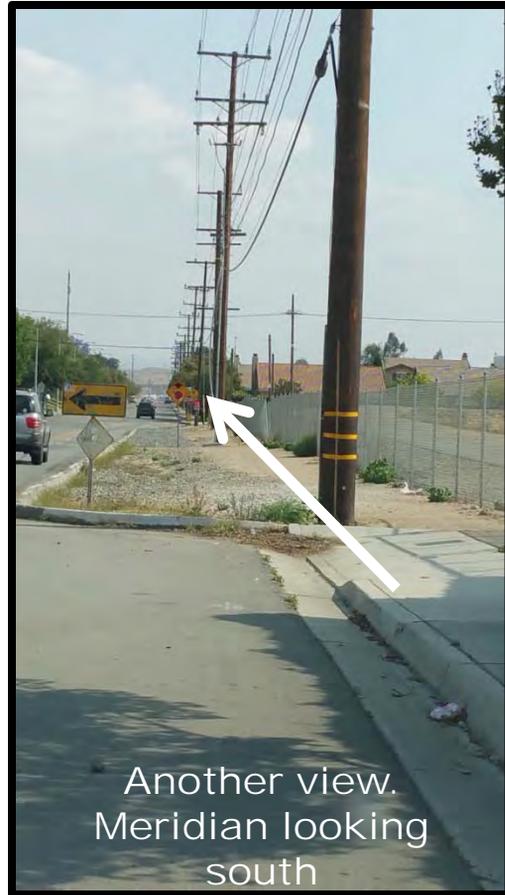


Reservoir looking west

All locations:
New sidewalk, curb, gutter, street lights

Attachment F. Photos of Existing Conditions

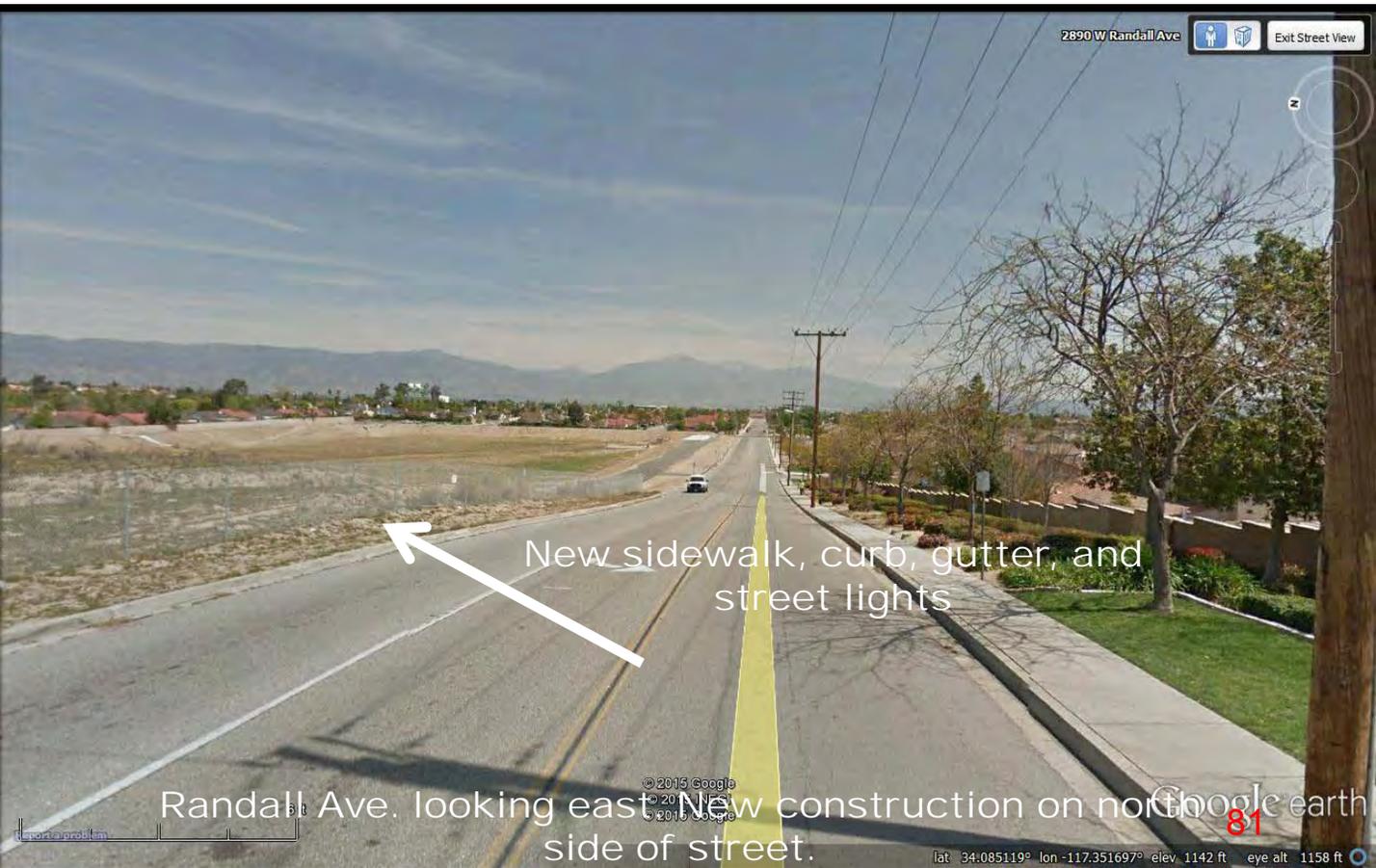
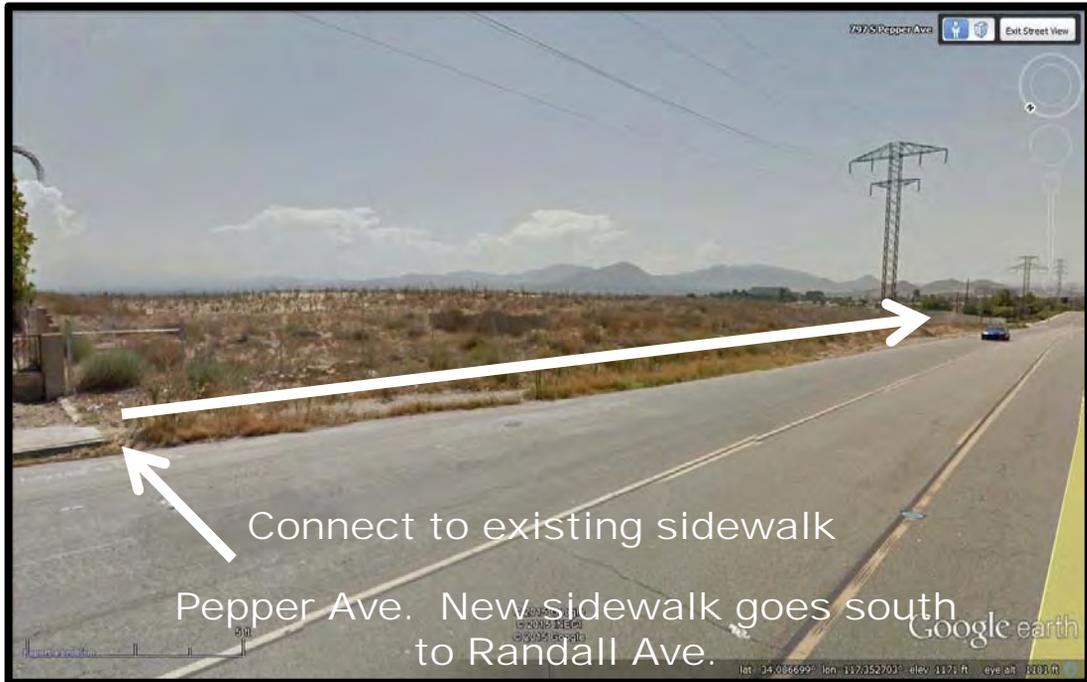
08-San Bernardino-1



All locations:
New sidewalk, curb, gutter, street lights

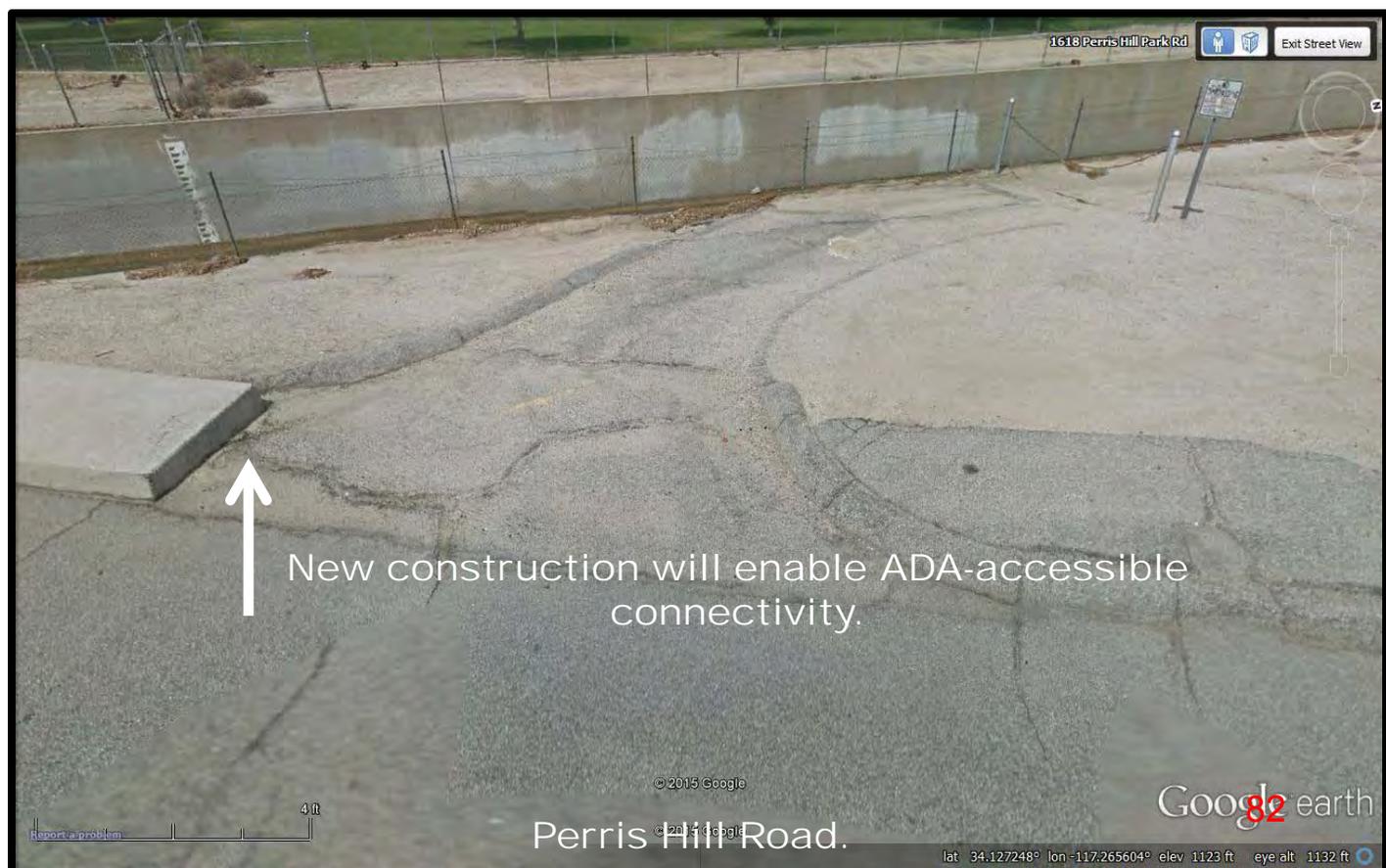
Attachment F. Photos of Existing Conditions

08-San Bernardino-1



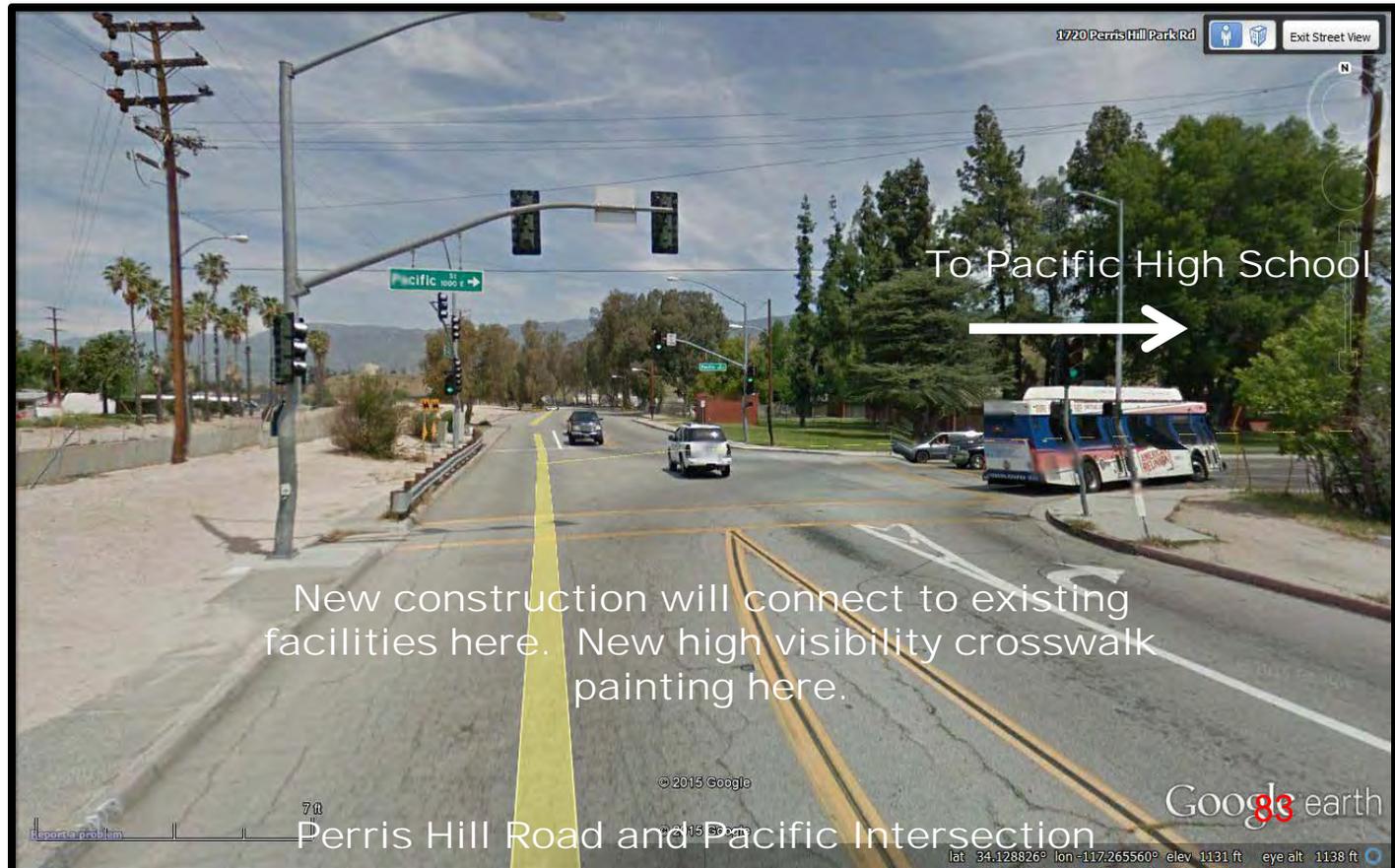
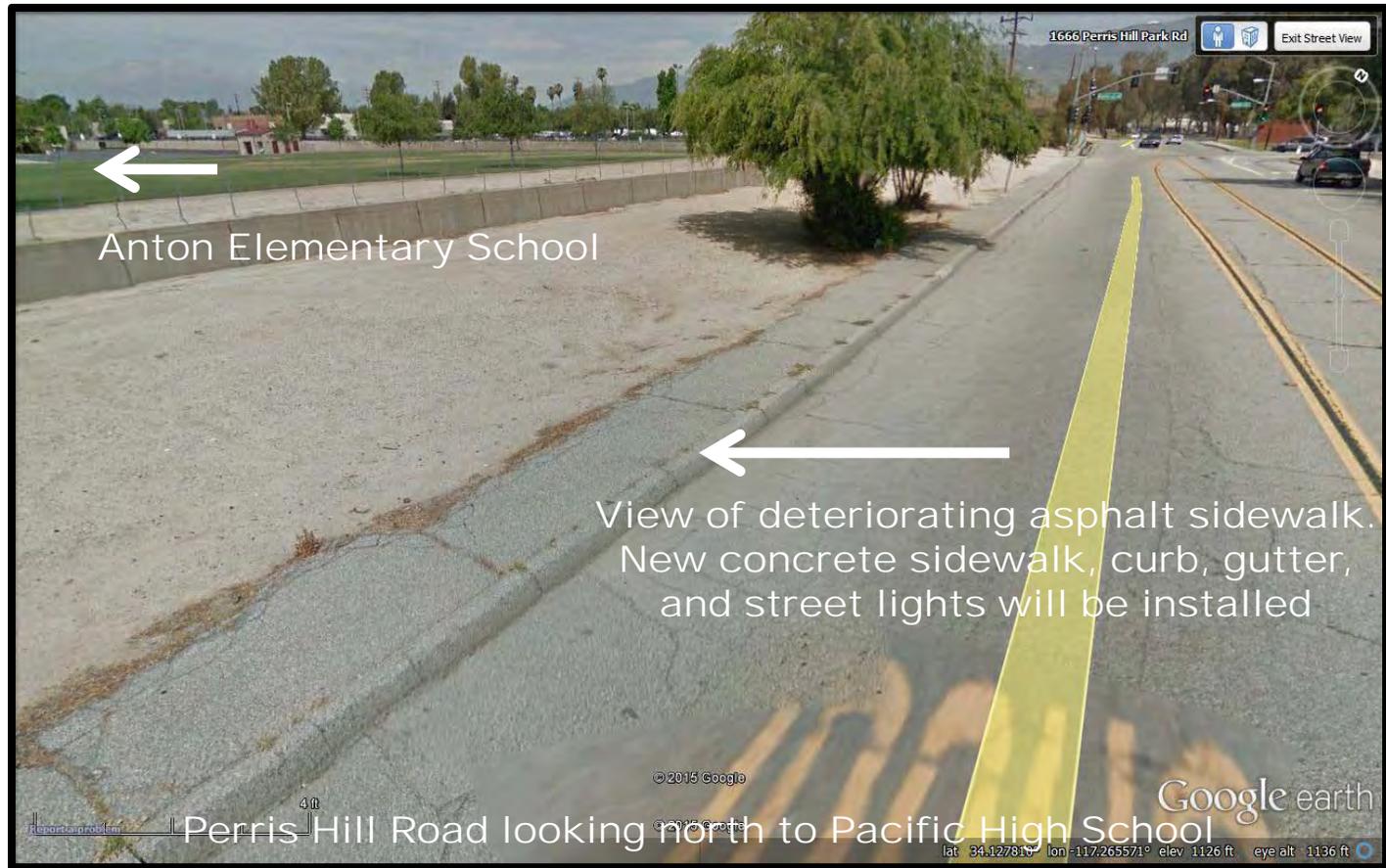
Attachment F. Photos of Existing Conditions

08-San Bernardino-1



Attachment F. Photos of Existing Conditions

08-San Bernardino-1



Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	CITY OF SAN BERNARDINO				
Application ID:		Prepared by:	MICHAEL GRUBBS	Date:	5/7/2015
Project Description:	INSTALLATION OF SIDEWALK, CURB & GUTTER, STREET LIGHTS AND STREET WIDENING AT 3 LOCATIONS				
Project Location:	1) 48th St., Magnolia, Reservoir; 2) Pepper Ave., Randall Ave., Meridian Ave., 3) Perris Hill Park Road				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	MOBILIZATION	1	LS	\$50,000.00	\$50,000	100%	\$50,000						
2	TRAFFIC CONTROL	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
3	SIDEWALK	4,609	LF	\$32.52	\$149,885	100%	\$149,885						
4	CURB & GUTTER	4,609	LF	\$25.00	\$115,225	100%	\$115,225						
5	COMMERCIAL DRIVEWAY	318	SF	\$12.00	\$3,816	100%	\$3,816						
6	STREET LIGHTS	20	EA	\$6,198.00	\$123,960	100%	\$123,960						
7	WIDEN 48TH ST. BOX CULVERT	1	LS	\$400,000.00	\$400,000	100%	\$400,000						
8	REPL 6' WROUGHT IRON FENCE	60	LF	\$50.00	\$3,000	100%	\$3,000						
9	DEMO EXISTING PAVEMENT	5,059	SF	\$1.00	\$5,059	100%	\$5,059						
10	DEMO EX. AC CURB	450	LF	\$4.00	\$1,800	100%	\$1,800						
11	RETAINING WALL, 3'	300	LF	\$100.00	\$30,000	100%	\$30,000						
12	4" AC PAVEMENT/8" AGG. BASE	38,257	SF	\$4.67	\$178,660	100%	\$178,660						
13	SIGNING, STRIPING & PVMT MARKINGS	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
14	EXCAVATION	1,417	CY	\$15.00	\$21,254	100%	\$21,254						
15	PARKWAY CULVERT, 6 FEET	1	EA	\$2,000.00	\$2,000	100%	\$2,000						
16	ACCESS RAMPS	3	EA	\$4,000.00	\$12,000	100%	\$12,000						
17	COMMERCIAL DRIVEWAY	7	EA	\$5,000.00	\$35,000	100%	\$35,000						
18	TREE REMOVAL	41	EA	\$1,000.00	\$41,000	100%	\$41,000						
19	RELOCATE FENCE	710	LF	\$12.00	\$8,520	100%	\$8,520						
20	RELOCATE SHRUB	644	LF	\$20.00	\$12,880	100%	\$12,880						
21	RELOCATE GATE, 56'	1	EA	\$5,000.00	\$5,000	100%	\$5,000						
22	RELOCATE SBMWD EQUIPMENT	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
Subtotal of Construction Items:					\$1,244,059		\$1,244,059						
Construction Item Contingencies (% of Construction Items):				15.00%	\$186,609								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,430,668								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$			
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$	143,067		
Plans, Specifications and Estimates (PS&E):	\$	214,600		
Total PE:	\$	357,667	25%	25% Max
Right of Way (RW)				
Right of Way Engineering:	\$	10,000		
Acquisitions and Utilities:	\$	50,000		
Total RW:	\$	60,000		
Construction (CON)				
Construction Engineering (CE):	\$	240,000	14%	15% Max
Total Construction Items & Contingencies:		\$1,430,668		
Total CON:	\$	1,670,668		
Total Project Cost Estimate:		\$ 2,088,334	+	\$64,000 Non-Infrastructure
			=	\$2,152,334
				*8 schools x \$8,000/each= \$64,000 for non-infrast.

