

Community Focus Statement E: Improve public safety.

Action Statement E.5: Identify infrastructure improvements that would increase and improve access within and between the communities.

E.5

Benchmark: A mobility plan of recommended improvements is developed and achieves community support for all improvements with funding design, and construction of improvements.

Champion: Volunteer group or person or can be identified by the community

Estimated Cost: \$100,000–\$25,000,000



A mobility plan will help to ease traffic in the Crest Forest area. Photo source: Michael Baker International

An effective transportation network is a critical component to the function of any community. Access to and from the Crest Forest communities is important for day-to-day functions, as well as during situations in which emergency services are needed. Improving access to a community can include addressing existing safety or capacity issues; improving bicycle, pedestrian, and motor vehicle traffic flow through geometric, signing, and pavement marking improvements; bicycle and pedestrian amenities; street lighting; and traffic signal or operational improvements. The Village area of Crestline has one major through fare and is frequently delayed by various forms of congestion, especially during local events. A second access for vehicles through town to Lake Gregory Drive would

be beneficial. In addition, alternative pedestrian pathways paralleling the main street is also needed.

The access improvements should consider the area context so as not to take away from the natural features of the community. Context-sensitive improvements should be based on the required design standards that are appropriate to the type of roadway. The scale of improvements should also consider the appropriate level of potential traffic increases throughout all areas of the communities.

In order to identify potential access improvements, a community mobility plan should be completed. The plan would evaluate key roadway corridors throughout the Crest Forest communities. Any impacts resulting from potential traffic growth and development in the area should be considered. Further, the plan should provide recommendations for future infrastructure improvements to maintain or improve service levels along the roadways and improve community access. A mobility plan would cost approximately \$100,000–\$400,000 depending on the extent of the study area. Costs for implementation of improvements will vary depending on the type and magnitude. Table 1 shows unit costs for potential improvements, excluding potential right-of-way costs.

A Community Services District (CSD) is a permanent form of governance that can provide certain public facilities and services in unincorporated areas. CSDs are often established to lead project implementation including the direction of taxpayer assessments.

Estimated Infrastructure Costs

Type	Typical Cost (cost per item)
Community Mobility Plan	\$100,000–\$400,000
Street Signs	\$800–\$1,000 per sign
Striped Crosswalk	\$1,000–\$5,000 per crosswalk
Wired Streetlight	\$6,000–7,000 per light
Solar Streetlight	\$5,000–\$6,000 per light
Street Sign	\$800–\$1,000 per sign
Sidewalk	\$20 per square foot
Traffic Signal	\$250,000–\$300,000 per signal
Extend Turn Lane	\$350 per foot
Provide Turn Lane	\$400 per foot
Widen to Provide Through Lane	\$1,000,000 per mile per lane

Action	Action Leader	Timeline	Resources
1. Hold a meeting to establish a Transportation Committee	Champion	Month 1	FHWA Access Management Program Plan http://ops.fhwa.dot.gov/access_mgmt/progplan.htm AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities AASHTO Guide for the Development of Bicycle Facilities Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections http://safety.fhwa.dot.gov/intersection/other_topics/fhwasa09020/
2. Define the specific transportation system study area in need of improvements.	Transportation Committee	Month 1	
3. Coordinate potential project studies with the County Special Districts Department prior to conducting any studies.	Transportation Committee	Month 2	
4. Develop the mobility plan, including a set of recommended improvements. The study should include coordination with San Bernardino County Public Works and Caltrans, if needed, as well as an implementation plan.	Transportation Committee	Months 3– Year 2	
5. Develop a Community Services District for Crest Forest mobility improvements.	Transportation Committee with CCDA, local community leaders, County Special Districts	Year 2 – Year 6	
6. Obtain community and stakeholder input on proposed improvements.	Transportation Committee	Year 7	
7. Include project in the County’s Transportation Plan, if appropriate.	Transportation Committee with CCDA, SBCTA, County Public Works	Year 8	
8. Identify project funding.	Transportation Committee	Year 9	
9. Procure final design plans for proposed improvements.	County Public Works	Year 10 – 11	
10. Identify and obtain additional right-of-way, if required.	County Public Works	Year 12 – 13	
11. Construct/implement corridor improvements.	County Public Works	Year 13 – 15	