Exhibit 22-R ATP Non-Infrastructure Project Work Plan				
Fill in the following items:				
Date: (1)	22-May-15			
Project Number: (2)				
Project Location(s): (3a)	Location 1: Holcomb ES and Cajon HS			
(3b)	Location 2: Garcia ES, Jehue MS, Morris ES, Rialto HS			
(3c)	Location 3: Anton ES, Pacific HS			
Project Description: (4)	Develop and conduct pedestrian education and encouragement activities, evaluation, and final report			
Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)				
<i>For Department use only</i>				
You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:				
Task Summary:				
Click the links below to navigate to "Task Tabs":				
Task	Task Name	Start Date	End Date	Cost
Task "A"	Administration & Program Management	Mar-2018	May-2020	\$ -
Task "B"	SRTS Non-Infrastructure Development &	Aug-2018	May-2020	\$ 59,400.00
Task "C"	Evaluation and Final Report	Apr-2020	Apr-2020	\$ 4,600.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL			\$	64,000.00

TASK "A" DETAIL				
Task Name (5a):		Administration & Program Management		
Task Summary (5b):		Oversight and Management of ATP Non-Infrastructure Program		
Schedule (5c):		Start Date:	Mar-2018	End Date: May-2020
Activities/ Deliverables (5d):	1	Develop & advertise RFP to select qualified consultant to develop & implement activities		
	2	Manage & provide oversight to selected consultant		
	3	Prepare & review invoices to Caltrans for non-infrastructure activities		
	4			
	5			
	6			
	7			
	8			
	9			
	10			
Staff Costs:				
Staff Title (6a):		Total Hours (6b)	Rate Per Hour (6c)	Total \$
Party 1 -	City of San Bernardino Program Manager	150		\$ -
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Subtotal Party Costs (6d):				\$ -
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ -
Task Notes (7):				
<p>1) The staff costs above are for City of San Bernardino staff time to manage the RFP process and oversee the non-infrastructure consultant activities. These costs will not be charged to the ATP grant nor will they be tracked by the City for local match purposes. The staff time above is for informational purposes only. The City is not providing an hourly rate so the costs on Exhibit 22-R equal the total budget that was set aside for non-infrastructure activities.</p>				
Other Costs:				
<p>You will not be able to fill in the following items. Items will auto-populate once you've filled out each itemized "Other Cost" that applies:</p>				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <div style="border: 1px solid black; padding: 5px; display: inline-block; margin: 10px 0;">Itemized "Other Costs" Section</div>		Travel (8a):	\$	-
		Equipment (8b):	\$	-
		Supplies/Materials (8c):	\$	-
		Incentives (8d):	\$	-
		Other Direct Costs (8e):	\$	-
		" " (8f):	\$	-
		Total Other Costs (8g):		
TASK GRAND TOTAL (9g):				\$ -

TASK "B" DETAIL				
Task Name (5a):		SRTS Non-Infrastructure Development & Implementation		
Task Summary (5b):		Develop and Implement Program		
Schedule (5c):		Start Date:	Aug-2018	End Date: May-2020
Activities/ Deliverables (5d):	1	Kick-off meeting with city and school staff and develop preliminary activity list. Deliverables: Meeting agenda, sign-in sheet, and memo listing preliminary action items		
	2	Finalize action plan for each school (eight schools total). Deliverables: Final Action Plan (one for each school; eight action plans total)		
	3	Implement action plan (one for each of the eight schools) in partnership with schools. Deliverables: Implementation of preferred action plans as identified by each school		
	4			
	5			
	6			
	7			
	8			
	9			
	10			
Staff Costs:				
Staff Title (6a):		Total Hours (6b)	Rate Per Hour (6c)	Total \$
Party 1 -	Consultant - Oversight for all Activities	250	\$70.00	\$ 17,500.00
Party 2 -	REACH OUT - Non-profit	125	\$60.00	\$ 7,500.00
Party 3 -	Rialto Unified School District	90	\$80.00	\$ 7,200.00
Party 4 -	San Bernardino City Unified School District	90	\$80.00	\$ 7,200.00
Subtotal Party Costs (6d):				\$ 39,400.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 39,400.00
Task Notes (7):				
<p>The total budget is \$59,400 and all funds will be used to pay for a qualified consultant to perform their activities which includes planning, implementation, incentives, supplies, and evaluation. Activities may include but are not limited to: a) highlighting the completion of the sidewalk projects, b) educating parents and students about the health benefits of walking and biking to school, c) slowing down in school zones, d) walk/bike to school day events, e) implementing a "frequent walker mile program." These activities are subject to change based on the needs of each school and the recommendations of the selected consultant. Funds are requested to offset the cost of REACH OUT assisting with education and encouragement activities as they relate to the minority and Hispanic populations. Funds are also requested to offset the cost of staff at both school districts to assist with activities that will be aligned directly with their on-going programs. The funds will not supplant existing resources but will be used to help pay for additional staff time necessary to implement this SRTS E&E effort. A narrative for supplies is provided on the next page.</p>				
Other Costs:				
<p>You will not be able to fill in the following items. Items will auto-populate once you've filled out each itemized "Other Cost" that applies:</p>				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <div style="border: 1px solid black; padding: 5px; display: inline-block; margin: 10px 0;">Itemized "Other Costs" Section</div>		Travel (8a):	\$	-
		Equipment (8b):	\$	-
		Supplies/Materials (8c):	\$	4,000.00
		Incentives (8d):	\$	16,000.00
		Other Direct Costs (8e):	\$	-
		" " (8f):	\$	-
Total Other Costs (8g):				\$ 20,000.00
TASK GRAND TOTAL (9g):				\$ 59,400.00

Task "B" Other Costs:

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

Itemized Equipment Cost (8b)	
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task	
Equipment (8b)	
Type of Equipment	Total \$
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Equipment Cost: \$	
-	

Itemized Supplies/Materials Cost (8c)	
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task	
Supplies/Materials (8c)	
Type of Supplies/Materials	Total \$
1. To be determined by successful consultant	\$ 4,000.00
2. (Note to State: \$4,000 is for supplies and \$16,000 is for incentives.	
3. The incentive description box is cell protected in 8d. Incentives may	
4. include but are not limited to bike helmets, small giveaways, etc. All items	
5. are subject to the list of eligible items published by ATP in March 2015).	
6. Incentives were calculated at \$2,000 for each school.	
7. \$2,000 x 8 schools = \$16,000	
8.	
9. Supplies and Materials were calculated at \$500 x 8 schools.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Supplies/Materials Cost: \$	
4,000.00	

Itemized Incentives Cost (8d)	
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task	
Incentives (8d)	
Type of Incentives	Total \$
1.	\$ 16,000.00
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Incentives Cost: \$	
16,000.00	

TASK "C" DETAIL				
Task Name (5a):		Evaluation and Final Report		
Task Summary (5b):		Evaluate the encouragement and education activities and provide final report		
Schedule (5c):		Start Date :	Apr-2020	End Date: Apr-2020
Activities/ Deliverables (5d):	1	Conduct evaluation of activities		
	2	Develop Final Report		
	3			
	4			
	5			
	6			
	7			
	8			
	9			
	10			
Staff Costs:				
Staff Title (6a):		Total Hours (6b)	Rate Per Hour (6c)	Total \$
Party 1 -	Consultant - Program Manager	60	\$70.00	\$ 4,200.00
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Subtotal Party Costs (6d):				\$ 4,200.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 4,200.00
Task Notes (7):				
The Final Report will provide information on all activities performed at all eight schools.				
Other Costs:				
You will not be able to fill in the following items. Items will auto-populate once you've filled out each itemized "Other Cost" that applies:				
To fill out an itemized cost for each "Other Cost", click on the link below: <div style="border: 1px solid black; padding: 2px; display: inline-block;"> Itemized "Other Costs" Section </div>		Travel (8a):	\$	-
		Equipment (8b):	\$	-
		Supplies/Materials (8c):	\$	400.00
		Incentives (8d):	\$	-
		Other Direct Costs (8e):	\$	-
		" " (8f):	\$	-
		Total Other Costs (8g):		\$
TASK GRAND TOTAL (9g):				\$ 4,600.00

Task "C" Other Costs:

08-San Bernardino-1

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

Itemized Equipment Cost (8b)	
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task	
Equipment (8b)	
Type of Equipment	Total \$
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Equipment Cost: \$	
-	

Itemized Supplies/Materials Cost (8c)	
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task	
Supplies/Materials (8c)	
Type of Supplies/Materials	Total \$
1. Reprographics	\$ 400.00
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Supplies/Materials Cost: \$	
400.00	

Itemized Incentives Cost (8d)	
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task	
Incentives (8d)	
Type of Incentives	Total \$
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Incentives Cost: \$	
-	



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



Southern California Association of Governments
ADOPTED APRIL 2012

available is spent wisely is at the heart of this philosophy. At the bottom of this pyramid is System Monitoring and Evaluation. In order to be effective system managers, we must have an in-depth understanding of how our system performs and why it performs the way it does. Only by understanding these causes can we identify the optimal mix of strategies and projects that yield the highest returns on our investments. Next, we must take care of what we have and make sure that what we have is performing at the most efficient level possible. So, the basic idea as you move up the “mobility pyramid” is to implement less capital intensive strategies or less invasive strategies before we consider implementing more drastic measures to deal with our challenges. At the same time, we must be realistic about our ability to address our challenges with “soft solutions” alone in the face of the tremendous growth that we anticipate over the next 25 years. Therefore, at the top of the pyramid are the capital improvement projects that will allow us to expand our system strategically to accommodate such future growth and maintain and improve our economic prosperity.

Following the system management philosophy, this chapter sets forth the investments and strategies that constitute the 2012–2035 RTP/SCS. First, transportation investments should seek to optimize the performance of the existing system, and this includes system maintenance and preservation, integrated land use, operational improvements, transportation demand management, and transportation systems management strategies. Second, investments should seek to complete the system by addressing gaps. Finally, our investments should expand the system strategically. As a result, Southern Californians will enjoy more and better travel choices via an efficient multimodal transportation system with improved access to the vast opportunities this region has to offer.

Getting the Most Out of Our System

Over the past half century, the SCAG region has invested billions of dollars into building and expanding the multimodal transportation system that we have and rely on today. This investment must be protected. Under the system management approach, priority should be given to maintaining and preserving this system, as well as ensuring that it is being operated as safely, efficiently, and effectively as possible. Protecting our previous investments in developing the region’s transportation system and getting the most out of every one of its components is the highest priority for this RTP/SCS.

Safety and Security First

SCAG recognizes how important the safety and security of our transportation system is to our residents. The good news is we have made significant progress in improving safety, particularly highway safety, which accounts for the majority of transportation-related accidents, around the state and in our region. But, we can do more. SCAG continues to support the implementation of the State Highway Safety Plan (SHSP) and works in partnership with Caltrans and the CTCs around the region to improve the safety and security of our transportation system.

Safety improvements are intricately woven into the RTP/SCS at all levels. Many of the strategy and investment categories in this RTP/SCS aim to improve the safety of our multimodal transportation system. For instance, enhancing maintenance and preservation of the region’s buses, rail track, bridges, and roadway pavements will contribute toward reduced accidents and improved safety. Similarly, expanding the network of bike lanes and sidewalks and bringing them into ADA (American with Disabilities Act) compliance will reduce accidents directly related to these modes. Furthermore, deploying technology such as advanced ramp metering to manage traffic flow also reduces collisions at on-ramps and critical freeway-to-freeway interchanges. In short, almost every category of investments discussed in this chapter leads to safety benefits.

SCAG has two main safety and security goals:

- Ensure transportation safety, security, and reliability for all people and goods in the region.
- Prevent, protect, respond to, and recover from major human-caused or natural events in order to minimize the threat and impact to lives, property, the transportation network, and the regional economy.

SAFETY

The rate of fatal and injury collisions on California’s highways has declined dramatically since the California Highway Patrol began keeping such data in the 1930s. California has led the nation in roadway safety for much of the past 20 years. Only recently have roadways nationally become as safe as those in California. **FIGURE 2.2** shows the improvement in roadway accidents in the SCAG region over the last 10 years.

- Increasing the frequency and quality of fixed-route bus service and the introduction of local community circulators to provide residents of smart growth developments with the option of taking transit over using a car to make short, local trips, and
- The implementation of transit priority facilities, such as bus lanes and traffic signal priority.

Active Transportation

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

The majority of commuters within the SCAG region commute via car, truck, or van. According to the American Community Survey, in 2009, more than 85 percent of all commuters traveled to work by car, truck, or van, and less than 4 percent traveled to work via an active transportation mode (0.7 percent bicycled and 2.5 percent walked to work). In addition, the National Household Travel Survey (NHTS) data indicate that approximately 20.9 percent of all trips were conducted by walking (19.2 percent) or bicycling (1.7 percent). This represents an approximately 75 percent increase from the 11.9 percent active transportation mode share in 2000. In addition, NHTS data indicate that 75.0 percent of all trips in 2009 were conducted by driving, and this is an approximately 10.6 percent decrease from the 83.9 percent mode share in 2000.

Additional analysis regarding active transportation needs to be conducted in order to develop a better understanding of the users and their needs. The current level of data is extremely limited and does not provide a comprehensive overview of the current active transportation community. Active transportation users have differing levels of experience and confidence, which influences their decision to utilize active transportation. SCAG recognizes that there are a number of factors that motivate people to use active transportation. Increased data collection may provide a clearer understanding of the needs and deficiencies associated with active transportation.

Active transportation is not only a form of transportation in itself; it is also a means by which to access rail and bus service. Accessibility is one of the primary performance measures used to evaluate active transportation, by measuring how well the current infrastructure provides individuals with the opportunity to access destinations or facilities.

Using a two-mile buffer for bicyclists and a half-mile buffer for pedestrians, we found that our current transit infrastructures provides 97 percent of our residents access to transit via bicycle and 86 percent access to transit by walking. While many individuals have access to transit stations by biking or walking, numerous other factors may influence an individual's decision to use active transportation.

Safety is an important factor that individuals consider when determining whether or not they should walk or bike to their destination. Based on data from the Statewide Integrated Traffic Records System (SWITRS), in 2008, 4.0 percent of all traffic-related fatalities in the SCAG region involved bicyclists, and 4.3 percent of all traffic-related injuries involved bicyclists. In addition, 20.9 percent of all traffic-related fatalities in the SCAG region involved a pedestrian, and 5.7 percent of traffic-related injuries involved pedestrians.

While each of the counties in the SCAG region currently has its own active transportation plan, the RTP/SCS aims at developing a regional active transportation system that closes the gaps and provides connectivity between counties and local jurisdictions. While bicyclists are legally allowed to use any public roadway in California unless specifically prohibited, many bicyclists may be more inclined to utilize bikeways. Currently, 42.6 percent of the region's residents have easy access to 4,315 miles of bikeways. Local jurisdictions in the region have proposed an additional 4,980 miles of bikeways in this RTP/SCS that would increase this access to 62.4 percent of all residents. In order to close the remaining gaps in the bikeway network, this RTP/SCS goes a step further to include an additional 827 miles of bikeways to complete the SCAG Regional Bikeway Network.

In order to make active transportation a more attractive and feasible mode of travel for the different users in our region, additional infrastructure improvements need to be made. The 2012–2035 RTP/SCS calls for improvements that would bring significant amount of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). Given that all trips, including vehicular trips, start with walking, it is important to ensure that the sidewalks and streets are accommodating to all users. In all, the RTP/SCS's active transportation improvements exceed \$6.7 billion.

Travel Demand Management (TDM)

In addition to the transportation network, the 2012–2035 RTP/SCS also relies on strategic and extensive Travel Demand Management (TDM) measures that support the expected land use pattern. These cost-effective strategies improve the effectiveness and capacity of the transportation system by supporting a shift from single-occupancy vehicle use to other alternatives. Many local jurisdictions in our region have become national leaders in the implementation of TDM strategies. For example, SCAG is working with local jurisdictions to close the gaps in the regional bikeway network and bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA). TDM measures will receive a total of \$4.5 billion in available revenues compared to \$1.3 billion in 2008, a more than 200 percent increase.

The 2012–2035 RTP/SCS employs the following TDM measures to improve mobility and access:

- Bringing the majority of sidewalks and intersections in our region into American with Disabilities Act (ADA) compliance to increase the usability and effectiveness of our active transportation system;
- Promoting telecommuting and flexible work schedules;

- Development of mobility hubs for first mile/last mile connectivity;
- Expanding parking cash out programs in urban areas; and
- Promoting Guaranteed Ride Home programs.

Transportation System Management (TSM)

Transportation System Management (TSM) measures also support the goals of the RTP/SCS by making improvements to increase capacity and improve operational efficiency. These techniques contribute to improved traffic flow, better air quality, and improved system accessibility and safety. The following TSM measures support the forecasted land use development pattern of the 2012–2035 RTP/SCS:

- Enhanced incident management;
- Advanced ramp metering;
- Corridor System Management plans;
- Traffic signal synchronization; and
- Improved data collection.

Local Efforts

Ventura Downtown Parking Management District

In order to solve the apparent parking shortage in its downtown area, the City of Ventura completed a downtown parking study. The study revealed that plenty of spaces were available in nearby city-owned lots, while other prime spaces in close proximity to local businesses were in high demand and always occupied. Local business employees were parking in the spaces most coveted by customers and patrons. The City's solution to the problem: a flexible, demand-responsive paid parking district. Parking in downtown Ventura has since improved, contributing to a better downtown experience.



Image courtesy of Rachel So

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

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Fax: (213) 236-1825
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REGIONAL OFFICES

Imperial County

1405 North Imperial Avenue
Suite 1
El Centro, CA 92243
Phone: (760) 353-7800
Fax: (760) 353-1877

Orange County

OCTA Building
600 South Main Street
Suite 906
Orange, CA 92863
Phone: (714) 542-3687
Fax: (714) 560-5089

Riverside County

3403 10th Street
Suite 805
Riverside, CA 92501
Phone: (951) 784-1513
Fax: (951) 784-3925

San Bernardino County

Santa Fe Depot
1170 West 3rd Street
Suite 140
San Bernardino, CA 92410
Phone: (909) 806-3556
Fax: (909) 806-3572

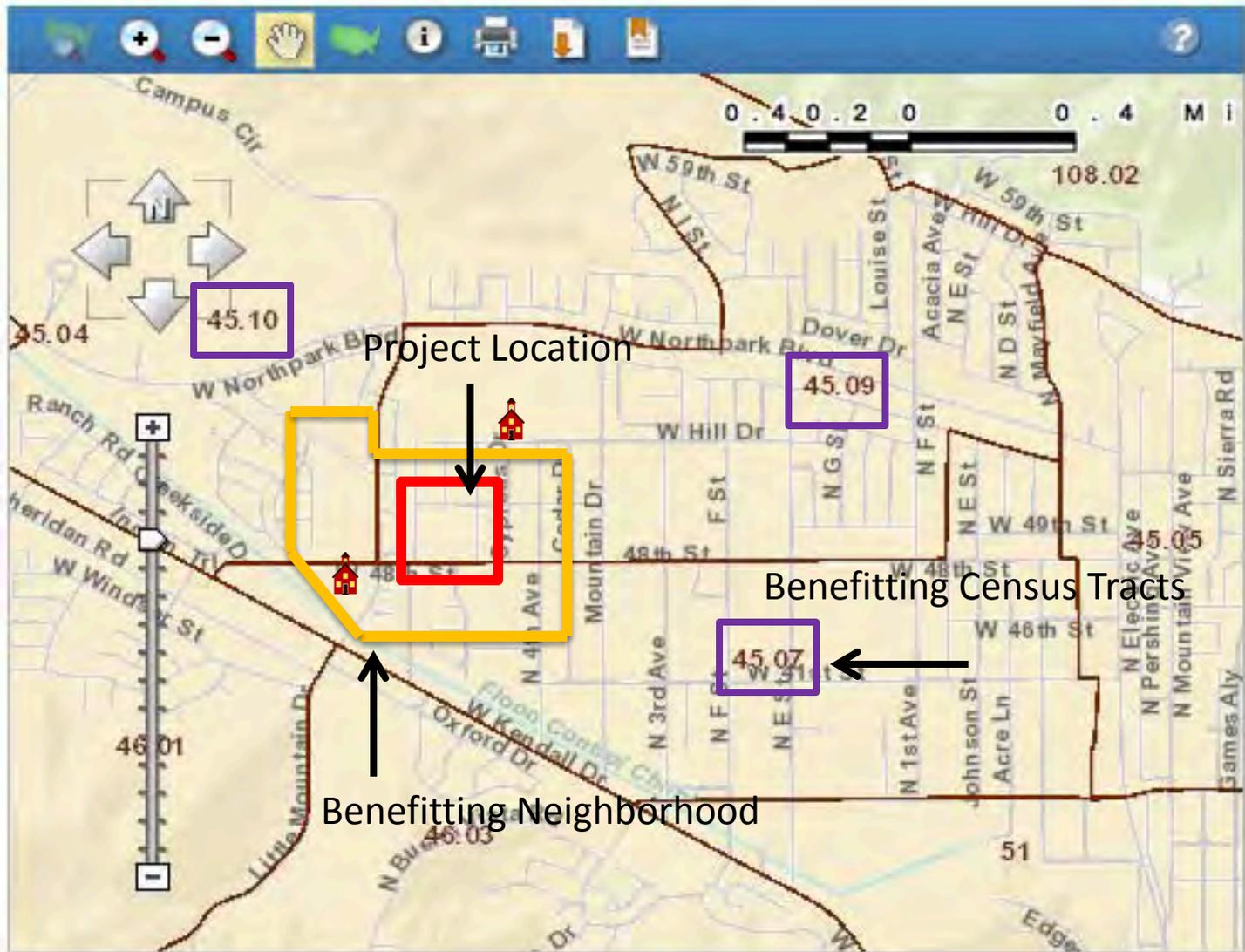
Ventura County

950 County Square Drive
Suite 101
Ventura, CA 93003
Phone: (805) 642-2800
Fax: (805) 642-2260

San Bernardino City
Census Tract Summaries
Location #1: 48th Street, Magnolia, and Reservoir Drive

08-San Bernardino-1

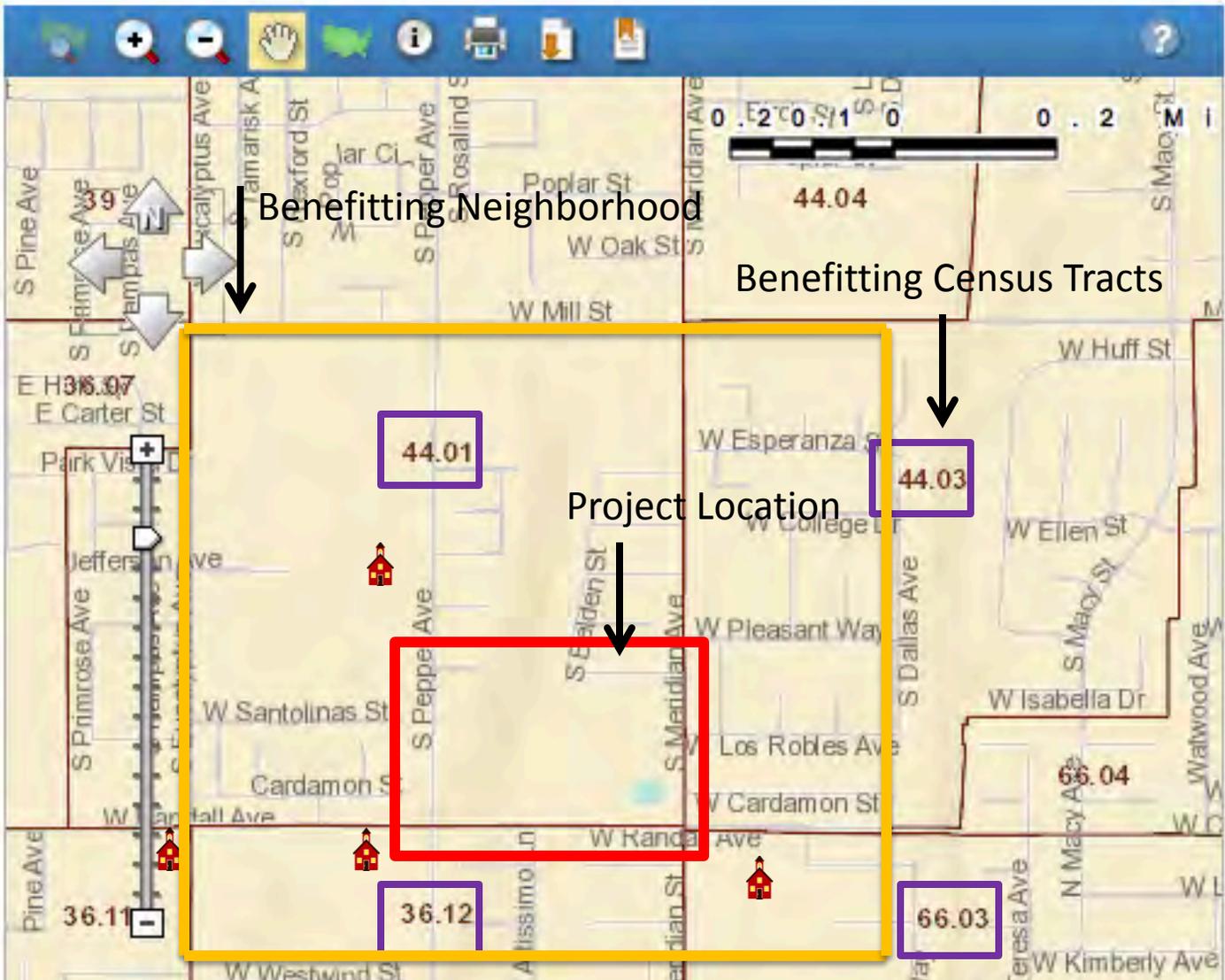
Cross Reference this attachment with the narrative located at Part B, Question 1



Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
45.09	\$75,000	4,984	1,152	5,038	1,007
45.07	\$39,981	5,209	1,334		
45.10	\$47,254	4,981	575		
AVG/TOTAL	\$54,078 (avg)	15,174 (total)	3,061 (total) (20%)		

(1), (2), & (3) U.S. Census Bureau
(4) California State Parks, Community Fact Finder Program
(5) Number in (4) multiplied by percent from (3)

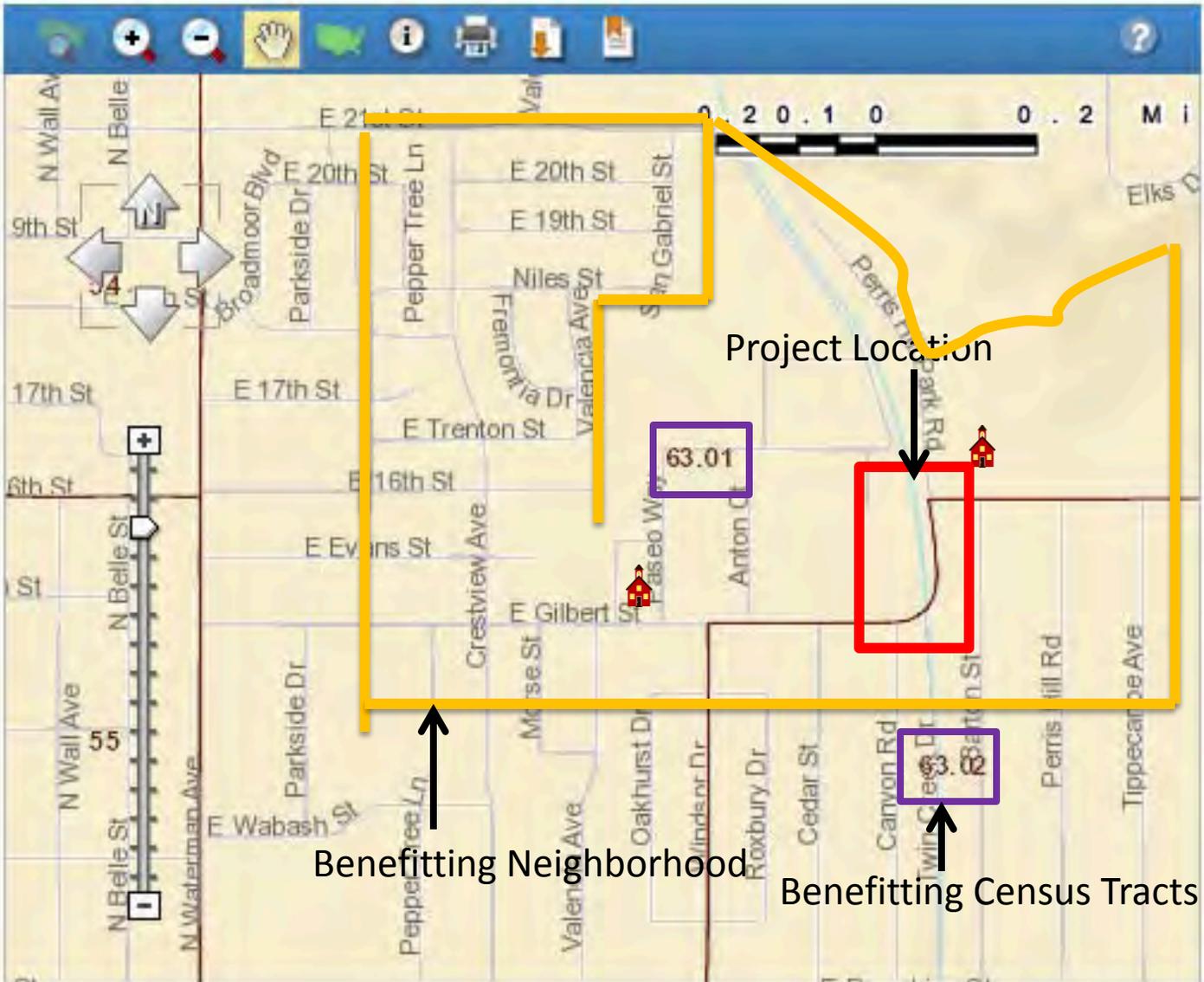
Cross Reference this attachment with the narrative located at Part B, Question 1



Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
44.01	\$44,432	4,267	859	4,394	1,055
44.03	\$42,005	5,318	1,250		
66.03	\$44,602	5,577	1,422		
36.12	\$44,851	4,172	1,063		
AVG/TOTAL	\$43,972 (avg)	19,334 (total)	4,594 (total) (24%)		

(1), (2), & (3) U.S. Census Bureau
(4) California State Parks, Community Fact Finder Program
(5) Number in (4) multiplied by percent from (3)

Cross Reference this attachment with the narrative located at Part B, Question 1



Benefitting Neighborhood

Benefitting Census Tracts

Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
63.01	\$28,393	6,217	1,140	4,460	1,070
63.02	\$33,904	9,305	2,592		
AVG/TOTAL	\$31,148 (avg)	15,522 (total)	3,732 (total) (24%)		

(1), (2), & (3) U.S. Census Bureau
 (4) California State Parks, Community Fact Finder Program
 (5) Number in (4) multiplied by percent from (3)

California State Parks Community Fact Finder Report

ROUND TWO

This is your Community FactFinder report for the project you have defined. Please refer to your Project ID in any future communications about this project.

Project ID:	29821
Date created:	May 23, 2015
County:	San Bernardino
City:	San Bernardino
Coordinates:	34.173834, -117.312846
Total Population:	5,314
Median Household Income:	\$38,713
Number of people below poverty line:	986
Park acreage:	0.00
Park acres per 1,000 population:	0.00



Project Site

If your service area includes a modified park (outlined in red), the statistic shown match the new boundary. All numbers above have been calculated based on a ½ mile radius from the point location of your project. Demographics are figured by averaging population numbers over selected census block groups and using the percent of the block group within the project circle to determine the actual counts.

Parks and park acres are based on best available source information but may not always contain exact boundaries or all parks in specific locations. Parks acreage does not include major lakes or ocean. Users can send update information to: parkupdates@parks.ca.gov

Data Sources:

Demographics - Claritas Pop-Facts, block group level (2010)
Parks - Calif. Protected Areas Database v. 1.6 (Feb. 2011)



Community FactFinder is a service of the
California Department of Parks and Recreation
www.parks.ca.gov

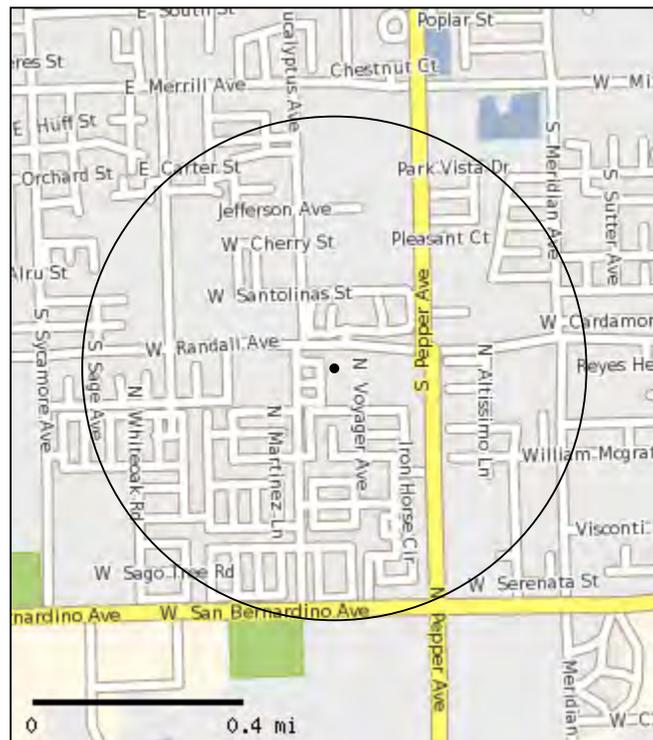
Community FactFinder created
by GreenInfo Network
www.greeninfo.org

California State Parks Community Fact Finder Report

ROUND TWO

This is your Community FactFinder report for the project you have defined. Please refer to your Project ID in any future communications about this project.

Project ID:	29823
Date created:	May 23, 2015
County:	San Bernardino
City:	Colton
Coordinates:	34.084239, -117.355983
Total Population:	4,394
Median Household Income:	\$54,465
Number of people below poverty line:	650
Park acreage:	2.12
Park acres per 1,000 population:	0.48



Project Site

If your service area includes a modified park (outlined in red), the statistic shown match the new boundary. All numbers above have been calculated based on a ½ mile radius from the point location of your project. Demographics are figured by averaging population numbers over selected census block groups and using the percent of the block group within the project circle to determine the actual counts.

Parks and park acres are based on best available source information but may not always contain exact boundaries or all parks in specific locations. Parks acreage does not include major lakes or ocean. Users can send update information to: parkupdates@parks.ca.gov

Data Sources:

Demographics - Claritas Pop-Facts, block group level (2010)
Parks - Calif. Protected Areas Database v. 1.6 (Feb. 2011)



Community FactFinder is a service of the
California Department of Parks and Recreation
www.parks.ca.gov

Community FactFinder created
by GreenInfo Network
www.greeninfo.org

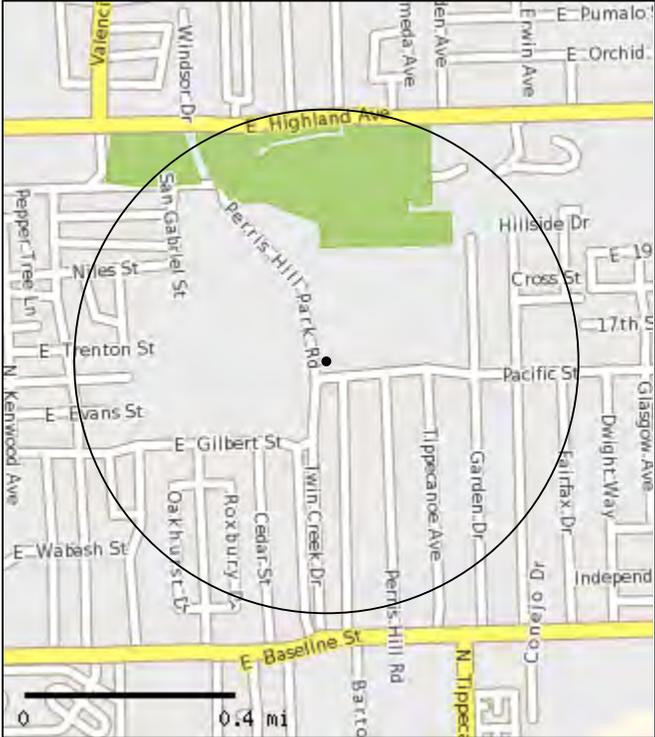


California State Parks Community Fact Finder Report

ROUND TWO

This is your Community FactFinder report for the project you have defined. Please refer to your Project ID in any future communications about this project.

Project ID:	29822
Date created:	May 23, 2015
County:	San Bernardino
City:	San Bernardino
Coordinates:	34.128893, -117.265406
Total Population:	4,460
Median Household Income:	\$33,908
Number of people below poverty line:	1,218
Park acreage:	56.22
Park acres per 1,000 population:	12.61



Project Site

If your service area includes a modified park (outlined in red), the statistic shown match the new boundary. All numbers above have been calculated based on a 1/2 mile radius from the point location of your project. Demographics are figured by averaging population numbers over selected census block groups and using the percent of the block group within the project circle to determine the actual counts.

Parks and park acres are based on best available source information but may not always contain exact boundaries or all parks in specific locations. Parks acreage does not include major lakes or ocean. Users can send update information to: parkupdates@parks.ca.gov

Data Sources:
Demographics - Claritas Pop-Facts, block group level (2010)
Parks - Calif. Protected Areas Database v. 1.6 (Feb. 2011)



Community FactFinder is a service of the California Department of Parks and Recreation
www.parks.ca.gov

Community FactFinder created by GreenInfo Network www.greeninfo.org

2012 OTS RANKINGS

Agency	Year	County	Group	Population (Avg)	DVMT
San Bernardino	2012	SAN BERNARDINO COUNTY	B	211,943	2,216,649

TYPE OF COLLISION	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	923	33/56
Alcohol Involved	114	19/56
Had Been Drinking Driver < 21	19	8/56
Had Been Drinking Driver 21 - 34	54	21/56
Motorcycles	29	37/56
Pedestrians	65	33/56
Pedestrians < 15	17	10/56
Pedestrians 65+	5	39/56
Bicyclists	34	48/56
Bicyclists < 15	9	38/56
Composite		24/56

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	OTS RANKING
Speed Related	100	50/56
Nighttime (9:00pm - 2:59am)	77	32/56
Hit and Run	67	26/56

TYPE OF ARRESTS	ARRESTS	% RATE	OTS RANKING*
DUI Arrests	292	0.23	5/56

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

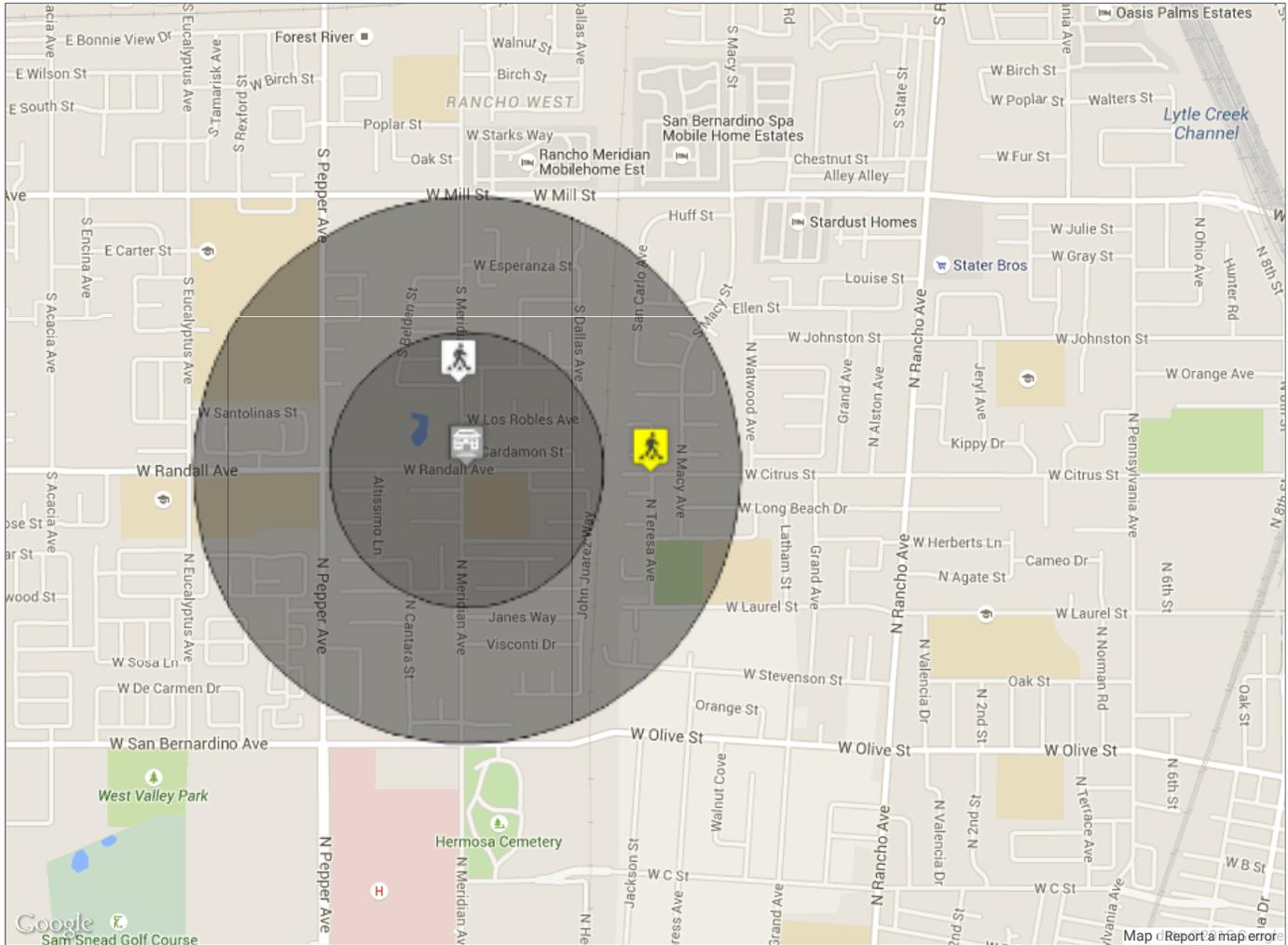
1390 West Randall Avenue, San Bernardino, CA 92410, USA

Garcia ES

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4810561	2010-06-19	20:54	CITRUS ST	TERESA ST	0	-	No	Yes
5380903	2011-07-16	9:51	LOS ROBLES AV	MERIDIAN AV	8	E	No	Yes

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

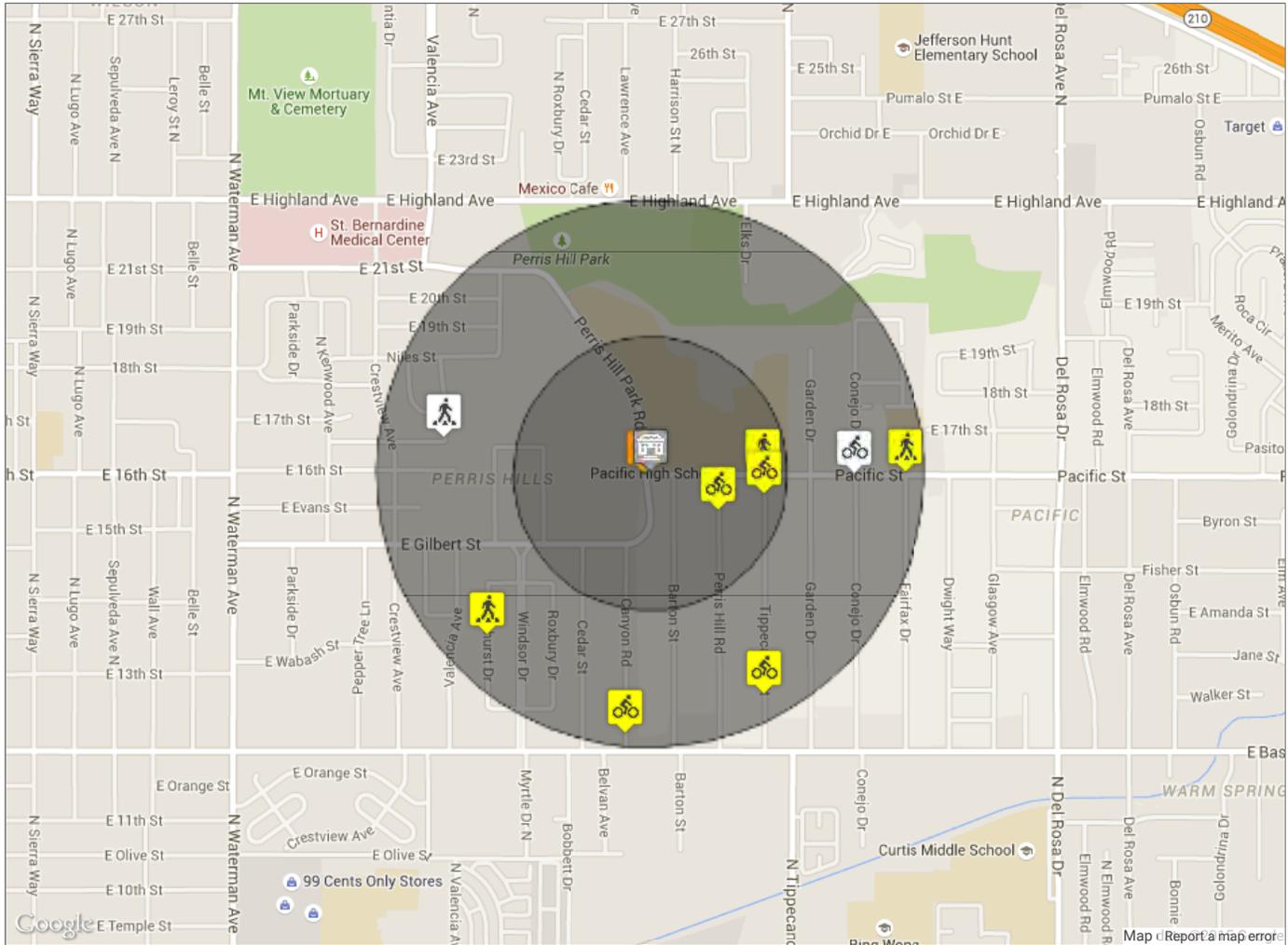
1020 Pacific Street, San Bernardino, CA 92404, USA

Pacific HS

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3793637	2008-04-21	7:31	PERRIS HILL RD	PACIFIC ST	364	N	Yes	No
3947567	2008-10-17	7:25	PACIFIC AV	TIPPECANOE AV	3	W	No	Yes
4844808	2010-08-10	7:10	TIPPECANOE AV	PACIFIC ST	200	S	Yes	No
4987029	2009-06-17	20:30	TRENTON ST	VALENCIA AV	0	-	No	Yes
5025064	2009-10-28	19:00	TIPPECANOE AV	BASELINE ST	528	S	Yes	No
5045753	2010-02-28	11:00	CANYON RD	BASELINE ST	157	N	Yes	No
5095302	2011-01-26	13:00	PACIFIC ST	PERRIS HILL PARK RD	0	-	No	Yes
5964060	2012-05-31	18:06	OAKHURST DR	N OAKHURST DR	555	S	No	Yes
5962036	2012-12-07	17:10	PACIFIC ST	FAIRFAX DR	11	E	No	Yes
5873822	2012-06-09	18:05	CONEJO ST	PACIFIC ST	5	S	Yes	No

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Anton ES

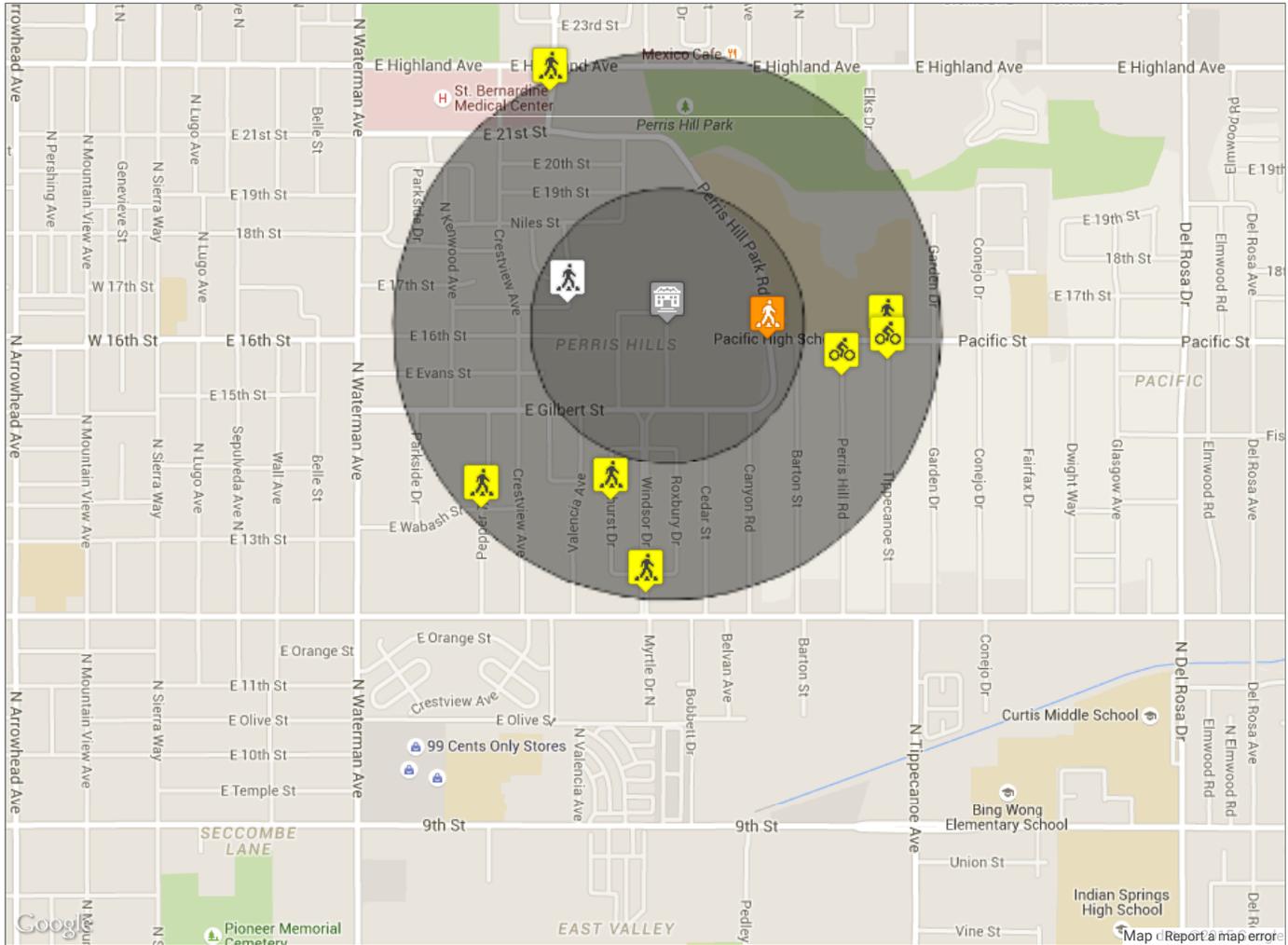
User Entered Address

1501 Anton Court, San Bernardino, CA 92415, USA

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	0	1	2	0	2
¼ - ½ mi.	0	0	7	0	5	2	7
Total	0	1	7	1	7	2	9

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3793637	2008-04-21	7:31	PERRIS HILL RD	PACIFIC ST	364	N	Yes	No
3947567	2008-10-17	7:25	PACIFIC AV	TIPPECANOE AV	3	W	No	Yes
4844808	2010-08-10	7:10	TIPPECANOE AV	PACIFIC ST	200	S	Yes	No
4987029	2009-06-17	20:30	TRENTON ST	VALENCIA AV	0	-	No	Yes
5044248	2010-01-12	18:58	VALENCIA AV	HIGHLAND AV	261	S	No	Yes
5072565	2010-05-15	19:08	N PEPPER TREE LN	WABASH ST	0	S	No	Yes
5073073	2010-12-01	13:41	WINDSOR DR	OAKHURST CT	201	S	No	Yes
5095302	2011-01-26	13:00	PACIFIC ST	PERRIS HILL PARK RD	0	-	No	Yes
5964060	2012-05-31	18:06	OAKHURST DR	N OAKHURST DR	555	S	No	Yes

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Cajon HS

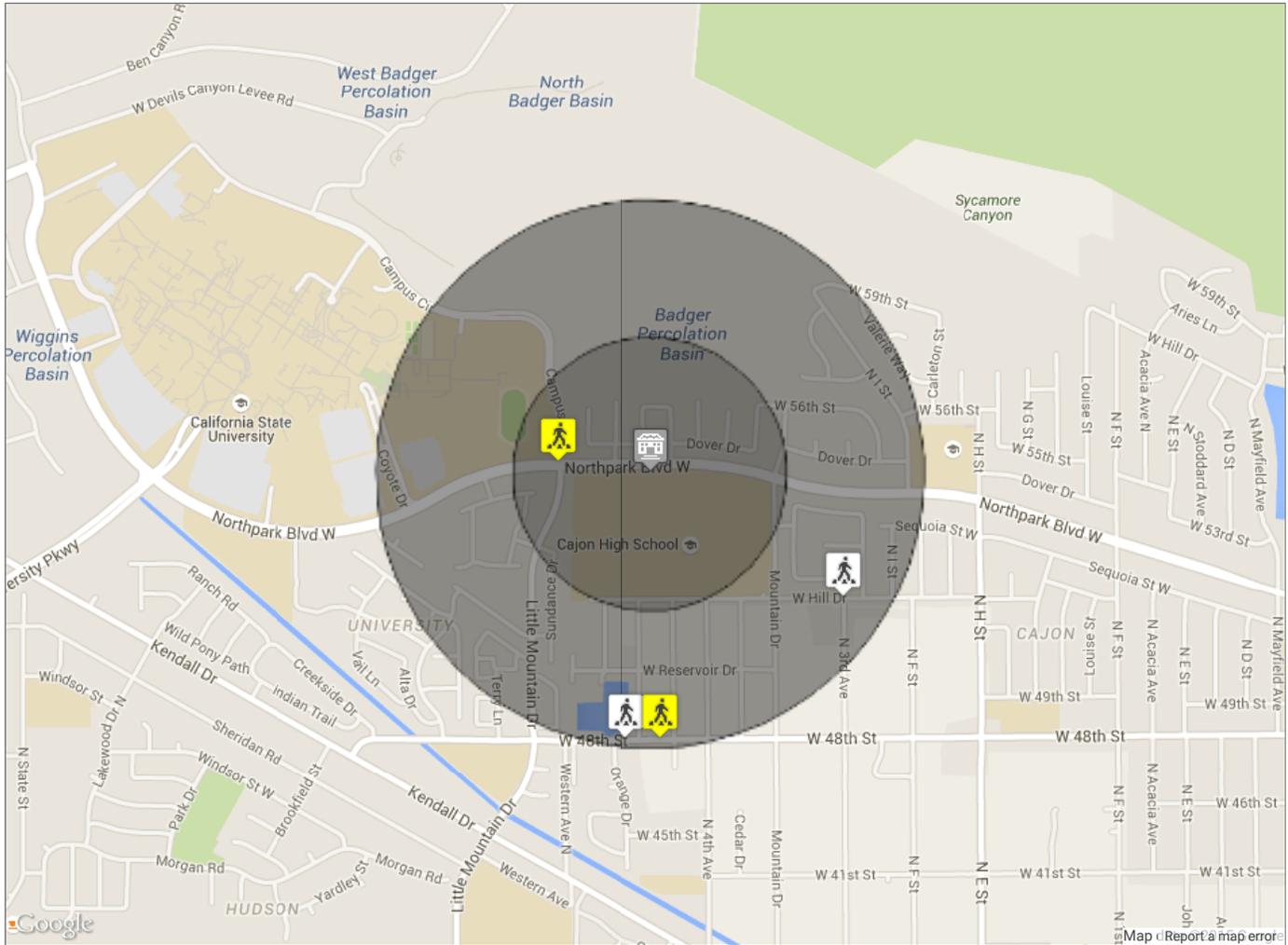
User Entered Address

1200 West Hill Drive, San Bernardino, CA 92407, USA

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
5047314	2009-12-16	8:00	HILL DR	3RD AV	0	-	No	Yes
5148758	2011-02-18	22:40	48TH ST	CYPRESS DR	120	W	No	Yes
5385987	2011-03-03	15:40	WEST NORTHPARK BL	NORTH LITTLE MOUNTAIN DR	0	-	No	Yes
5467617	2011-10-14	7:59	48TH ST	MAGNOLIA DR	120	W	No	Yes

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Holcomb ES

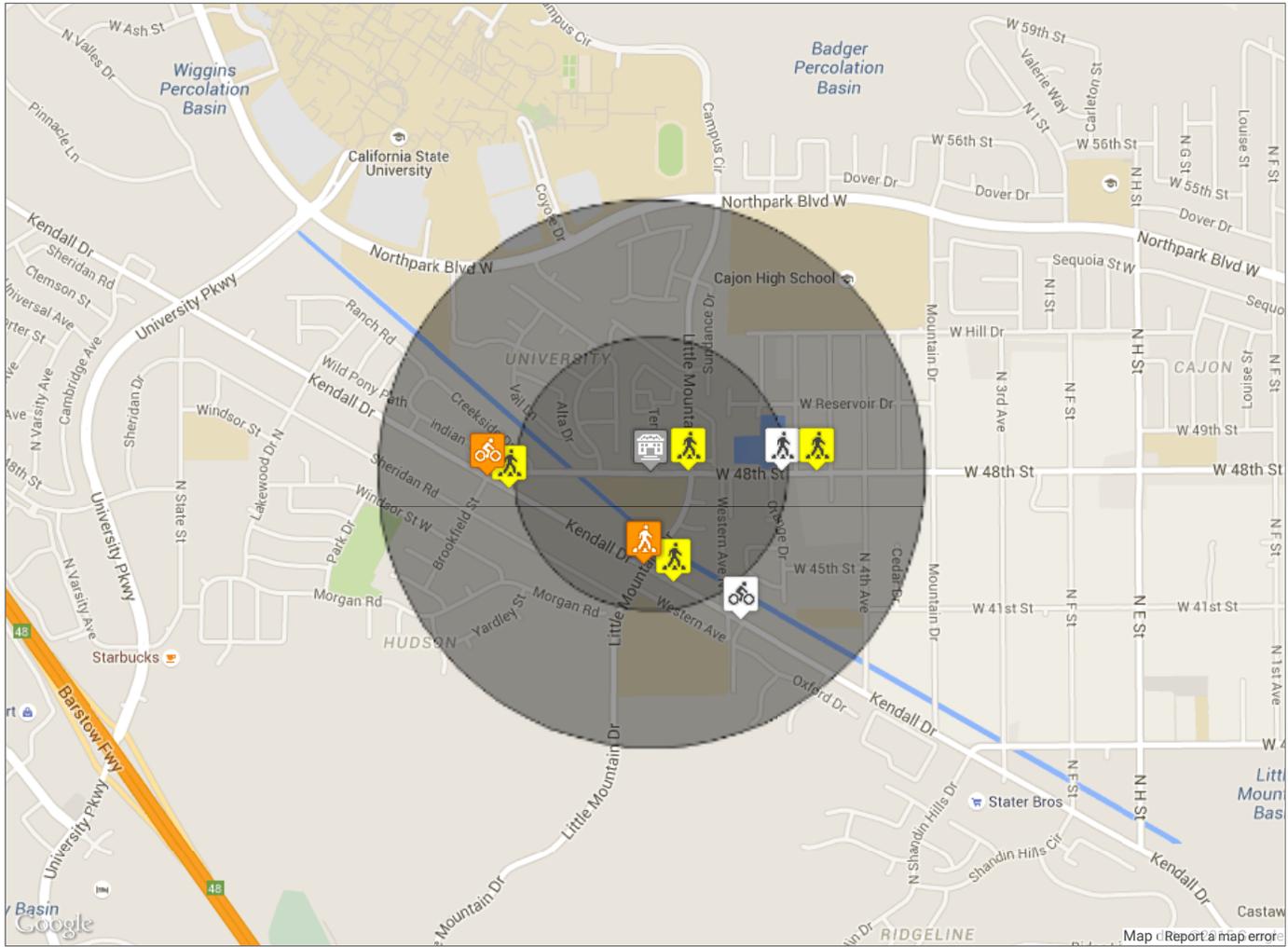
User Entered Address

1345 West 48th Street, San Bernardino, CA 92407, USA

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3754103	2008-03-07	9:31	KENDALL DR	WESTERN AV	189	E	Yes	No
3758432	2008-03-25	17:06	KENDALL DR	LITTLE MOUNTAIN DR	0	-	Yes	No
5045754	2010-02-22	14:22	KENDALL DR	LITTLE MOUNTAIN DR	0	-	No	Yes
5073032	2010-12-18	18:31	KENDALL DR	48TH ST	0	-	No	Yes
5148758	2011-02-18	22:40	48TH ST	CYPRESS DR	120	W	No	Yes
5356767	2011-07-04	23:20	KENDALL DR	LITTLE MOUNTAIN DR	0	-	No	Yes
5408410	2011-08-24	8:32	LITTLE MOUNTAIN DR	48TH ST	0	-	No	Yes
5467617	2011-10-14	7:59	48TH ST	MAGNOLIA DR	120	W	No	Yes
5605146	2011-12-01	22:24	KENDALL DR	BROOKFIELD ST	20	E	Yes	No
5933127	2012-09-11	23:04	KENDALL DR	LITTLE MOUNTAIN DR	340	E	No	Yes

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

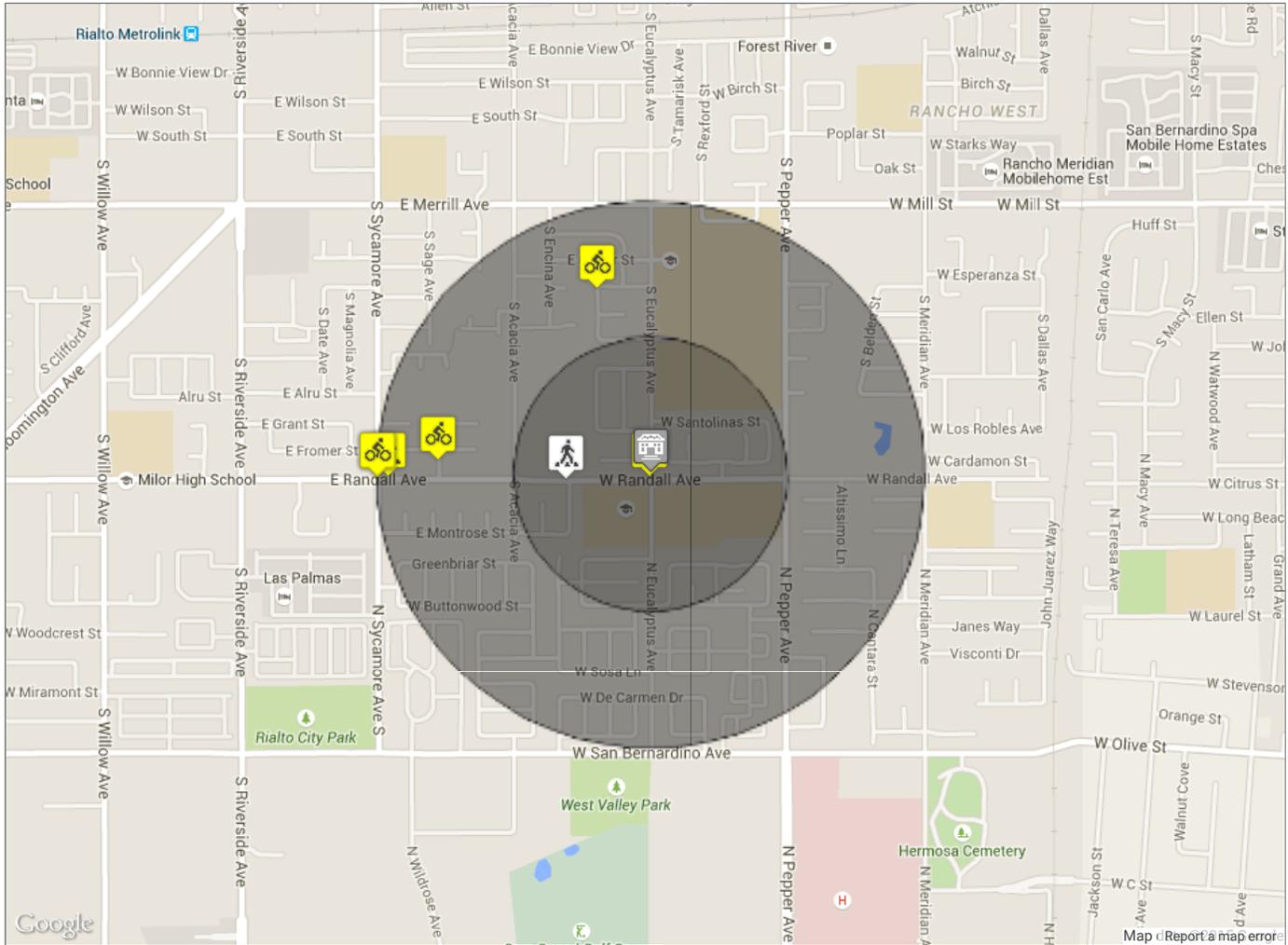
1500 South Eucalyptus Avenue, Rialto, CA 92376, USA

Jehue Middle School

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3951856	2008-10-17	14:39	RANDALL AV	PINE AV	24	W	No	Yes
4416716	2009-09-21	7:45	RANDALL AV	SYCAMORE AV	101	E	No	Yes
4700755	2010-05-12	14:19	SYCAMORE AV	RANDALL AV	0	-	Yes	No
5336188	2011-09-23	15:20	RANDALL AV	EUCALYPTUS AV	0	-	Yes	No
5379207	2011-10-11	15:16	SAGE AV	FROMER ST	116	S	Yes	No
5441847	2011-12-25	19:36	SYCAMORE AV	RANDALL AV	10	N	Yes	No
5954367	2012-07-02	19:12	PARK VISTA DR	S PAMPAS AV	0	-	Yes	No

Red lined entry also appears on TIMS Report for Morris ES. Red lined to avoid double-counting.

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

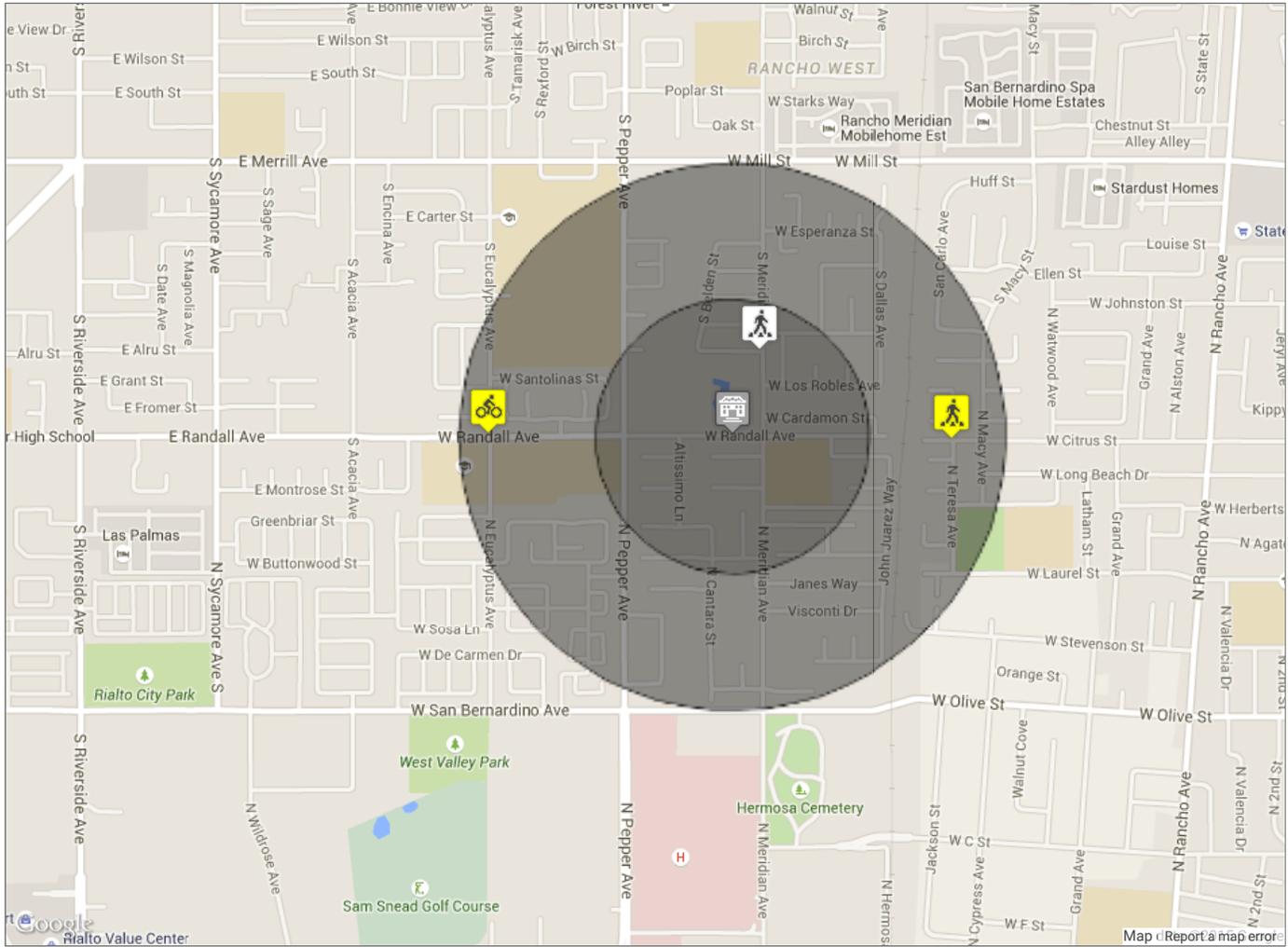
1900 West Randall Avenue, Colton, CA 92324, USA

Morris ES

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
4810561	2010-06-19	20:54	CITRUS ST	TERESA ST	0	-	No	Yes
5336188	2011-09-23	15:20	RANDALL AV	EUCALYPTUS AV	0	-	Yes	No
5380903	2011-07-16	9:51	LOS ROBLES AV	MERIDIAN AV	8	E	No	Yes

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

User Entered Address

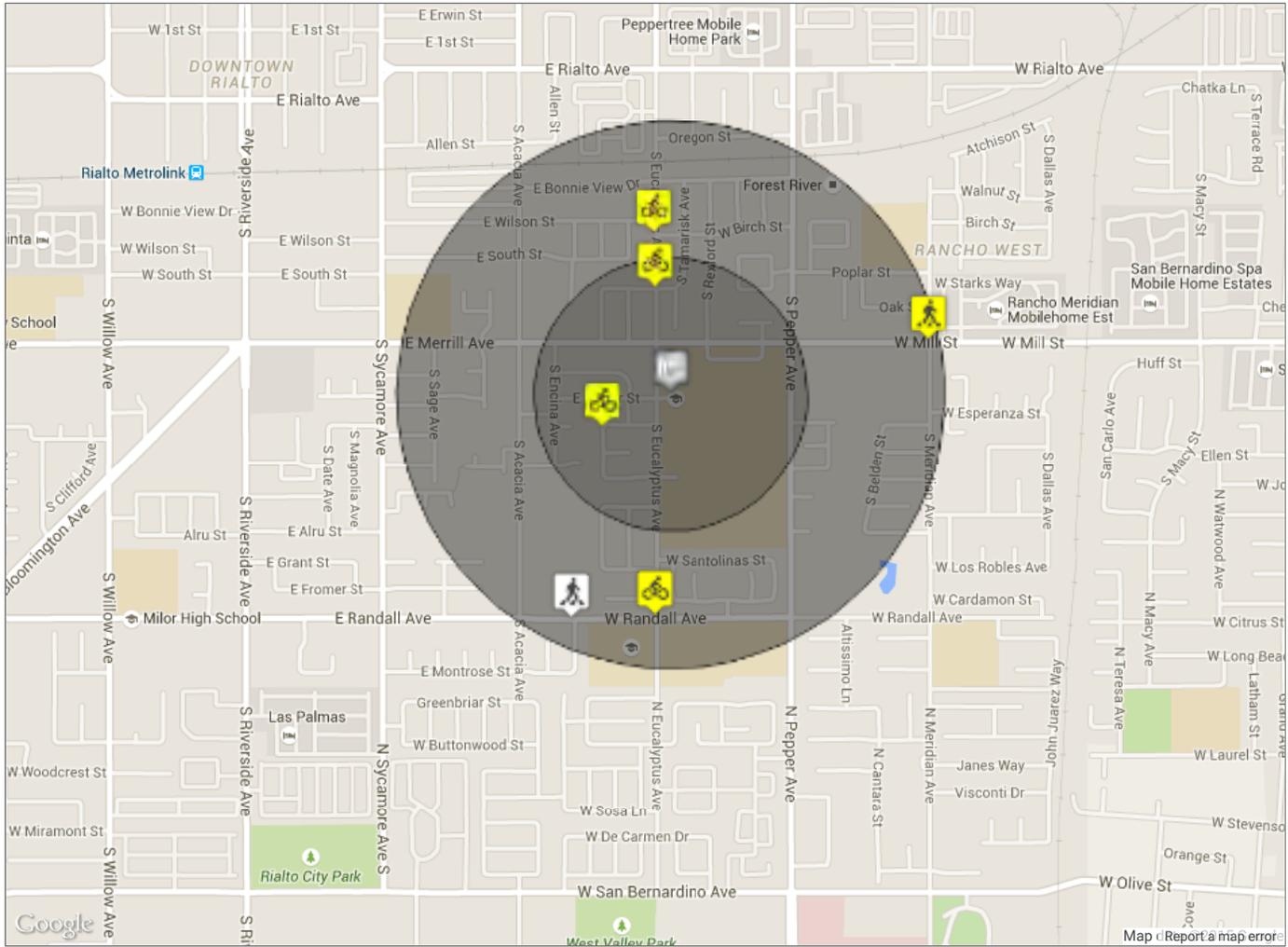
595 South Eucalyptus Avenue, Rialto, CA 92376, USA

Rialto High School

Types of Collisions: Bicycle Pedestrian

Collision Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

Years : 2008 - 2012



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

Collision List								
Case ID	Date	Time	Primary	Secondary	Distance	Direction	Bike	Ped
3951856	2008-10-17	14:39	RANDALL AV	PINE AV	24	W	No	Yes
4356790	2008-09-19	7:47	POPLAR ST	EUCALYPTUS AV	6	E	Yes	No
5027176	2009-12-01	20:00	MILL ST	MERIDIAN AV	10	E	No	Yes
5061706	2010-06-09	11:57	EUCALYPTUS ST	BIRCH ST	0	-	Yes	No
5336188	2011-09-23	15:20	RANDALL AV	EUCALYPTUS AV	0		Yes	No
5954367	2012-07-02	19:12	PARK VISTA DR	S PAMPAS AV	0	-	Yes	No

Red-line entries are duplicate cases from Jehue MS TIMS map. Red-lined to avoid over-counting.

Counts Unlimited, Inc

City of San Bernardino
 48th Street
 E/ Western Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC001
 Site Code: 051-15280

Start Time	19-May-15 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	53			4	54				
12:15		6	33			6	48				
12:30		3	47			2	33				
12:45		5	33	21	166	4	42	16	177	37	343
01:00		5	20			4	29				
01:15		1	31			2	22				
01:30		5	30			4	38				
01:45		3	45	14	126	1	44	11	133	25	259
02:00		3	37			1	47				
02:15		2	106			3	41				
02:30		1	119			2	133				
02:45		0	76	6	338	1	168	7	389	13	727
03:00		1	54			1	80				
03:15		2	54			3	58				
03:30		0	72			4	103				
03:45		2	75	5	255	2	63	10	304	15	559
04:00		1	59			4	54				
04:15		1	50			8	47				
04:30		3	50			9	54				
04:45		6	53	11	212	7	45	28	200	39	412
05:00		4	46			15	49				
05:15		3	47			13	42				
05:30		2	38			18	40				
05:45		3	44	12	175	14	42	60	173	72	348
06:00		6	40			14	45				
06:15		19	41			19	33				
06:30		20	36			29	27				
06:45		55	43	100	160	32	35	94	140	194	300
07:00		130	51			107	62				
07:15		163	38			186	39				
07:30		85	37			132	23				
07:45		65	43	443	169	68	22	493	146	936	315
08:00		52	40			46	24				
08:15		74	32			74	24				
08:30		55	31			74	32				
08:45		45	14	226	117	56	17	250	97	476	214
09:00		35	18			33	15				
09:15		26	17			32	15				
09:30		35	23			26	12				
09:45		31	28	127	86	23	9	114	51	241	137
10:00		28	17			15	17				
10:15		30	16			28	11				
10:30		21	19			27	12				
10:45		24	14	103	66	25	14	95	54	198	120
11:00		36	10			38	4				
11:15		40	8			35	3				
11:30		36	13			30	9				
11:45		39	5	151	36	29	4	132	20	283	56
Total		1219	1906	1219	1906	1310	1884	1310	1884	2529	3790
Combined Total		3125		3125		3194		3194		6319	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	443	-	-	-	493	-	-	-	-	-
P.H.F.	-	0.679	-	-	-	0.663	-	-	-	-	-
PM Peak	-	-	02:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	355	-	-	-	439	-	-	-	-
P.H.F.	-	-	0.746	-	-	-	0.653	-	-	-	-
Percentage		39.0%	61.0%			41.0%	59.0%				
ADT/AADT		ADT 6,319	AADT 6,319								

Counts Unlimited, Inc

City of San Bernardino
 Magnolia Avenue
 N/ 48th Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC002
 Site Code: 054-15280

Start Time	19-May-15 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	17			1	19				
12:15		1	11			0	35				
12:30		0	16			0	11				
12:45		1	10	2	54	0	13	1	78	3	132
01:00		0	11			0	5				
01:15		0	7			0	4				
01:30		1	13			0	11				
01:45		0	9	1	40	0	31	0	51	1	91
02:00		1	13			0	15				
02:15		0	45			0	13				
02:30		0	59			0	44				
02:45		0	26	1	143	0	41	0	113	1	256
03:00		0	15			0	32				
03:15		0	21			0	15				
03:30		0	14			2	27				
03:45		1	19	1	69	0	18	2	92	3	161
04:00		1	13			0	18				
04:15		0	12			3	15				
04:30		0	19			2	27				
04:45		1	19	2	63	1	23	6	83	8	146
05:00		1	14			3	12				
05:15		0	9			3	14				
05:30		1	10			2	4				
05:45		2	5	4	38	6	7	14	37	18	75
06:00		1	11			2	10				
06:15		13	10			6	12				
06:30		5	11			7	7				
06:45		20	13	39	45	5	7	20	36	59	81
07:00		79	15			28	13				
07:15		130	11			60	21				
07:30		68	5			59	13				
07:45		23	2	300	33	17	3	164	50	464	83
08:00		25	8			12	5				
08:15		23	9			20	2				
08:30		21	7			12	3				
08:45		13	3	82	27	6	5	50	15	132	42
09:00		5	2			9	4				
09:15		10	3			11	1				
09:30		5	3			15	3				
09:45		14	1	34	9	5	2	40	10	74	19
10:00		9	2			6	6				
10:15		10	0			6	1				
10:30		5	2			7	0				
10:45		10	1	34	5	13	9	32	16	66	21
11:00		9	3			14	1				
11:15		15	2			13	1				
11:30		17	0			14	1				
11:45		15	4	56	9	10	1	51	4	107	13
Total		556	535	556	535	380	585	380	585	936	1120
Combined Total		1091		1091		965		965		2056	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	300	-	-	-	164	-	-	-	-	-
P.H.F.	-	0.577	-	-	-	0.683	-	-	-	-	-
PM Peak	-	-	02:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	145	-	-	-	132	-	-	-	-
P.H.F.	-	-	0.614	-	-	-	0.750	-	-	-	-
Percentage		51.0%	49.0%			39.4%	60.6%				
ADT/AADT		ADT 2,056	AADT 2,056								

Counts Unlimited, Inc

City of San Bernardino
 Meridian Avenue
 N/ Randall Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC005
 Site Code: 054-15280

Start Time	19-May-15 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	32			4	31				
12:15		13	37			6	25				
12:30		4	42			0	32				
12:45		7	52	30	163	6	38	16	126	46	289
01:00		3	36			0	42				
01:15		3	39			2	45				
01:30		3	32			2	58				
01:45		4	80	13	187	1	71	5	216	18	403
02:00		7	68			3	57				
02:15		2	116			0	70				
02:30		1	102			5	55				
02:45		1	80	11	366	4	62	12	244	23	610
03:00		4	67			6	59				
03:15		3	87			10	49				
03:30		3	85			9	38				
03:45		4	91	14	330	17	42	42	188	56	518
04:00		6	65			22	50				
04:15		7	94			30	50				
04:30		8	84			27	50				
04:45		3	97	24	340	25	51	104	201	128	541
05:00		10	101			25	46				
05:15		14	85			34	47				
05:30		11	91			22	49				
05:45		12	71	47	348	39	50	120	192	167	540
06:00		13	82			36	43				
06:15		23	57			69	38				
06:30		20	57			50	38				
06:45		52	56	108	252	80	38	235	157	343	409
07:00		89	73			117	39				
07:15		127	49			116	38				
07:30		88	42			106	33				
07:45		56	61	360	225	64	40	403	150	763	375
08:00		39	53			21	45				
08:15		33	49			42	20				
08:30		34	43			31	26				
08:45		34	47	140	192	51	19	145	110	285	302
09:00		30	43			36	28				
09:15		36	30			24	17				
09:30		28	31			38	13				
09:45		33	27	127	131	23	24	121	82	248	213
10:00		27	34			13	21				
10:15		24	21			25	16				
10:30		32	24			31	13				
10:45		35	14	118	93	33	13	102	63	220	156
11:00		31	19			44	13				
11:15		44	29			42	8				
11:30		40	11			30	8				
11:45		30	15	145	74	42	5	158	34	303	108
Total		1137	2701	1137	2701	1463	1763	1463	1763	2600	4464
Combined Total		3838		3838		3226		3226		7064	
AM Peak	-	07:00	-	-	-	06:45	-	-	-	-	-
Vol.	-	360	-	-	-	419	-	-	-	-	-
P.H.F.	-	0.709	-	-	-	0.895	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	01:30	-	-	-	-
Vol.	-	-	376	-	-	-	256	-	-	-	-
P.H.F.	-	-	0.810	-	-	-	0.901	-	-	-	-
Percentage		29.6%	70.4%			45.4%	54.6%				
ADT/AADT		ADT 7,064	AADT 7,064								

Counts Unlimited, Inc

City of San Bernardino
 Pepper Avenue
 N/ Randall Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC003
 Site Code: 054-15280

Start Time	19-May-15 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		38	139			20	115				
12:15		51	130			20	145				
12:30		33	151			18	125				
12:45		34	111	156	531	14	141	72	526	228	1057
01:00		24	132			21	148				
01:15		22	148			24	149				
01:30		20	144			24	151				
01:45		24	173	90	597	22	130	91	578	181	1175
02:00		30	174			22	157				
02:15		23	199			36	187				
02:30		18	235			30	225				
02:45		23	222	94	830	20	183	108	752	202	1582
03:00		22	215			28	198				
03:15		21	191			35	203				
03:30		17	192			50	166				
03:45		16	231	76	829	52	164	165	731	241	1560
04:00		25	208			73	166				
04:15		38	182			89	159				
04:30		35	204			144	152				
04:45		45	203	143	797	96	165	402	642	545	1439
05:00		31	196			108	152				
05:15		59	196			134	149				
05:30		72	182			178	129				
05:45		80	181	242	755	112	133	532	563	774	1318
06:00		57	179			126	115				
06:15		55	148			161	125				
06:30		70	157			184	109				
06:45		89	145	271	629	190	118	661	467	932	1096
07:00		114	136			209	113				
07:15		161	144			276	95				
07:30		203	148			347	90				
07:45		185	141	663	569	268	82	1100	380	1763	949
08:00		93	123			238	91				
08:15		117	125			152	100				
08:30		109	112			164	79				
08:45		100	123	419	483	138	77	692	347	1111	830
09:00		106	92			134	79				
09:15		93	103			101	77				
09:30		108	93			128	78				
09:45		97	87	404	375	100	74	463	308	867	683
10:00		108	95			116	54				
10:15		120	84			136	63				
10:30		133	70			124	49				
10:45		107	70	468	319	130	43	506	209	974	528
11:00		133	79			124	39				
11:15		125	58			104	38				
11:30		133	58			130	23				
11:45		159	47	550	242	150	44	508	144	1058	386
Total		3576	6956	3576	6956	5300	5647	5300	5647	8876	12603
Combined Total		10532		10532		10947		10947		21479	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	663	-	-	-	1129	-	-	-	-	-
P.H.F.	-	0.817	-	-	-	0.813	-	-	-	-	-
PM Peak	-	-	02:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	871	-	-	-	809	-	-	-	-
P.H.F.	-	-	0.927	-	-	-	0.899	-	-	-	-
Percentage		34.0%	66.0%			48.4%	51.6%				
ADT/AADT		ADT 21,479	AADT 21,479								

Counts Unlimited, Inc

City of San Bernardino
 Perris Hill Park Road
 S/ Pacific Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC006
 Site Code: 054-15280

Start Time	19-May-15 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5	69			5	44				
12:15		5	51			7	55				
12:30		1	59			5	69				
12:45		3	33	14	212	1	49	18	217	32	429
01:00		2	30			1	47				
01:15		0	40			3	50				
01:30		5	40			4	38				
01:45		2	48	9	158	1	40	9	175	18	333
02:00		4	45			1	33				
02:15		1	58			3	34				
02:30		3	61			2	48				
02:45		1	49	9	213	0	74	6	189	15	402
03:00		5	57			2	57				
03:15		1	51			3	117				
03:30		3	119			6	83				
03:45		3	88	12	315	1	54	12	311	24	626
04:00		1	70			2	38				
04:15		3	64			4	38				
04:30		2	71			6	47				
04:45		4	60	10	265	3	42	15	165	25	430
05:00		5	96			5	55				
05:15		4	56			13	41				
05:30		11	86			11	48				
05:45		8	81	28	319	13	43	42	187	70	506
06:00		7	55			11	29				
06:15		9	47			11	37				
06:30		11	35			18	41				
06:45		24	21	51	158	42	22	82	129	133	287
07:00		46	32			44	31				
07:15		67	29			71	28				
07:30		35	34			75	43				
07:45		35	35	183	130	94	26	284	128	467	258
08:00		38	26			79	36				
08:15		53	28			109	33				
08:30		80	27			90	24				
08:45		84	20	255	101	80	20	358	113	613	214
09:00		44	20			30	26				
09:15		35	18			39	20				
09:30		35	13			34	26				
09:45		33	15	147	66	40	11	143	83	290	149
10:00		36	16			34	20				
10:15		24	11			24	11				
10:30		32	15			29	18				
10:45		50	20	142	62	36	13	123	62	265	124
11:00		38	11			32	10				
11:15		41	2			44	10				
11:30		67	6			56	7				
11:45		46	6	192	25	46	9	178	36	370	61
Total		1052	2024	1052	2024	1270	1795	1270	1795	2322	3819
Combined Total		3076		3076		3065		3065		6141	
AM Peak	-	08:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	261	-	-	-	372	-	-	-	-	-
P.H.F.	-	0.777	-	-	-	0.853	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	341	-	-	-	331	-	-	-	-
P.H.F.	-	-	0.716	-	-	-	0.707	-	-	-	-
Percentage		34.2%	65.8%			41.4%	58.6%				
ADT/AADT		ADT 6,141		AADT 6,141							

Counts Unlimited, Inc

City of San Bernardino
 Randall Avenue
 E/ Pepper Avenue
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SBC004
 Site Code: 054-15280

Start Time	19-May-15 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	25			3	12				
12:15		8	18			3	16				
12:30		3	22			2	20				
12:45		5	31	22	96	2	17	10	65	32	161
01:00		4	22			4	24				
01:15		1	21			1	8				
01:30		0	30			0	15				
01:45		1	43	6	116	2	13	7	60	13	176
02:00		5	63			0	72				
02:15		3	29			0	77				
02:30		3	89			0	57				
02:45		0	66	11	247	3	43	3	249	14	496
03:00		1	54			2	50				
03:15		2	38			1	25				
03:30		2	41			2	20				
03:45		3	39	8	172	1	28	6	123	14	295
04:00		4	37			3	30				
04:15		2	32			3	23				
04:30		4	47			9	27				
04:45		5	42	15	158	11	36	26	116	41	274
05:00		6	39			10	29				
05:15		6	38			3	22				
05:30		11	50			8	31				
05:45		6	38	29	165	3	37	24	119	53	284
06:00		5	54			8	20				
06:15		5	28			8	32				
06:30		17	27			17	18				
06:45		12	30	39	139	22	18	55	88	94	227
07:00		34	30			49	13				
07:15		95	33			88	24				
07:30		143	35			100	24				
07:45		95	20	367	118	82	30	319	91	686	209
08:00		38	30			37	19				
08:15		22	30			21	18				
08:30		18	23			15	7				
08:45		27	24	105	107	16	16	89	60	194	167
09:00		12	31			20	18				
09:15		23	16			20	14				
09:30		15	12			14	10				
09:45		15	17	65	76	14	7	68	49	133	125
10:00		21	7			14	5				
10:15		17	17			10	10				
10:30		24	11			14	4				
10:45		22	10	84	45	19	7	57	26	141	71
11:00		19	11			20	4				
11:15		24	6			14	15				
11:30		16	8			30	3				
11:45		15	6	74	31	15	4	79	26	153	57
Total		825	1470	825	1470	743	1072	743	1072	1568	2542
Combined Total			2295		2295		1815		1815		4110
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	371	-	-	-	319	-	-	-	-	-
P.H.F.	-	0.649	-	-	-	0.798	-	-	-	-	-
PM Peak	-	-	02:00	-	-	-	02:00	-	-	-	-
Vol.	-	-	247	-	-	-	249	-	-	-	-
P.H.F.	-	-	0.694	-	-	-	0.808	-	-	-	-
Percentage		35.9%	64.1%			40.9%	59.1%				
ADT/AADT		ADT 4,110	AADT 4,110								

AGENDA

San Bernardino City Safe Routes to Schools Grant Application Stakeholder Conference Call

May 12, 2015
10:00 AM

Call
866-730-7514
PIN: 362596#

Purpose: To discuss City's proposed Safe Routes to Schools projects and solicit ideas on how to increase safety of children walking to school, as well as increase the number of children engaging in active transportation.

Hosts:

Mark Raab, P.E., Acting City Engineer
Michael Grubbs, P.E., Project Manager
Destin Blais, Blais & Associates, Grant Writer

1. Introduction of Participants (All)
2. Brief Description of the Goals of the Active Transportation Program (Destin Blais)
3. Brief Description of the Projects (Mark Raab and Michael Grubbs)
4. Roundtable discussion (All)
 - a. Safety concerns for students
 - b. Health factors
 - c. Promotion of Active Transportation
5. Wrap-up (Destin Blais)
 - a. -Action items
 - b. -Support letters
 - c. -Grant award Anticipated

Invited Participants (if unable to attend or others should be included, please forward the Outlook invite or call Destin Blais at 949-589-6338):

Confirmed:

1. Barbara Sheppard, Safe Moves (on behalf of Patricia Hines)
2. Greg Gage, San Bernardino Municipal Water District
3. Steve Miller, San Bernardino Municipal Water District

4. Stephen Patchan, Southern California Association of Governments
5. Ken Johnston, San Bernardino County

Unconfirmed:

1. Josh Lee, San Bernardino Associated Governments
2. Syeda Jafri, Director of Communications, Rialto Unified School District
3. Ricardo Carlos, Communications Web Technician, Rialto Unified School District
4. Trudy Raymundo, Director, San Bernardino County Department of Public Health
5. Captain Raymond King, San Bernardino City Police Department
6. Lt. Vicki Cervantes, San Bernardino City Police Department
7. Sarah Jepson, Manager, Active Transportation and Special Programs, Southern California Association of Governments

Confirmed Cannot Attend:

1. Chief Gordon Leary, Rialto Unified School District
2. Cathy McFarland, Safety Specialist, Rialto Unified School District (sending requested data)
3. Linda Bardere, Director, Communications/Community Relations, San Bernardino City Unified School District (requested an alternate attend)

**City of San Bernardino
Stakeholder Conference Call
Meeting Minutes
May 12, 2015
10:00 AM**

Attending:

Mark Raab, P.E., Acting City Engineer

Michael Grubbs, P.E., Project Manager

Greg Gage, San Bernardino City Municipal Water District

Steve Miller, San Bernardino City Municipal Water District

Ken Johnston, San Bernardino County Department of Public Health (ken.johnston@dph.sbcounty.gov)

Stephen Patchen, Southern California Associated Governments

Josh Lee, San Bernardino Associated Governments

Barbara Sheppard, Safe Moves

Destin Blais, Blais & Associates, Grant Writer

Note: Two benefitting school districts are collaborating separately and could not attend this call due to scheduling conflicts.

Discussion:

Michael Grubbs provided a brief description of the three proposed locations.

Participant Comments and Advice/Feedback.

Josh - on all of the project locations; the highlighted areas need to show that these are a gap closure project and that there are existing sidewalks to these school sites.

Stephen - show where there is no sidewalk existing and if you are putting in a new sidewalk and on the other side of the street there is no sidewalk just to enhance the need; looking at Project #3. If you can provide street level shots to provide cross section of the street; this would be helpful. You need to highlight that there are no existing sidewalks.

Greg - our interest is location #1; this is part of an EPA Superfund Project. Conceptually we don't have problem with the dedication involved but we need more information on the specific improvements regarding current and future ROW; looking at the proposal with what we have so far, there is a probability that we will need to shut down the electrical pumps at the plant to relocated transformers; this will be a big deal for us; there is perimeter fencing involved so we want to look at security issues when going to construction; we don't see any concern with removing the trees; our biggest question is the sidewalk and streetlight, we need to see some sort of indication of existing ROW and here is what is proposed so we can see how to relocate the transformer because this will

Michael - we will get into relocation details right now; we cannot work out the details for this

Josh - I would actually describe what this site is and why it's important for SRTS and the sidewalks are necessary

Stephen - for all three locations; why is the lack of continuity a concern; has there been safety incidents along these pathways and corridors; how will adding these sidewalks improve access to residential areas and the school locations; what is the anticipated pedestrian utilization indicated from student numbers; how many homes with students in those target areas live in these surrounding neighborhoods

On 3rd location, there is an ES on Gilbert Street - look at the Aerial Photo - there is an ES in the lower center

Barbara, Safe Moves- I don't know exactly how many more children use a route after education and encouragement; I know we always do the pre-surveys and post-surveys; this is data we can pull from past projects to see what the increase in riding and walking has been; the number is not as high as 50% but I can get the exact number;

It is so important to do education; it all starts with this; if you are building new infrastructure that helps with safety; the accident and collision numbers and p

Important to add in the parent component; we hear this a lot that when we are educating and doing an assembly; we get so many comments that it's the parents that need the education since drop off and pick up sites are crazy and there are so many close calls. There is also the element of parents walking together with their students; it makes a huge difference when parents are involved; parent workshops - it's difficult to educate parents and adults to change their behavior; many times they are trying to educate their parents; it's difficult; must involve the principal to be successful; involve the community as a whole - people who do not have children but are DRIVING; crosswalks and showing them the importance of these amenities.

A lot of our clients don't include the parent workshops. Attendance is our problem. We try to get on PTA meetings, etc. to get our message out. If we do a workshop for "Traffic Safety" we don't get very many in attendance. If we are in Back to School Nights we are more successful with this. We like to talk to them about problems around the campus. There is a lot of discussion about safety unless they are talking with the principal that are hot spots or crosswalks that are not working or traffic lights that need to be put in. This is an important element.

I know you are also considering doing High School and this is very tough because they believe they are invincible but many do not have cars so they get around by bicycles and skateboarders so we try hard to have a fun and engaging programs. We have age-appropriate instructors and we talk to the kids who are driving and teach them about how to watch for walkers and bikers. Had a HS student struck by a car in Los Angeles.

Focus on the environmental component, etc. too.

Ken Johnston, County of San Bernardino County Department of Public Health

Physical Fitness Data

Child Obesity Data

If you received the documents that we put together that had the listing of data sources, I would point to that and pull in what is most applicable to your target sites; I know it is difficult to get at health data at the block level data

No longer have staff who do education and encouragement in the High Desert area; we had marginal success; it was difficult to get the full participation at the school and District level; non-infrastructure was not that successful

As a city, the relationship you have with the school districts and tap into them and building in the non-infrastructure components - even if it just a support letter from Superintendents saying their school staff will participate in the non-infrastructure.

You really need a champion at the school to make this happen! Work with them to schedule bike rodeos, walking audits, and have buy in and commitment ahead of time.

Don't forget your Healthy San Bernardino Partner, Salvador Gutierrez, works for Reach Out through the Latino Health Collaborative; they facilitate the Healthy San Bernardino City initiative.

Mayor Roberson from city of Rialto has been champion for active transportation. There is cross-jurisdictional benefit in your application with the Rialto School District - we are doing more of a regional approach and doing more for the region. If Mayor Roberson would be willing to provide a support letter that would be nice.

Josh - Rialto is submitting a SRTS project; maybe there is some overlap. Talk to Susan in Rialto.

Stephen provided a summary of the selection process to the group. He spoke about the state process and the regional. City is to provide one copy of the application with.

Josh Lee - in terms of the project itself; it would be great if you can put non-infrastructure into the mix; basically for question #2 in Section B you have to list how the project is reducing speed and improving sight. Pay attention to that list Caltrans wants this project to address. If there are elements that are missing or elements that you can add, such as signage. These are easy to add and then you can bring these items up. Not just providing the sidewalks per se. Maybe putting in a high visibility crosswalk but those will get you more points and in the long run will get your project funded. Expand on putting in more than just sidewalks.

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- [Fire Services Deployment Study](#)
- [Meeting Agendas](#)
- [Regionalization of Fire Resources](#)
- [SB Third Thursdays](#)

[Public Input on the City's...](#)

[Third Thursdays Food Fest](#)

[**Animals For Armed Forces...](#)

Public Input on the City's Proposed ATP SRTS Project

Public Input on the City's Proposed ATP SRTS Project

The City of San Bernardino will be submitting a grant to the California Transportation Commission to fund new sidewalks, street lights, and other safety improvements near seven schools in the City. This is a Safe Routes to Schools sidewalk gap closure project.

Please click on the link below to view the proposed three project location sites. We need your input and feedback on this project to help make our grant application competitive. Your comments will help us shape the project to meet your needs. Please share your comments by May 28 by calling Ms. Destin Blais, at (949) 589-6338, or sending an email to: dblais@blaisassoc.com. Thank you!

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City Hall
300 North "D" Street
San Bernardino, CA 92418
T. 909-384-7272 (SB Direct)
City Hall Open Monday-Thursday
7 a.m. to 6 p.m. **Fridays 7:30**
a.m. to 4:30 p.m. **Mayor's Office,**
City Attorney & Water Dept.
OPEN FRIDAYS all other
departments CLOSED.

From: [Mark Yavornicky](#)
To: [Michael Grubbs](#)
Cc: [Destin Blais](#); [Glenn Cline](#)
Subject: RE: Active Transportation Grant Application - Web Posting
Date: Wednesday, May 13, 2015 2:15:44 PM
Attachments: [5. Project Location Maps_SRTS Application.pdf](#)
[DRAFT Web Site Post to Gather Public Input on the City \(3\).doc](#)

I set up a news item that will automatically appear on the City's homepage (one of three news tabs below the slideshow) beginning on 5/18/15. That news item will include a "View PDF" link to open the PDF you provided. As I explained earlier, this news item will only appear in this area of the homepage until 3 newer items are posted or through 5/28/15. If it is displaced by newer items, it will still be accessible through the "More News" link at the bottom of the homepage news tab. The summary text on the homepage news item will state:

Public Input on the City's Proposed ATP SRTS Project

The City of San Bernardino will be submitting a grant to the California Transportation Commission to fund new sidewalks, street lights, and other safety improvements near seven schools in the City. This is a Safe Routes to Schools sidewalk gap closure project.

Please click on the link below to view the proposed three project location sites. We need your input and feedback on this project to help make our grant application competitive. Your comments will help us shape the project to meet your needs. ***Please share your comments by May 28*** by calling Ms. Destin Blais, at (949) 589-6338, or sending an email to: dblais@blaisassoc.com. Thank you!

From: Michael Grubbs
Sent: Wednesday, May 13, 2015 10:43 AM
To: Mark Yavornicky
Cc: Destin Blais
Subject: Active Transportation Grant Application - Web Posting

Attached is a draft web site post as we discussed by phone this morning. ***We need to run the post from May 18 to May 28.*** This will give us 9 business days to receive feedback and comments from the general public. This grant, if received, will be worth about \$2M and this posting will help secure 15 points in the application.

Thanks for your assistance in this matter. If you have any questions, please call me.

Michael W. Grubbs, P. E.
 Project Manager
 City of San Bernardino
 300 N. "D" Street
 San Bernardino, CA 92418
 Office Phone: 909-384-5179

General Outline of Safe Moves Program Services



Submitted by:
 Safe Moves
 15500 Erwin Street, #2451
 Van Nuys, CA 91411
 818 786 4614



Background

Safe Moves, established in 1983, is a non-profit 501 (c) (3) organization dedicated to reducing traffic related deaths and injuries to school-aged children; encouraging children to use alternative modes of transportation to school; educating parents on traffic safety and promoting the use of alternative modes of transportation to improve the quality of life for children, their families and the community by making school environments and neighborhoods walkable and bikeable.

Safe Moves is considered one of the leading authorities on Safe Routes to School in the country and has won many national awards from the United States Department of Transportation, National Highway Administration, Department of Health Services, California Office of Traffic Safety and the Association of Bicycle and Pedestrian Safety Professionals. Safe Moves programs have been featured in the national press including "Dateline", "The Today Show", "Good Morning America", and "20/20".

Safe Moves has graphic design, website management, video production and media relations experience to provide high quality printed material, documentation and press coverage.

Safe Moves has 32 years of experience working with the following school districts, governmental departments, law enforcement and city councils.

Public Works Departments

County of Los Angeles Department of Public Works
 City of Los Angeles Department of Public Works
 City of Mountain View Department of Public Works
 City of Stockton Department of Public Works
 City of Irvine Department of Public Works

Transportation Departments

City of San Leandro
 City of Los Angeles
 City of Fremont
 City of Menlo Park
 City of Long Beach
 City of Pasadena
 City of San Diego

Public Health Departments

County of Los Angeles Public Health Department
California Department of Health
San Joaquin Healthy Coalition
County of San Bernardino Public Health Department
County of Riverside/Desert Region
Department of Public Health
County of Monterey Department of Public Health

Law Enforcement Agencies

Los Angeles Police Department
Los Angeles Unified School District School Police
California Highway Patrol
Los Altos Police Department
Mountain View Police Department
Milpitas Police Department
Stockton Police Department
Long Beach Police Department
Gardena Police Department
San Diego Police Department
LA County Sheriff's Department

City Councils

Los Angeles, Long Beach, Stockton, Burbank,
Pasadena, Santa Monica, Fremont,
Mountain View, Los Altos, San Leandro

School Districts

Los Angeles Unified School District, Long Beach
Unified School District, Stockton Unified School
District, Irvine Unified School District,
Mountain View Unified School District,
San Leandro Unified School District,
San Lorenzo Unified School District,
Menlo Park Unified School District,
San Diego Unified School District,
Fremont Unified School District,
Burbank Unified School District,
Pasadena Unified School District,
Desert Region Unified School District

Public Advocacy / Volunteer Groups

Los Angeles Bicycle Advisory Committee
Los Angeles Pedestrian Advisory Committee
San Diego Bike & Ped Advisory Committee
Long Beach Bike & Ped Advisory Committee
Mountain View Bike & Ped Advisory Committee
California Bicycle Coalition
Los Angeles Bicycle Coalition
East Bay Bicycle Coalition
Los Angeles County Association of Police Officers



1. Student Workshops

Students in grades K-3 participate in a workshop program called "Play2BSafe, Healthy and Wise". These workshops involve students participating in a play about the adventure of walking and bicycling to school. Elements of traffic safety, eliminating vehicle trips to and from school and improving air quality are all part of the workshop. Students have props and are given direction by the instructor who narrates and directs the students.

The students are cued to come on stage carrying their assigned, colorful props including traffic signs, or one that makes them appear as if they're driving a car or a bike or riding in a bus and many others. They each interact with the student walker or bicyclist while a narrator describes the action. Together the instructor and students all create a journey for the pedestrians and bicyclists who are walking to school.

This program component combines creativity, improvisation, student participation and humor to help students learn about bicycling and walking as a fun, safe and effective way to get to school.

The lesson plans include:

- Safe places to ride and walk
- Unsafe places to ride and walk
- Explanation of traffic signs and signals
- Rights and responsibilities of bicyclists and pedestrians
- Helmet use (proper fit and adjustment)
- Recognition and avoidance of common bicycle and pedestrian collisions
- Explanation and demonstration of the role of crossing guards
- Explanation/simulation of traffic environment (infrastructure)
- Understanding of driver, pedestrian and bicyclist behaviors
- School transportation/traffic policies (pick up and drop off procedures)
- Explanation of the school route/neighborhood maps
- Importance of bicycling and walking for physical fitness

- Effects of walking and bicycling for a cleaner environment
- Identification of hot spots (crime, bullies, hazardous corners & crosswalks, truck traffic)
- Explain Walking School Buses and Bicycle Trains

Workshops for Grades 4-12 are conducted in a game show format called Traffic Jeopardy with the safety instructor as the game show host. This program component engages the students in active learning by challenging their critical thinking skills. Traffic Jeopardy covers traffic safety and environmental consequences of traffic congestion and pollution. Traffic Jeopardy includes the egg drop to illustrate the importance of helmet use and a treadmill and stationery bike to simulate how long it takes to walk or ride one mile.

Traffic Jeopardy includes:

- Bicycle and pedestrian safety
- California Vehicle Code laws and regulations
- Skills necessary to make smart choices in traffic
- Use of bike racks, bike lanes, bike paths, bike trails
- Explanation of traffic environment (infrastructure)
- Recognition and avoidance of common traffic collisions
- Understanding of driver, pedestrian and bicyclist behaviors
- School transportation/traffic policies
- Explanation of the school route/neighborhood maps
- Importance of bicycling and walking for physical fitness
- Effects of walking and bicycling for a cleaner environment
- Explain how Walking School Buses and Bicycle Trains work
- Identification/avoidance of hot spots (crime, bullies, congested intersections, construction)



2. School Rodeos for School Students

The Bicycle and Pedestrian Rodeos are interactive hands-on programs allowing children to experience traffic situations as pedestrians and bicyclists in a traffic simulation course called “Safe Moves City”. By using a realistic course, the ability of students to recognize and avoid traffic hazards and to walk and ride safely is improved. The lesson plans and traffic situations become more challenging for the upper grades so as to accommodate their “real life traffic challenges”.

Students in Kindergarten through 3rd grade participate as pedestrians in a developmentally appropriate method. The main educational focus for this age group is walking near traffic, crossing streets, crossing intersections, parking lot safety and light rail safety. The goal of the program is not only to make children aware of ways to stay safe, but to help them develop the knowledge into an automatic behavioral response.

Students in grades 4–12 can participate as pedestrians and bicyclists.

Bicycles and helmets will be provided for those students who don’t have one. Students are taught how to properly fit and adjust their bicycle helmets as well as conduct a bike check for tires, brakes, seat and handlebars.

To promote the power of bicycling, a blender bike will be available for students to cycle to make a smoothie.

The “Safe Moves City” Pedestrian Course features sidewalks, intersections, crosswalks, traffic signs and signals, trucks, buses, residential area, business district with stores & parking lots entrances & exits, alleyways, bike lanes, railroad tracks with train, signal, gate and signs, school and traffic sign costume characters.

All lesson plans are designed to be age-appropriate and administered by trained safety instructors. Lesson Plans are as follows:

- Safe places to ride and walk (street, sidewalk, bike lane – depending on age)
- Unsafe places to ride and walk
- Explanation of traffic signs and signals
- Rights and responsibilities of bicyclists and pedestrians
- Helmet use (proper fit and adjustment)
- Recognition and avoidance of common bicycle and pedestrian collisions
- Use of bike racks, bike lanes, bike paths, bike trails
- Skills (stopping, balancing, braking, left shoulder check, scanning)
- Explanation and demonstration of the role of crossing guards
- California Vehicle Code laws and regulations
- Explanation/simulation of traffic environment (infrastructure)

- Understanding of driver, pedestrian and bicyclists behaviors
- School transportation/traffic policies (pick up and drop off procedures)
- Explanation of the “Suggested Safe Routes to School” maps provided by the school district
- Importance of bicycling and walking for physical fitness
- Effects of walking and bicycling for a cleaner environment
- Identification of hot spots (crime, bullies, hazardous corners & crosswalk, truck traffic)

3. Bicycle Skills Course

Teenagers love the sense of freedom and control they get from driving a car. With license and steering wheel in hand, the world is theirs. To change that perception so they feel that way about walking, bicycling, transit and carpooling Safe Moves will promote all these active modes of transportation with a focus on bicycles as a social statement and environmentally responsible as well as ‘cheaper’ than a car.

Bicycle Skills Courses will include hands-on training with bicycle handling skills taught with crash avoidance exercises. Students will learn how to ride in traffic in simulation situations providing them with the skills necessary to navigate and share the road with vehicles.

In addition, students will ride stationary bikes and walk on treadmills to demonstrate the distance they can ride and walk with little effort.

The latest models of bicycles and helmets will be displayed to showcase the trends in bicycling.



4. Parent Workshops

While parents can serve as positive role models for their children, most parents either over estimate their children’s knowledge and skills or don’t always model safe pedestrian or bicycling behaviors. Most adults were never trained in bicycle or pedestrian safety behavior - consequently their skills and knowledge are poor.

Safe Moves will conduct interactive workshops on the basics of pedestrian and bicycle safety, general bike maintenance and helmet use, including fitting and adjustment. These workshops will also address parental concerns of traffic speed and traffic volume around schools, as well as the social environment around schools, including crime and bullies. A PowerPoint presentation will be made and appropriate materials will be distributed in different languages as needed.

Focusing solely on the dangers tends to discourage parents from allowing their children to walk or bicycle, so the parent workshops cover the need for their children’s activity level to increase. Printed material will be distributed.

Parents will be asked to volunteer for the Walking School Buses, Bike Trains, and other school activities. Sign-up sheets will be made available for those interested.

5. Community Pedestrian & Bicycle Rodeos

Safe Moves will organize and coordinate Community Pedestrian & Bicycle Rodeos designed to include parents, their children and the surrounding community. The Community Pedestrian & Bicycle Rodeo is similar to the School Pedestrian & Bicycle Rodeo in that it is an interactive hands-on program allowing children and their parents to experience traffic situations in “Safe Moves City”.

In addition to “Safe Moves City,” Safe Moves will have treadmills and stationary bikes for children and their parents so they can see how far they can walk and bicycle in a given amount of time. The goal is to demonstrate that a reasonable distance can be covered by walking and bicycling with very little

effort, and that maximum results both in exercise, health and contribution to decreasing traffic and air pollution can be achieved. To promote the power of bicycling, Safe Moves will have a blender bike available for families to cycle to make a smoothie.

To create a festival atmosphere Safe Moves will coordinate with the school PTAs, community organizations and local businesses to participate in the event. Businesses would be asked to donate products and refreshments. Local bike shops would be asked to conduct bike checks. Helmets would be on sale for a minimal amount of money with all proceeds going to purchase additional helmets.

All rodeo participants who attend the events are entered into a drawing to win a bicycle and helmet. Goodie bags would be provided that include promotional giveaways donated by community businesses and agencies.

Safe Moves provides all equipment, staff and materials needed to conduct the event including organizing all participants, promotion and publicity.

6. Walk/Bike to School Days

To generate initial enthusiasm and awareness of the Safe Routes to School program and increase interest in walking and bicycling to school, Safe Moves will plan and coordinate Walk/Bike to School Day events for International Walk to School Day in October of

the contract years. In addition, Safe Moves will plan and promote Bike to School Day events in May of the contract years.

We will partner with school communities, local businesses and community organizations on planning these events, so that at completion of the project, these annual events will continue in future years.

In addition to Walk/Bike to School Day events, Safe Moves will promote on-going activities such as Golden Sneaker Week with inter-school competitions weekly/monthly and "Walk n' Bike" Wednesdays.

When permitted and approved by the City and school district, with proper student release forms, Safe Moves will solicit print and electronic media coverage of events.

7. Anything But a Car Day

Teens have more responsibility for their commute choices to and from school. They are more aware of the impact of gas emissions on the environment, but events promoting walking and bicycling need to be age appropriate with the "cool factor." Safe Moves will coordinate "Anything But a Car Day" which is similar to "Walk/Bike to School Day" in many ways, especially with the goal of encouraging students to walk and bike to school.



8. Bicycle and Pedestrian Audits

School Site Audits will be conducted in a two-hour workshop format at school sites. Key stakeholders including parents, the principals/vice principals, school coordinators, school nurses, crossing guards and others will be invited to discuss key safety issues and participate in a walkabout around the schools. In addition, stakeholders will discuss common routes to school along with identification of specific locations that have safety problems along the routes to school. The goal is to create an engineering plan for each school to remedy the safety issues.

9. Pre and Post Project Student Tallies and Parent Surveys

Pre and Post Project Student Tallies and Parent Surveys will be administered, collected and evaluated using the Federal SRTS pre and post project parent forms. At the same time the parents are being surveyed, teachers will conduct the student tallies. Incentive programs will be implemented to encourage participating in surveys.

A summary of the data collected will be prepared in a clear, concise way with narrative and graphic representations. The surveys will show where safety issues are and provide information useful in tailoring our encouragement, education and enforcement programs. We will incorporate the information into the plans.

The data collected from the Post Project Surveys will be used to measure changes in travel modes, parent concerns and transportation behaviors.

Pre and Post Program Surveys will be distributed to all parents through school mail and through parent workshops with the assistance of PTA organizations. Room parents will be organized to follow up with each parent to return the Pre and Post Program Surveys.

Pre and Post Program Surveys will be provided for posting on each of the school's websites. Surveys will be available in English, Spanish and any other language requested by the school administration.

10. On-going Encouragement Programs

Safe Moves will implement encouragement activities to increase the number of students bicycling and walking to school while making their commutes safer. In addition, Safe Moves will provide a strategy so that the stakeholders have a tool kit on how to implement the identified activities. Meetings will be held with school staff and parent organizations to determine the best possible programs for each school. The goal is to customize the activities for each school and address their needs, and accommodate their academic calendar.

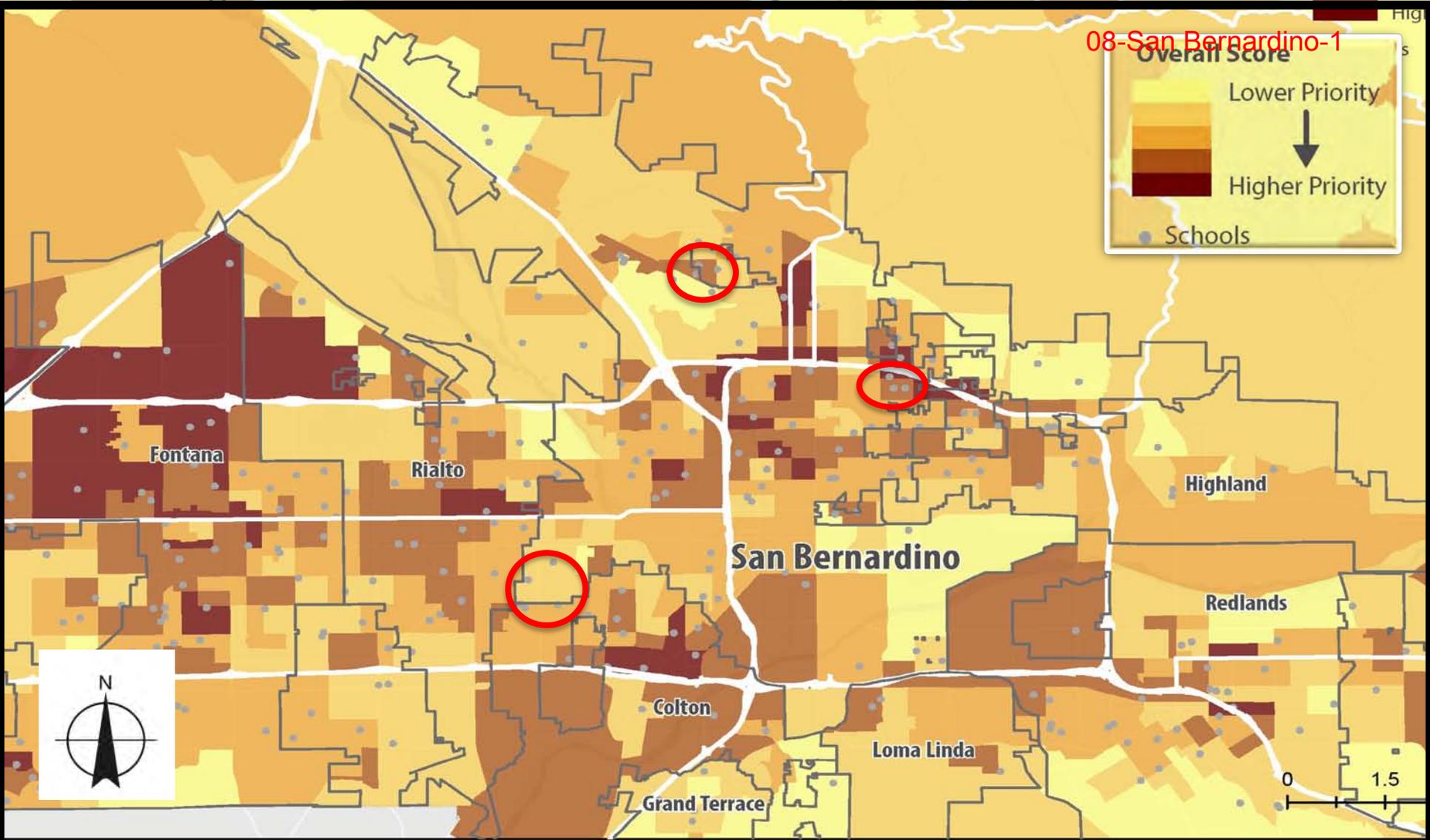
The goal of increasing the number of children walking and bicycling will be accomplished through strategies such as initiating walking school buses, focusing on speeding enforcement in school zones, and student educational programs. Safe Moves will identify programs such as:

- Walking School Buses & Bike Trains
- Incentive programs
- Mileage clubs

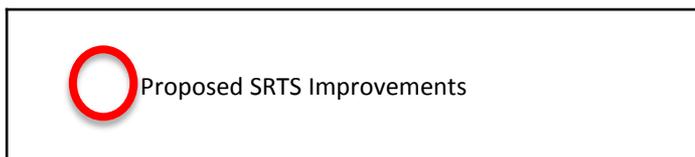
SAFE MOVES FEE SCHEDULE

Description	Fee
Student Workshops	\$450.00
School Rodeos	\$1,500.00
Parent Workshops	\$200.00
Community Rodeos	\$2,500.00
Walk/Bike to School Days	\$1,000.00
Bike/Ped Audits	\$2,000.00
Pre/Post Surveys	\$1,000.00
Encouragement Programs	\$2,000.00





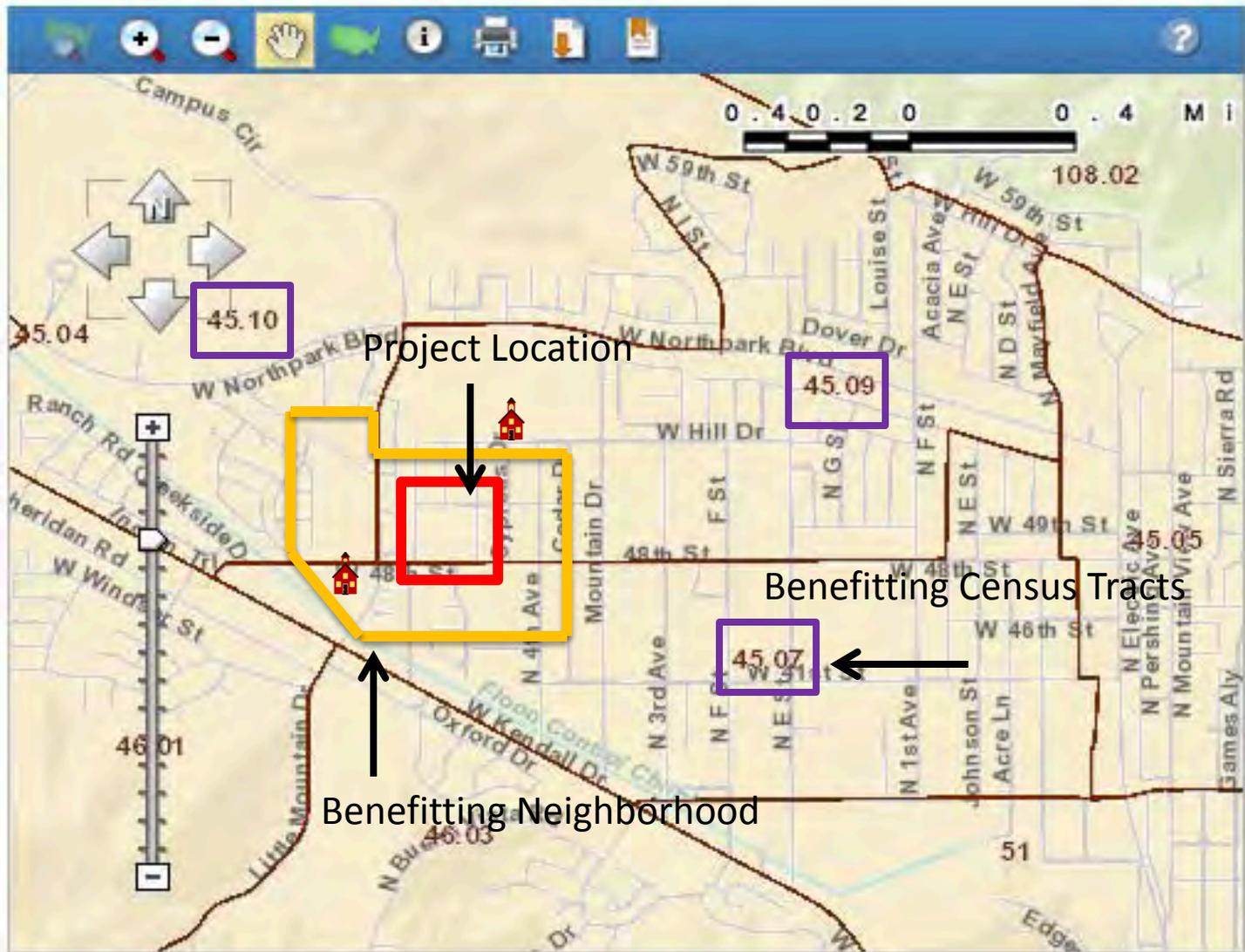
San Bernardino Safety & Mode Share
 Focus Area Analysis:
 SANBAG SRTS Study



San Bernardino City
Census Tract Summaries
Location #1: 48th Street, Magnolia, and Reservoir Drive

08-San Bernardino-1

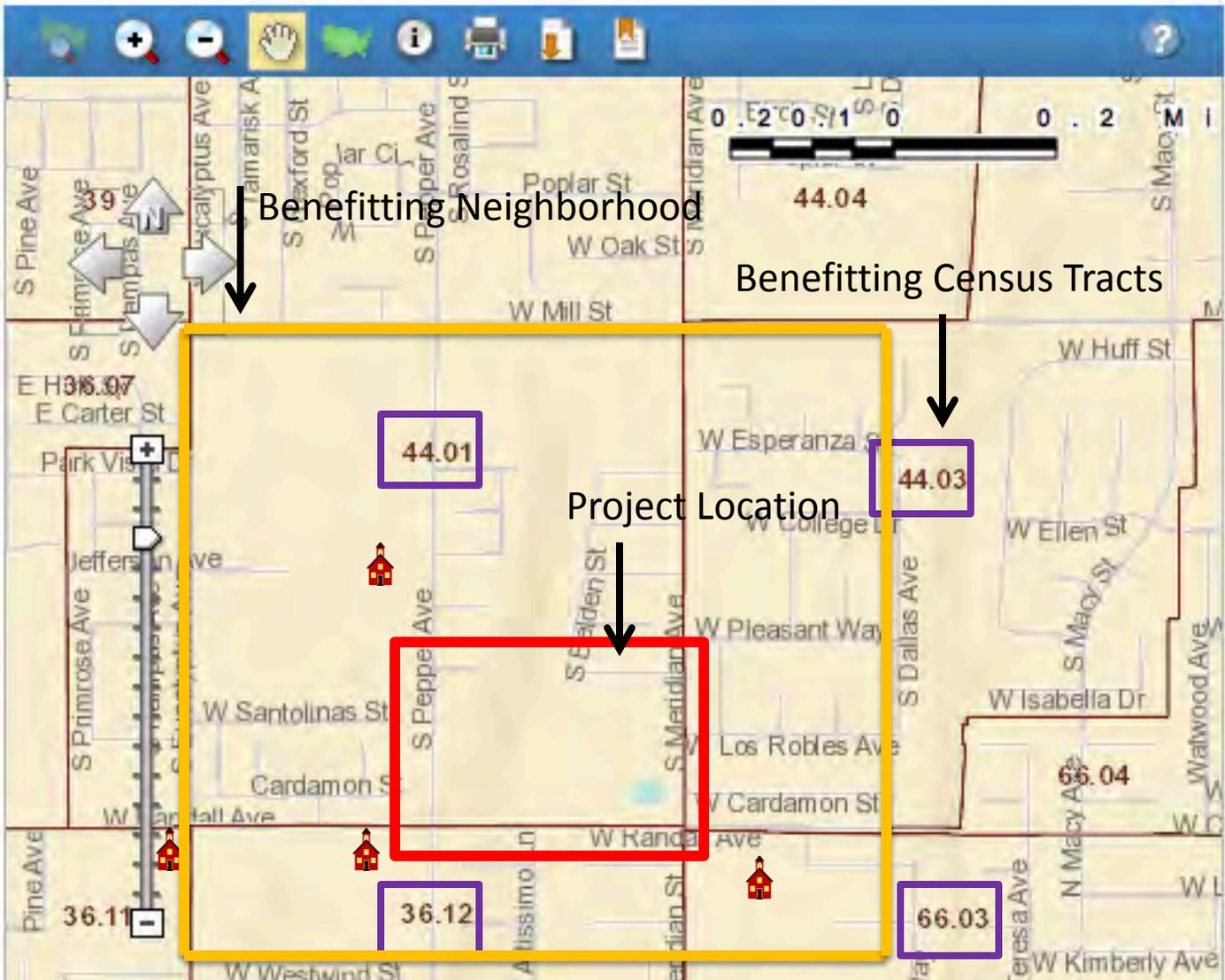
Cross Reference this attachment with the narrative located at Part B, Question 1



Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
45.09	\$75,000	4,984	1,152	5,038	1,007
45.07	\$39,981	5,209	1,334		
45.10	\$47,254	4,981	575		
AVG/TOTAL	\$54,078 (avg)	15,174 (total)	3,061 (total) (20%)		

(1), (2), & (3) U.S. Census Bureau
(4) California State Parks, Community Fact Finder Program
(5) Number in (4) multiplied by percent from (3)

Cross Reference this attachment with the narrative located at Part B, Question 1



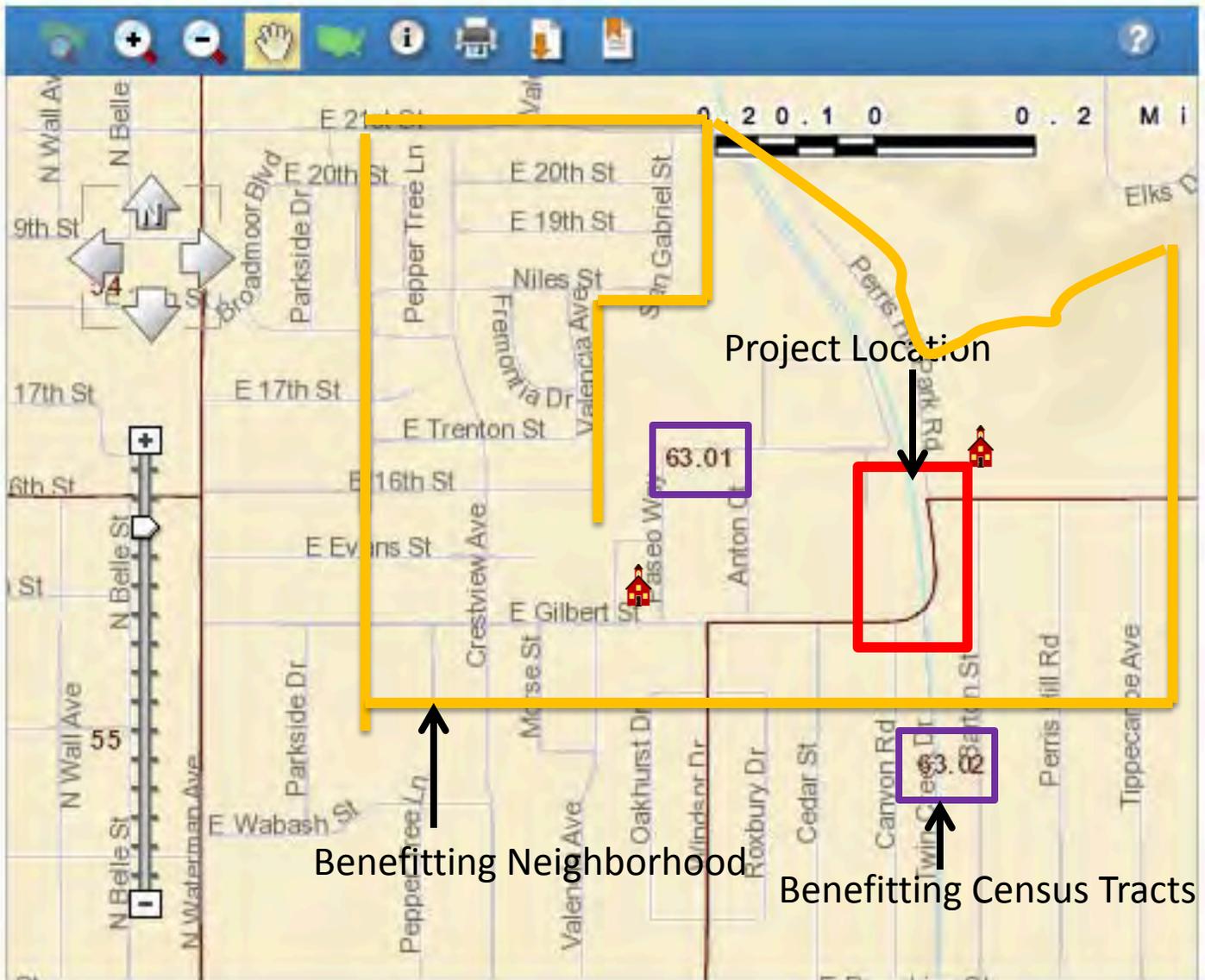
Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
44.01	\$44,432	4,267	859	4,394	1,055
44.03	\$42,005	5,318	1,250		
66.03	\$44,602	5,577	1,422		
36.12	\$44,851	4,172	1,063		
AVG/TOTAL	\$43,972 (avg)	19,334 (total)	4,594 (total) (24%)		

(1), (2), & (3) U.S. Census Bureau

(4) California State Parks, Community Fact Finder Program

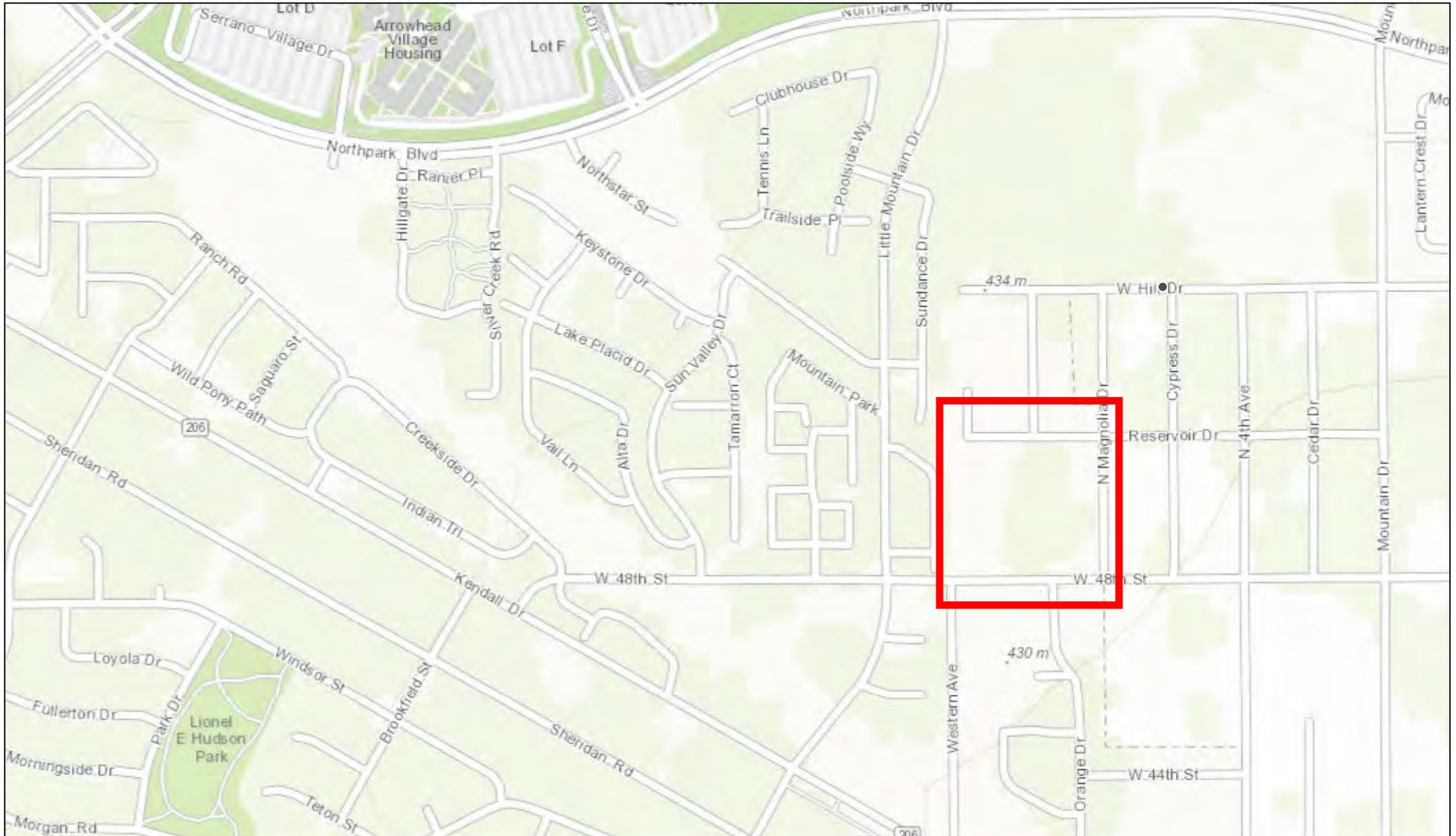
(5) Number in (4) multiplied by percent from (3)

Cross Reference this attachment with the narrative located at Part B, Question 1



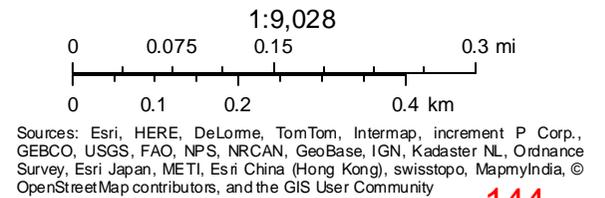
Census Tract	(1) Median Household Income	(2) Total Population	(3) Number of Children 5-17 Years Old (% of Total Population)	(4) Total Population within ½ Mile of Schools	(5) Est. No. of Children within ½ mile of Schools
63.01	\$28,393	6,217	1,140	4,460	1,070
63.02	\$33,904	9,305	2,592		
AVG/TOTAL	\$31,148 (avg)	15,522 (total)	3,732 (total) (24%)		

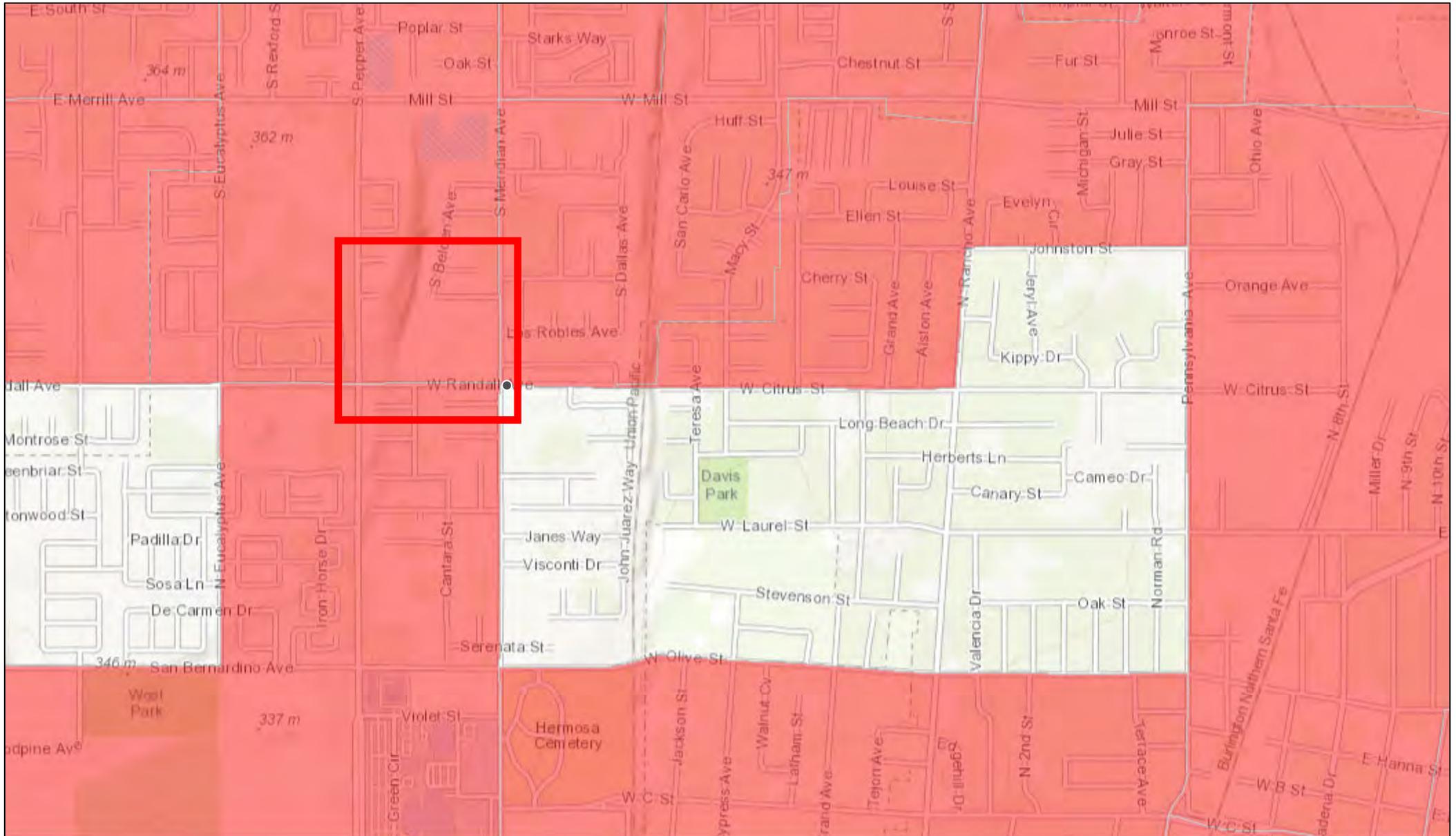
(1), (2), & (3) U.S. Census Bureau
 (4) California State Parks, Community Fact Finder Program
 (5) Number in (4) multiplied by percent from (3)



May 6, 2015

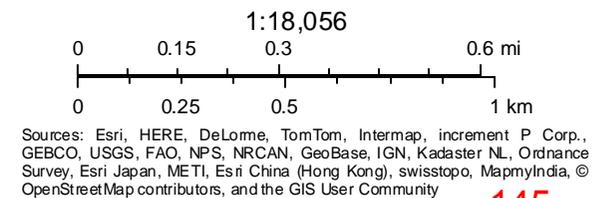
Location #1: 48th Street, Magnolia Drive, and Reservoir Drive.

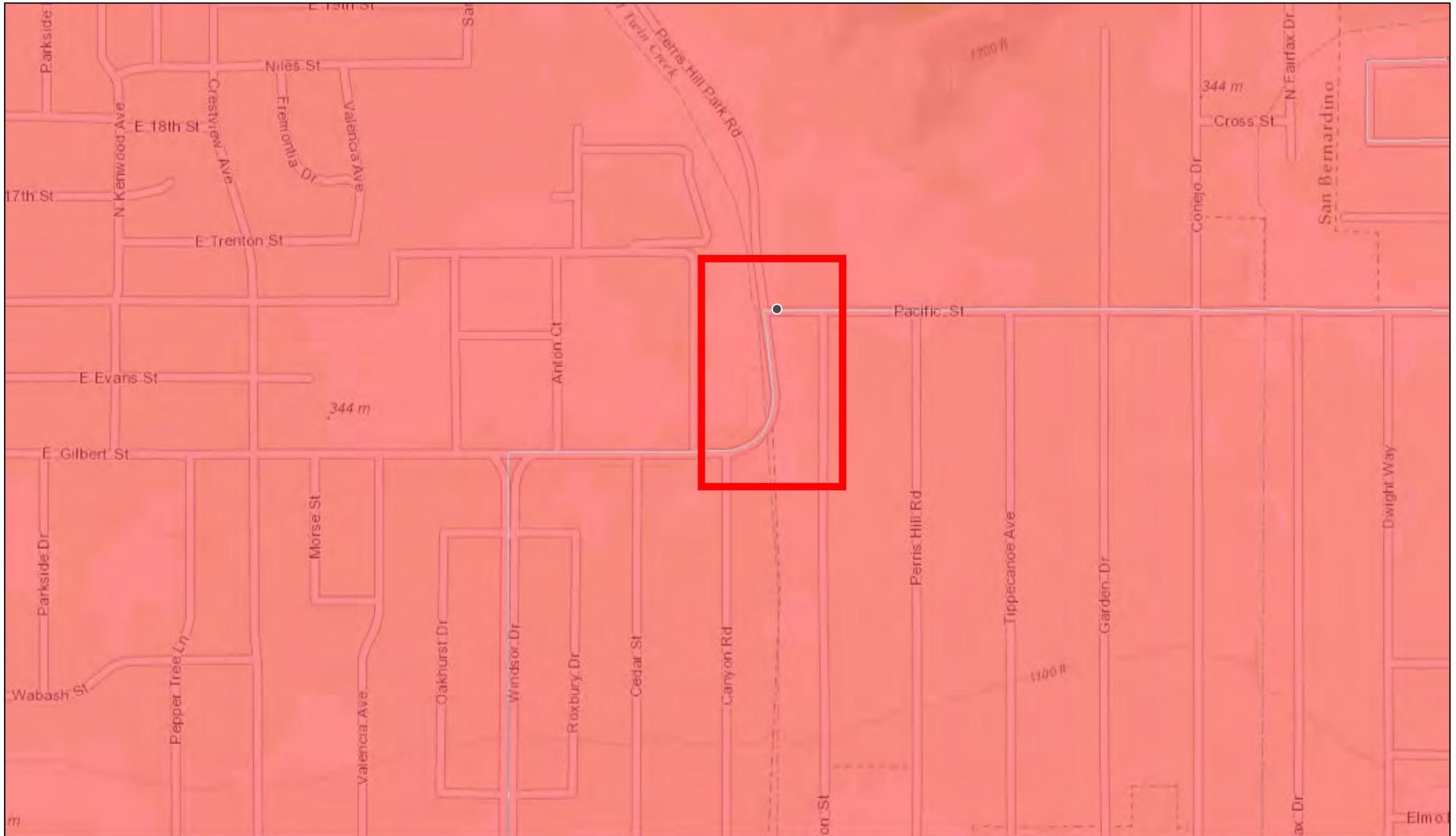




May 6, 2015

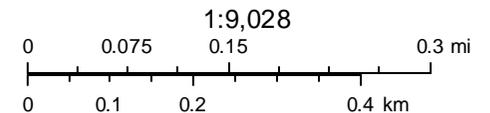
Location #2: Pepper Ave., Randall Ave., and Meridian Ave.
CalEnviroScreen 2.0 Score: 91-95%
Population: 4,256





May 6, 2015

Location #3: Perris Hill Park Road
CalEnviroScreen Score: 91-95%
Population: 5,324



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Project Name:
Project Location:

San Bernardino City Sidewalk Gap Closure/SRTS (3 locations)
Three Locations in City of San Bernardino

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		
Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class II
Average Annual Daily Traffic (AADT)		

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$2,088,334

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$2,088,334

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	23	4.6
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		
	Without Project	With Project
Existing	6056	
Forecast (1 YR after project completion)	6056	6369
	Without Project	With Project
Existing step counts <small>(600 steps=0.3mi=1 trip)</small>		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	
	Advance stop bar before crosswalk	
	Install overpass/underpass	
Unsignalized Intersection	Raised medians/refuge islands	
	Pedestrian crossing (new signs and markings only)	
	Pedestrian crossing (safety features/curb extensions)	
	Pedestrian signals	
Roadways	Bike lanes	
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	
Other reduction factor countermeasures		

Safe Routes to School (SR2S) (Box 1C)		Total
Number of student enrollment		11,015
Approximate no. of students living along school route proposed for improvement		3132
Percentage of students that currently walk or bike to school		55.00%
Projected percentage of students that will walk or bike to school after the project		75.00%

Project Name: San Bernardino City Sidewalk Gap Closure/SRTS (3 locations)
Project Location: Three Locations in City of San Bernardino

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	11,015
Current Active Trans Walker/Bicyclist Users	6,058
Percentage of Current Active Trans Walkers/Bicyclists	55%
Project Cost	\$64,000
ATP Requested Funds	\$64,000
Duration of Outreach (months)	12
Outreach to new users	4,957

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	x
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

Promotional Effort (must be marked with an "x")- (Box 2D)	
Effort Targets 5 E's or 5 P's	
Knowledgeable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	x
10-12	
13-24	
25-55	
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	434

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs		Annual
	Fatal Crashes	0	0
Injury Crashes	23	4.6	
PDO	0	0	

Assumption:
 Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	434	
Annual Mobility Benefits	\$0	Did not qu:
Annual Health Benefits	\$63,322	
Annual Recreational Benefits	\$0	Did not qu:
Annual Safety Benefits	\$184,000	Safety ben:

Fuel saved	\$76,906
Emissions Saved	\$5,638
Fuel and Emissions Saved	\$82,545
<u>Underlying assumptions for calculations:</u>	
1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg. Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22. http://www.railstotrails.org/resourcehandler.ashx?id=2948	
2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)	
3) Gasoline price per gallon is \$3.41 (incl. tax)	
4) Carbon price is \$25 per ton (updated \$2014 value)	
5) 2,000 lbs = 1 ton	

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####
Mobility Benefits	#####
Health Benefits	\$3,113,537
Recreational Benefits	\$624,567
Safety Benefits	\$5,809,356
Gas & Emission Benefits	\$1,476,613

Total Costs	\$2,152,334
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Benefit-Cost Ratio (BCR)	22.2
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NON-INFRASTRUCTURE-Non-SR2S and SR2S

Countermeasures		OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)		10%
Service Life		5
1st year		\$184,000

	Fatal	Injury	PDO	Total
Frequency	0	23	0	23
Cost/crash	\$3,750,837	\$80,000	\$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	11,015
Approximate no. of students living along school route proposed for improvement	3132
Percent that currently walks/bikes to school	55%
Number of students that walk/bike to school	1722.6

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to s
- 3) Takes 1 hour back a
- 4) Approximate no. of : before and after to ge
- 5) We used the value c community in general.
- 6) Safety benefits are a

After Project

No. of students enrollment	11,015
Approximate no. of students living along school route proposed for improvement	3132
Projected percentage of students that will walk or bike because of the project	75%
Number of students that will walk/bike to school after the project	2349

ATP Shift	225,504
Fuels Saved	\$38,448.43
Emissions Saved	\$2,818.80

Annual Mobility Benefits	\$1,469,711
Annual Health Benefits	\$91,676
Annual Safety Benefits	\$99,842
Fuel and Emissions Saved	\$41,267
Recreational Benefits	\$0

Did not quantify recreational ben

20 Year Invest Summary Analysis

Total Costs	\$2,152,334.00
Net Present Cost	\$2,069,551.92
Total Benefits	\$48,350,272.53
Net Present Benefit	\$32,410,563.77
Benefit-Cost Ratio	15.66

20 Year Itemized Savings

Mobility	\$37,326,200.10
Health	\$3,113,537.13
Recreational	\$624,566.93
Gas & Emissions	\$1,476,612.79
Safety	\$5,809,355.58

Funds Requested	\$2,152,334.00
Net Present Cost of Funds Requested	\$2,069,551.92
Benefit Cost Ratio	15.66

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	6,056.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	6,369.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	313
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$66,513
Annual Mobility Benefit (Biking)	\$0.00

Total Annual Mobility Benefits	\$66,513
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Project Types

For M values:

- 20.38 min/trip OFF STREET
- 18.02 min/trip ON STREET w/o parking benefit
- 15.83 min/trip ON STREET w/ parking benefit

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists 0

Value of Health (ave.annual) \$146

Annual Health Benefits \$0

GDP Deflator

2006 0.9429

2014 1.0781

Walking:

New Walkers 156.5

Value of Health \$146

Annual Health Benefits \$22,904

Total Annual Health Benefits \$22,904

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

(Estimated annual per capita cost savings of direct and/indirect of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	157
New Bicyclists	0
Avoided VMT due to Walking	9,977
Avoided VMT due to Biking	0
Fuel Saved	\$1,701
Emissions Saved	\$125
Fuel and Emissions saved	\$1,826

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.

Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>

- 4) Gasoline price per gallon is \$3.41 (incl. tax)

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$0	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

Walking		
Total Recreational pedestrians	47	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$17,137	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$17,137	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

Total Annual Recreational Benefits	\$17,137
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES	
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)
Applicable Countermeasures	0	0	0	0	0	0
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%
Service Life	20	20	10	20	20	10
1st year	\$0	\$0	\$0	\$0	\$0	\$0

	Fatal	Injury	PDO	Total
Frequency	0	4.6	0	4.6
Cost/crash	\$4,130,347	\$81,393	\$7,624	

Assumption:

For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

NON ROADWAY COUNTERMEASURES	ROADWAY COUNTERMEASURES						
Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures
0	0	0	Y	0	0	0	
35%	55%	35%	80%	30%	35%	10%	
20	20	20	20	10	10	20	
\$0	\$0	\$0	\$299,527	\$0	\$0	\$0	\$99,842

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$63,322	\$0	\$184,000	\$82,545	\$329,867	\$64,000	1.02
2	\$0	\$64,589	\$0	\$187,680	\$84,196	\$336,465		
3	\$0	\$65,881	\$0	\$191,434	\$85,880	\$343,194		
4	\$0	\$67,198	\$0	\$195,262	\$87,597	\$350,058		
5	\$0	\$68,542	\$0	\$199,168	\$89,349	\$357,059		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$329,533	\$0	\$957,543	\$429,566	\$1,716,642	\$64,000	

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$66,513	\$22,904	\$17,137	\$99,842	\$1,826	\$208,222	\$0	1.02
2	\$67,843	\$23,362	\$17,479	\$101,839	\$1,862	\$212,386		
3	\$69,200	\$23,830	\$17,829	\$103,876	\$1,900	\$216,634		
4	\$70,584	\$24,306	\$18,186	\$105,953	\$1,938	\$220,967		
5	\$71,995	\$24,792	\$18,549	\$108,073	\$1,976	\$225,386		
6	\$73,435	\$25,288	\$18,920	\$110,234	\$2,016	\$229,894		
7	\$74,904	\$25,794	\$19,299	\$112,439	\$2,056	\$234,491		
8	\$76,402	\$26,310	\$19,685	\$114,687	\$2,097	\$239,181		
9	\$77,930	\$26,836	\$20,078	\$116,981	\$2,139	\$243,965		
10	\$79,489	\$27,373	\$20,480	\$119,321	\$2,182	\$248,844		
11	\$81,078	\$27,920	\$20,890	\$121,707	\$2,226	\$253,821		
12	\$82,700	\$28,479	\$21,307	\$124,141	\$2,270	\$258,898		
13	\$84,354	\$29,048	\$21,734	\$126,624	\$2,316	\$264,076		
14	\$86,041	\$29,629	\$22,168	\$129,157	\$2,362	\$269,357		
15	\$87,762	\$30,222	\$22,612	\$131,740	\$2,409	\$274,744		
16	\$89,517	\$30,826	\$23,064	\$134,375	\$2,457	\$280,239		
17	\$91,307	\$31,443	\$23,525	\$137,062	\$2,506	\$285,844		
18	\$93,134	\$32,072	\$23,996	\$139,803	\$2,557	\$291,561		
19	\$94,996	\$32,713	\$24,475	\$142,599	\$2,608	\$297,392		
20	\$96,896	\$33,367	\$24,965	\$145,451	\$2,660	\$303,340		
						Sum Total Benefits	Total Project Cost	
Total	\$1,616,079	\$556,516	\$416,378	\$2,425,906	\$44,361	\$5,059,241	\$0	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$1,469,711	\$91,676	\$0	\$99,842	\$41,267	\$1,702,497	\$2,088,334	1.02
2	\$1,499,106	\$93,510	\$0	\$101,839	\$42,093	\$1,736,547		
3	\$1,529,088	\$95,380	\$0	\$103,876	\$42,934	\$1,771,278		
4	\$1,559,669	\$97,287	\$0	\$105,953	\$43,793	\$1,806,703		
5	\$1,590,863	\$99,233	\$0	\$108,073	\$44,669	\$1,842,838		
6	\$1,622,680	\$101,218	\$0	\$110,234	\$45,562	\$1,879,694		
7	\$1,655,134	\$103,242	\$0	\$112,439	\$46,474	\$1,917,288		
8	\$1,688,236	\$105,307	\$0	\$114,687	\$47,403	\$1,955,634		
9	\$1,722,001	\$107,413	\$0	\$116,981	\$48,351	\$1,994,747		
10	\$1,756,441	\$109,561	\$0	\$119,321	\$49,318	\$2,034,642		
11	\$1,791,570	\$111,753	\$0	\$121,707	\$50,305	\$2,075,334		
12	\$1,827,401	\$113,988	\$0	\$124,141	\$51,311	\$2,116,841		
13	\$1,863,949	\$116,267	\$0	\$126,624	\$52,337	\$2,159,178		
14	\$1,901,228	\$118,593	\$0	\$129,157	\$53,384	\$2,202,361		
15	\$1,939,253	\$120,965	\$0	\$131,740	\$54,451	\$2,246,409		
16	\$1,978,038	\$123,384	\$0	\$134,375	\$55,540	\$2,291,337		
17	\$2,017,599	\$125,852	\$0	\$137,062	\$56,651	\$2,337,164		
18	\$2,057,951	\$128,369	\$0	\$139,803	\$57,784	\$2,383,907		
19	\$2,099,110	\$130,936	\$0	\$142,599	\$58,940	\$2,431,585		
20	\$2,141,092	\$133,555	\$0	\$145,451	\$60,119	\$2,480,217		
						Sum Total Benefits	Total Project Cost	
Total	\$35,710,121	\$2,227,488	\$0	\$2,425,906	\$1,002,685	\$41,366,201	\$2,088,334	

From: [Destin Blais](#)
To: atp@ccc.ca.gov; inquiry@atpcommunitycorps.org
Cc: [Michael Grubbs](#); [Destin Blais](#)
Subject: City of San Bernardino City ATP Application
Date: Wednesday, May 13, 2015 12:14:32 PM
Attachments: [10. CCC Submission San Bernardino City.pdf](#)
[image001.png](#)
Importance: High

Greetings:

Attached please find our coordination packet for your consideration for the Active Transportation Grant Program (ATP). If you have any questions or need clarification, please do not hesitate to reach out to Mr. Michael Grubbs, P.E. or me at the number below. Please kindly provide a receipt of this email by next Friday, May 22.

Sincerely,
Destin Blais
On behalf of Mr. Michael Grubbs, P.E.

Destin Blais

Blais & Associates
professional grant management

Direct: (949) 589-6338
Corporate: (469) 579-5905
Mobile: (949) 322-3056
www.blaisassoc.com

Blais & Associates, Inc. Proudly Serves Clients Nationwide from Our Offices in:
California • Texas • Colorado • Oklahoma

From: [Active Transportation Program](#)
To: [Destin Blais](#)
Cc: atp@ccc.ca.gov
Subject: Re: City of San Bernardino City ATP Application
Date: Wednesday, May 13, 2015 12:41:33 PM
Attachments: [image001.png](#)

Hi Destin,

Thank you for your inquiry. We are looking into your request and will get back to you by May 19th.

Thank you

Monica

On Wed, May 13, 2015 at 10:14 AM, Destin Blais <dblais@blaisassoc.com> wrote:

Greetings:

Attached please find our coordination packet for your consideration for the Active Transportation Grant Program (ATP). If you have any questions or need clarification, please do not hesitate to reach out to Mr. Michael Grubbs, P.E. or me at the number below. Please kindly provide a receipt of this email by next Friday, May 22.

Sincerely,

Destin Blais

On behalf of Mr. Michael Grubbs, P.E.

Destin Blais

Blais & Associates
professional grant management

Direct: [\(949\) 589-6338](tel:(949)589-6338)

From: Hsieh_Wei@CCC on behalf of ATP@CCC
To: [Destin Blais; inquiry@atpcommunitycorps.org](mailto:Destin_Blais; inquiry@atpcommunitycorps.org)
Cc: [Michael Grubbs; ATP@CCC; Hsieh_Wei@CCC; Schmier_Scot@CCC; Joanis_Brandon@CCC](mailto:Michael_Grubbs; ATP@CCC; Hsieh_Wei@CCC; Schmier_Scot@CCC; Joanis_Brandon@CCC)
Subject: RE: City of San Bernardino City ATP Application
Date: Monday, May 18, 2015 5:06:27 PM
Attachments: [image001.png](#)

Hi Destin,

Scot Schmier, the Center Director at our CCC Inland location has responded to the partnership for your project. **The CCC can assist with tree removal and shrub relocation.**

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

Thank you,

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

From: Destin Blais [mailto:dblais@blaisassoc.com]
Sent: Wednesday, May 13, 2015 10:14 AM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Michael Grubbs; Destin Blais
Subject: City of San Bernardino City ATP Application
Importance: High

Greetings:

Attached please find our coordination packet for your consideration for the Active Transportation Grant Program (ATP). If you have any questions or need clarification, please do not hesitate to reach out to Mr. Michael Grubbs, P.E. or me at the number below. Please kindly provide a receipt of this email by next Friday, May 22.

Sincerely,
Destin Blais
On behalf of Mr. Michael Grubbs, P.E.

From: [Active Transportation Program](#)
To: [Destin Blais](#)
Cc: atp@ccc.ca.gov; [Michael Grubbs](#)
Subject: Re: City of San Bernardino City ATP Application
Date: Tuesday, May 19, 2015 12:57:51 PM
Attachments: [image001.png](#)

Hi Destin,

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

Thank you

Monica

On Wed, May 13, 2015 at 10:14 AM, Destin Blais <dblais@blaisassoc.com> wrote:

Greetings:

Attached please find our coordination packet for your consideration for the Active Transportation Grant Program (ATP). If you have any questions or need clarification, please do not hesitate to reach out to Mr. Michael Grubbs, P.E. or me at the number below. Please kindly provide a receipt of this email by next Friday, May 22.

Sincerely,

Destin Blais

On behalf of Mr. Michael Grubbs, P.E.

Destin Blais

Blais & Associates
professional grant management

Direct: [\(949\) 589-6338](tel:(949)589-6338)

Corporate: [\(469\) 579-5905](tel:(469)579-5905)

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$66,513	\$86,227	\$17,137	\$141,921	\$84,371	\$396,168	\$64,000
2	\$67,843	\$87,951	\$17,479	\$144,760	\$86,058	\$404,091	
3	\$69,200	\$89,710	\$17,829	\$147,655	\$87,779	\$412,173	
4	\$70,584	\$91,505	\$18,186	\$150,608	\$89,535	\$420,416	
5	\$71,995	\$93,335	\$18,549	\$153,620	\$91,325	\$428,825	
6	\$73,435	\$25,288	\$18,920	\$55,117	\$2,016	\$174,777	
7	\$74,904	\$25,794	\$19,299	\$56,219	\$2,056	\$178,272	
8	\$76,402	\$26,310	\$19,685	\$57,344	\$2,097	\$181,838	
9	\$77,930	\$26,836	\$20,078	\$58,491	\$2,139	\$185,474	
10	\$79,489	\$27,373	\$20,480	\$59,660	\$2,182	\$189,184	
11	\$81,078	\$27,920	\$20,890	\$60,854	\$2,226	\$192,968	
12	\$82,700	\$28,479	\$21,307	\$62,071	\$2,270	\$196,827	
13	\$84,354	\$29,048	\$21,734	\$63,312	\$2,316	\$200,763	
14	\$86,041	\$29,629	\$22,168	\$64,578	\$2,362	\$204,779	
15	\$87,762	\$30,222	\$22,612	\$65,870	\$2,409	\$208,874	
16	\$89,517	\$30,826	\$23,064	\$67,187	\$2,457	\$213,052	
17	\$91,307	\$31,443	\$23,525	\$68,531	\$2,506	\$217,313	
18	\$93,134	\$32,072	\$23,996	\$69,902	\$2,557	\$221,659	
19	\$94,996	\$32,713	\$24,475	\$71,300	\$2,608	\$226,092	
20	\$96,896	\$33,367	\$24,965	\$72,726	\$2,660	\$230,614	
						Sum Total	
						Benefits	Total Project Cost
Total	\$1,616,079	\$886,049	\$416,378	\$1,691,725	\$473,928	\$5,084,158	\$64,000

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$1,469,711	\$154,999	\$0	\$141,921	\$123,812	\$1,890,443	\$2,152,334	1.02
2	\$1,499,106	\$158,099	\$0	\$144,760	\$126,288	\$1,928,252		
3	\$1,529,088	\$161,261	\$0	\$147,655	\$128,814	\$1,966,817		
4	\$1,559,669	\$164,486	\$0	\$150,608	\$131,390	\$2,006,153		
5	\$1,590,863	\$167,775	\$0	\$153,620	\$134,018	\$2,046,276		
6	\$1,622,680	\$101,218	\$0	\$55,117	\$45,562	\$1,824,577		
7	\$1,655,134	\$103,242	\$0	\$56,219	\$46,474	\$1,861,069		
8	\$1,688,236	\$105,307	\$0	\$57,344	\$47,403	\$1,898,290		
9	\$1,722,001	\$107,413	\$0	\$58,491	\$48,351	\$1,936,256		
10	\$1,756,441	\$109,561	\$0	\$59,660	\$49,318	\$1,974,981		
11	\$1,791,570	\$111,753	\$0	\$60,854	\$50,305	\$2,014,481		
12	\$1,827,401	\$113,988	\$0	\$62,071	\$51,311	\$2,054,770		
13	\$1,863,949	\$116,267	\$0	\$63,312	\$52,337	\$2,095,866		
14	\$1,901,228	\$118,593	\$0	\$64,578	\$53,384	\$2,137,783		
15	\$1,939,253	\$120,965	\$0	\$65,870	\$54,451	\$2,180,539		
16	\$1,978,038	\$123,384	\$0	\$67,187	\$55,540	\$2,224,150		
17	\$2,017,599	\$125,852	\$0	\$68,531	\$56,651	\$2,268,633		
18	\$2,057,951	\$128,369	\$0	\$69,902	\$57,784	\$2,314,005		
19	\$2,099,110	\$130,936	\$0	\$71,300	\$58,940	\$2,360,285		
20	\$2,141,092	\$133,555	\$0	\$72,726	\$60,119	\$2,407,491		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$35,710,121	#####	\$0	\$1,691,725	\$1,432,251	\$41,391,118	\$2,152,334	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$768,112	\$57,290	\$17,137	\$99,842	\$21,547	\$963,928	\$2,088,334
2	\$783,474	\$58,436	\$17,479	\$101,839	\$21,977	\$983,206	
3	\$799,144	\$59,605	\$17,829	\$103,876	\$22,417	\$1,002,870	
4	\$815,127	\$60,797	\$18,186	\$105,953	\$22,865	\$1,022,928	
5	\$831,429	\$62,013	\$18,549	\$108,073	\$23,323	\$1,043,386	
6	\$848,058	\$63,253	\$18,920	\$110,234	\$23,789	\$1,064,254	
7	\$865,019	\$64,518	\$19,299	\$112,439	\$24,265	\$1,085,539	
8	\$882,319	\$65,808	\$19,685	\$114,687	\$24,750	\$1,107,250	
9	\$899,966	\$67,125	\$20,078	\$116,981	\$25,245	\$1,129,395	
10	\$917,965	\$68,467	\$20,480	\$119,321	\$25,750	\$1,151,983	
11	\$936,324	\$69,836	\$20,890	\$121,707	\$26,265	\$1,175,023	
12	\$955,051	\$71,233	\$21,307	\$124,141	\$26,790	\$1,198,523	
13	\$974,152	\$72,658	\$21,734	\$126,624	\$27,326	\$1,222,493	
14	\$993,635	\$74,111	\$22,168	\$129,157	\$27,873	\$1,246,943	
15	\$1,013,507	\$75,593	\$22,612	\$131,740	\$28,430	\$1,271,882	
16	\$1,033,778	\$77,105	\$23,064	\$134,375	\$28,999	\$1,297,320	
17	\$1,054,453	\$78,647	\$23,525	\$137,062	\$29,579	\$1,323,266	
18	\$1,075,542	\$80,220	\$23,996	\$139,803	\$30,170	\$1,349,732	
19	\$1,097,053	\$81,825	\$24,475	\$142,599	\$30,774	\$1,376,726	
20	\$1,118,994	\$83,461	\$24,965	\$145,451	\$31,389	\$1,404,261	
						Sum Total Benefits	Total Project Cost
Total	\$18,663,100	\$1,392,002	\$416,378	\$2,425,906	\$523,523	\$23,420,910	\$2,088,334

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$1,536,224	\$177,903	\$25,705	\$383,685	\$125,638	\$2,249,154	\$2,152,334	22.46
2	\$1,566,948	\$181,461	\$26,219	\$391,358	\$128,151	\$2,294,137		
3	\$1,598,287	\$185,090	\$26,744	\$399,186	\$130,714	\$2,340,020		
4	\$1,630,253	\$188,792	\$27,278	\$407,169	\$133,328	\$2,386,821		
5	\$1,662,858	\$192,568	\$27,824	\$415,313	\$135,994	\$2,434,557		
6	\$1,696,115	\$126,506	\$28,381	\$220,468	\$47,578	\$2,119,048		
7	\$1,730,038	\$129,036	\$28,948	\$224,877	\$48,530	\$2,161,429		
8	\$1,764,638	\$131,617	\$29,527	\$229,375	\$49,500	\$2,204,658		
9	\$1,799,931	\$134,249	\$30,118	\$233,962	\$50,490	\$2,248,751		
10	\$1,835,930	\$136,934	\$30,720	\$238,642	\$51,500	\$2,293,726		
11	\$1,872,648	\$139,673	\$31,334	\$243,414	\$52,530	\$2,339,600		
12	\$1,910,101	\$142,466	\$31,961	\$248,283	\$53,581	\$2,386,392		
13	\$1,948,303	\$145,316	\$32,600	\$253,248	\$54,652	\$2,434,120		
14	\$1,987,269	\$148,222	\$33,252	\$258,313	\$55,745	\$2,482,803		
15	\$2,027,015	\$151,187	\$33,917	\$263,480	\$56,860	\$2,532,459		
16	\$2,067,555	\$154,210	\$34,596	\$268,749	\$57,998	\$2,583,108		
17	\$2,108,906	\$157,294	\$35,288	\$274,124	\$59,157	\$2,634,770		
18	\$2,151,084	\$160,440	\$35,993	\$279,607	\$60,341	\$2,687,465		
19	\$2,194,106	\$163,649	\$36,713	\$285,199	\$61,547	\$2,741,215		
20	\$2,237,988	\$166,922	\$37,448	\$290,903	\$62,778	\$2,796,039		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	\$37,326,200	\$3,113,537	\$624,567	\$5,809,356	\$1,476,613	\$48,350,273	\$2,152,334	22.46

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational	
			Benefits	Safety Benefits
PROJECT OPEN				
1	\$1,536,224	\$177,903	\$25,705	\$383,685
2	\$1,566,948	\$181,461	\$26,219	\$391,358
3	\$1,598,287	\$185,090	\$26,744	\$399,186
4	\$1,630,253	\$188,792	\$27,278	\$407,169
5	\$1,662,858	\$192,568	\$27,824	\$415,313
6	\$1,696,115	\$126,506	\$28,381	\$220,468
7	\$1,730,038	\$129,036	\$28,948	\$224,877
8	\$1,764,638	\$131,617	\$29,527	\$229,375
9	\$1,799,931	\$134,249	\$30,118	\$233,962
10	\$1,835,930	\$136,934	\$30,720	\$238,642
11	\$1,872,648	\$139,673	\$31,334	\$243,414
12	\$1,910,101	\$142,466	\$31,961	\$248,283
13	\$1,948,303	\$145,316	\$32,600	\$253,248
14	\$1,987,269	\$148,222	\$33,252	\$258,313
15	\$2,027,015	\$151,187	\$33,917	\$263,480
16	\$2,067,555	\$154,210	\$34,596	\$268,749
17	\$2,108,906	\$157,294	\$35,288	\$274,124
18	\$2,151,084	\$160,440	\$35,993	\$279,607
19	\$2,194,106	\$163,649	\$36,713	\$285,199
20	\$2,237,988	\$166,922	\$37,448	\$290,903
Total				
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits
	\$37,326,200	\$3,113,537	\$624,567	\$5,809,356

Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate
					4.00%
\$125,638	\$2,249,154	\$2,162,648	\$2,152,334	\$2,069,552	
\$128,151	\$2,294,137	\$2,121,059		\$0	
\$130,714	\$2,340,020	\$2,080,269		\$0	
\$133,328	\$2,386,821	\$2,040,264		\$0	
\$135,994	\$2,434,557	\$2,001,028		\$0	
\$47,578	\$2,119,048	\$1,674,715		\$0	
\$48,530	\$2,161,429	\$1,642,508		\$0	
\$49,500	\$2,204,658	\$1,610,922		\$0	
\$50,490	\$2,248,751	\$1,579,942		\$0	
\$51,500	\$2,293,726	\$1,549,559		\$0	
\$52,530	\$2,339,600	\$1,519,760		\$0	
\$53,581	\$2,386,392	\$1,490,534		\$0	
\$54,652	\$2,434,120	\$1,461,870		\$0	
\$55,745	\$2,482,803	\$1,433,757		\$0	
\$56,860	\$2,532,459	\$1,406,184		\$0	
\$57,998	\$2,583,108	\$1,379,142		\$0	
\$59,157	\$2,634,770	\$1,352,620		\$0	
\$60,341	\$2,687,465	\$1,326,608		\$0	
\$61,547	\$2,741,215	\$1,301,097		\$0	
\$62,778	\$2,796,039	\$1,276,076		\$0	
Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost	
\$1,476,613	\$48,350,273	\$32,410,564	\$2,152,334	\$2,069,552	

Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
\$30,341,011.84	15.66	2,152,334	2,069,552
		Sum Funds Requested	Sum PV Funds Requested
		\$2,152,334	\$2,069,552

PARAMETERS

Mobility Parameters	
CA Statewide Hourly Wage (2014)	\$26.07
Value of Time (VOT)- adult	\$13.03
Value of Time (VOT)- child	\$5.42
Bike Path (Class I)	20.38 min/trip
Bike Lane (Class II)	18.02 min/trip
Bike Route (Class III)	15.83 min/trip

Health Parameters	
Cycling	\$146 annual\$/person
Walking	\$146 annual\$/person

Accident Cost Parameters	
Cost of a Fatality (K)	\$4,130,347 \$/crash
Cost of an Injury	\$81,393 \$/crash
Cost of Property Damage (PDO)	\$7,624 \$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking	New Users	\$10 per trip
	Existing Users	\$4 per trip
Walking	All Users	\$1 per trip

VMT Reduction		
Price of gasoline (per gallon incl. tax)	\$3.41	Average fuel price (November 2013-November 2014) http://www.eia.gov/to Interagency Working Group on Social Costs of Carbon for Regulatory Impact Analysis
Price of CO2 (per ton)-adj to 2014\$	\$25	
Price of CO2 (per lb)	\$0.01	
Working days	250	



Dale Marsden, Ed.D.
Superintendent

May 26, 2015

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

To Whom It May Concern:

With pleasure, as the Safety Officer and representative of the San Bernardino City Unified School District, I am happy to support the City of San Bernardino's grant application for a safe routes to schools project. The City proposes to build ADA-accessible sidewalks, install street lights, and paint crosswalks that will help provide for our children's safety and encourage healthy activities such as walking and biking.

The project directly affects four schools in our District: Cajon High School, Holcomb Elementary, Anton Elementary School, and Pacific High School. **Please note that none of these schools are on a school closure list.**

One of our concerns is the culvert, between Cajon High School and Holcomb Elementary School, located at Western Avenue and 48th Street. At this location, pedestrians are forced into the street with vehicular traffic to circumvent the culvert while walking to and from school. These two schools have many students in a lower income bracket participating in the Free and Reduced Price Meal (FRPM) program (77% for Cajon High School and 91% for Holcomb Elementary). We also have many students who attend after-school programs and may walk home in dusk or dark conditions, depending on the time of year. Street lighting will improve visibility for both walkers and motorists.

Another concern is the gap in sidewalk infrastructure on Perris Hill Park Road across from Pacific High School. From 2007-2012, there were 15 bicycle and pedestrian accidents, one of which was severe, within one-half mile of the school. Our efforts to safeguard our children in the community will be bolstered by the proposed addition of paved sidewalks, designated crosswalks, wheelchair accessible ramps, and street lights in the vicinity of Pacific High School where 91% of the 1,370 students participate in the FRPM. Another benefitting school at this site is Anton Elementary School with 730 students and a 94% FRMA participation rate.



Dale Marsden, Ed.D.
Superintendent

I also understand that the City's project includes an education and encouragement component that will be lead by an experienced consultant. I know schools will be happy to incorporate education and encouragement activities into their ongoing programs. Our student's health, wellness and safety are extremely important and encouraging them to exercise their minds and their bodies are our top priorities. Creating safer pedestrian walkways will encourage our student's to use alternate modes of transportation which will in turn increase physical fitness, lower rates of childhood obesity, and improve air quality for generations to come.

I appreciate your consideration of the City's safe routes to school application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Vetere", with a long horizontal flourish extending to the right.

Eric Vetere
Safety and Emergency Manager
San Bernardino City Unified School District
777 North F Street
San Bernardino, CA 92410
(909) 381-1192



RIALTO UNIFIED SCHOOL DISTRICT

May 26, 2015

California Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS 1
Sacramento, CA 94274-0001

Re: Safe Routes to School

On behalf of the Rialto Unified School District, I am happy to support the City of San Bernardino's efforts to secure funding for a Safe Routes to School (SRTS) project. Several schools in the City of San Bernardino are in the Rialto Unified School District and the following table summarizes our schools that will benefit from the proposed SRTS improvements:

School Name	Student Enrollment	Free and Reduced Price Meal Participation	Students Identifying as Hispanic or Latino
Garcia Elementary	715	77%	86%
Morris Elementary	635	87%	87%
Jehue Middle School	1,400	82%	88%
Rialto High School	2,880	78%	87%
TOTALS or AVERAGE	5,630	81% avg.	87% avg.

Source: California Department of Education, DataQuest, 2014-15

None of the schools listed above are on a school closure list.

These four schools are in the vicinity of the proposed project area and will benefit greatly from the installation of sidewalks, street lights, designated crosswalks, and Americans with Disabilities Act (ADA) approved ramps. The project will construct concrete sidewalks and safety elements along Pepper Avenue, Randall Avenue, and Meridian Avenue, an area directly in the middle of the four mentioned schools and connecting the schools with neighborhoods and parks.

I also wish to let you know that we are happy to support the education and encouragement components the City is proposing that may include safe walking school assemblies or "walk to school" weeks, etc. Thank you for the opportunity to express our support for the City's safe routes to school application.

Sincerely,

Gordon M. Leary
Chief of Safety and Security
Rialto Unified School District
182 East Walnut Avenue
Rialto, CA 92376
(909)421-7609



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

(909) 421-7609



May 21, 2015

Ms. Teresa McWilliam
 ATP Program Manager
 California Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS-1
 Sacramento, CA 94274-0001

Main Office

818 West Seventh Street
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 Associated Governments

**RE: Caltrans – 2015 Active Transportation Program Cycle 2
 City of San Bernardino – Safe Routes to School Project**

Dear Ms. McWilliam:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the City of San Bernardino's grant application to the California Department of Transportation (Caltrans) 2015 Active Transportation Program Cycle 2 for funding for the development of their Safe Routes to School Project.

This project will provide numerous improvements to walkways in San Bernardino. Pedestrians and motorists alike will benefit from a number of safety and security enhancements, including the closing of sidewalk gaps, installation of street lights, and the painting of new crosswalks. In addition, the project includes the installation of Americans with Disabilities Act (ADA) compliant curb ramps, ensuring everyone, regardless of mobility impairments, can use the new sidewalks and infrastructure. The use of Travel Demand Management (TDM) measures that support land use patterns will ensure that sidewalks and intersections will be made ADA-compliant, thereby increasing the usability and effectiveness of our entire active transportation system.

In order for the region to accomplish the goals of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), we must rely on all levels of government to do their part. One of our four key areas to seeing our goals met is to develop a transportation network that consists of public transit, highways, local streets, bikeways, and walkways. SCAG supports this project as it is consistent with the policies and goals set forth in the adopted 2012-2035 RTP/SCS.

We look forward to seeing the implementation of this project and I respectfully request that you give favorable consideration to the City of San Bernardino's grant application. If you have any questions, please do not hesitate to contact Ms. Sarah Jepson, Manager of Active Transportation & Special Programs, at (213) 236-1955, or by email at jepson@scag.ca.gov.

Sincerely,

Hasan Ikhata
 Executive Director


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



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

May 15, 2015

California Department of Transportation
 Division of Local Assistance
 P.O. Box 942874, MS 1
 Sacramento, CA 94274-0001

Attn: Active Transportation Program (ATP) – Safe Routes to School (SRTS)

San Bernardino Associated Governments is pleased to see the City of San Bernardino's Active Transportation initiative, which is a Safe Routes to School project. One of our goals is to make California a leader in sustainability. San Bernardino's proposal - to install infrastructure to create safer pedestrian walkways - implements the goals of our agency and the Southern California Association of Governments (SCAG) at the local level.

We are in the final stages of finalizing our countywide Safe Routes to School Plan and the City's project aligns with this Plan, which underwent significant outreach.

Our goals are to allow residents the ability to lead a healthy life, breathe clean air, and have opportunities for recreation. San Bernardino is building safe routes for children in their community by connecting their homes with schools, parks, and trails. The City's proposed sidewalk gap closure project will encourage residents to walk in their communities which in turn will reduce automobile exhaust pollution and improves air quality. In addition, choosing alternate modes of transportation increases physical fitness and reduces obesity.

SANBAG is pleased to see the Safe Routes for Schools sidewalk gap closure proposal in San Bernardino City.

Sincerely,

Steve Smith
 Director of Planning



Public Health Administration

Trudy Raymundo
Director

Maxwell Ohikhuare, M.D.
Health Officer

May 14, 2015

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

RE: City of San Bernardino – Safe Routes to School Project

To Whom It May Concern:

The San Bernardino Department of Public Health is pleased to submit this letter of support for the Safe Routes to School Program proposed by the City of San Bernardino. The City's Safe Routes to School proposal complements many of the practices already in place through San Bernardino County's Healthy Communities Program.

The City of San Bernardino has witnessed a high number of accidents involving pedestrians and bicyclists. The City has also been identified as having poor quality and high obesity rates. These factors underlie the importance of encouraging physical fitness and creating safe communities for pedestrians and bicyclists.

The City's proposal will make improvements at three locations with high pedestrian traffic via sidewalk gap closure projects. All three locations lack ADA-accessible paved sidewalks, street lights, and marked crosswalks. During wet weather conditions, many school children move out onto the street to avoid mud and puddles.

The San Bernardino County Department of Public Health fully supports the City of San Bernardino's steps toward improving public health by increasing opportunities for safe physical activity and providing local residents with safer routes to school.

Sincerely,

Trudy Raymundo
Director

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Department of Public Works

- Environmental & Construction • Flood Control
- Operations • Solid Waste Management
- Surveyor • Transportation

Gerry Newcombe
Director

April 29, 2015

Michael W. Grubbs, P. E.
Project Manager
City of San Bernardino
300 N. "D" Street
San Bernardino, CA 92418

**SUBJECT: SIDEWALK PROJECT ON NORTH SIDE OF RANDALL AVENUE
BETWEEN PEPPER AVENUE AND MERIDIAN AVENUE**

Dear Mr. Grubbs:

We are in receipt of your email dated April 29, 2015, regarding a City of San Bernardino project to install curb, gutter, sidewalk and streetlights in the Randall Basin area.

Based upon our review, we are in agreement with you that there appears to be no conflict with District operational needs. This appears to be a very beneficial project to the residents in the area, especially those students whom have to walk in the area for school purposes.

The District concurs with this project as described and we support your efforts in this regard. If there is a point where encroachment onto District property is required for construction, a permit for such action can be acquired at our Permits/Operations Support Division located in Room 108 in our building. Their phone number is (909) 387-7995.

If I can be of further assistance please contact me at (909) 387-8120.

Sincerely,

KENNETH C. EKE, M.S., P.E., Chief
Chief, Flood Planning Division

KCE:DL:dja

cc: Melissa Walker, Chief, Permits/Operations Support Division

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GREGORY C. DEVEREAUX
Chief Executive Officer

From: [Greg Gage](#)
To: [Michael Grubbs](#)
Cc: [Mark Raab](#); [Destin Blais](#); [Steve Miller](#); [Miguel Guerrero](#)
Subject: RE: Sidewalk Project on 48th Street, Magnolia Street and Reservoir Street
Date: Thursday, April 30, 2015 4:23:08 PM

Mike,

This project is adjacent to SBMWD's Newmark Plant, one of the plants funded through the EPA Superfund, and operated in accordance with that settlement agreement. Conceptually, **SBMWD is not opposed to the dedication request**; we would like to review a more specific plan that reflects the proposed new facilities and those currently in place, as well as existing and proposed right of way boundaries. Once that information is available, we will be able to establish what improvements are needed to keep the site functioning as required. Our Operations staff will also need to review the plan, as they are responsible for operating the treatment facilities at the Newmark Plant. SBMWD has no objection to the tree removals along the south side of Reservoir Drive.

Please let me know when you expect to have preliminary design for these improvements available for review; we can schedule a meeting to discuss if that would be useful.

Thanks.

Greg Gage
Engineering Manager
City of San Bernardino
Municipal Water Department
(909) 522-3401

From: Michael Grubbs [mailto:Grubbs_Mi@sbcity.org]
Sent: Wednesday, April 29, 2015 11:58 AM
To: Greg Gage
Cc: Mark Raab; Destin Blais
Subject: Sidewalk Project on 48th Street, Magnolia Street and Reservoir Street
Importance: High

Greg,

The City is applying for an Active Transportation Program (ATP) grant through SANBAG and Caltrans. Attached is a sketch of a proposed sidewalk project adjacent to your property on the north side of 48th Street. The purpose of this project is to provide a safe pathway for pedestrians including students in the immediate area who must walk from home to school.

From our preliminary review, it appears that we will need addition street dedication to construct curb, gutter, sidewalk, access ramps and street lights. The following additional

street dedication is needed:

1. Corner dedication at the southwest corner of Reservoir Drive and Magnolia Drive for access ramp.
2. Corner dedication at the northwest corner of 48th Street and Magnolia Drive for access ramp.
3. Approximately 7 feet of additional street dedication is needed along the north side of 48th Street for street widening, curb & gutter, sidewalk and street lights.

It appears that several minor structures will need to be relocated along 48th Street. The project will pay the cost of those relocations. In addition, approximately 30 trees will be removed along the south side of Reservoir Drive and 3 trees will be removed along the north side of 48th Street.

In order to increase our chances of being awarded the grant, it will be very helpful if we can obtain an indication from SBCMWD that this project is feasible and will not adversely affect your operations. A letter or email from you indicating that you concur with our assessment and are willing to dedicate the additional right of way will be very helpful.

The application for the ATP grant is due on June 1st, therefore a prompt response will be appreciated.

If you have any questions, please contact me at the number listed below.

Michael W. Grubbs, P. E.
Project Manager
City of San Bernardino
300 N. "D" Street
San Bernardino, CA 92418
Office Phone: 909-384-5179
grubbs_mi@sbcity.org